

Tileasy House, Waterlooville: Highways Response Note

Ref: DS/SG/ITS19395
Date: 25 September 2024

SECTION 1 Introduction

1.1 Context

- 1.1.1** JH and GW Green Ltd has appointed i-Transport to provide highways and transportation advice to support a change of use application from B2 General Industry to a flexible employment use falling within use class E(g) (iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution, with ancillary trade counter (*application ref: APP/24/00452*).
- 1.1.2** This Highways Response Note (HRN) has been prepared to respond to a consultation response received from Hampshire County Council (HCC), in its capacity as the local highway authority, dated 2nd August 2024 in response to the Transport Statement (*ref: ITS19395-001A*) submitted as part of the planning application. The response from HCC is provided at **Appendix A**.
- 1.1.3** While the response did not raise an in-principle objection to the proposed change of use, it did seek clarification on a number of matters and the provision of additional information. The remainder of this note sets out the Applicant's response to these matters. In particular, the note focusses on the following:
- A full multi-modal TRICS based assessment of the existing and proposed use.
 - Personal Injury Accident data within the vicinity of the site from Hampshire Constabulary.
 - A copy of the highway boundary records from HCC and a drawing showing the site access arrangement and associated visibility splays.
 - Swept path analysis to demonstrate the movement of vehicles to enter/exit in a forward gear - including HGVs – and turning within the site.
 - Providing a location for cycle parking on the layout.

1.1.4 The remainder of this report provides the information requested and / or documents to seek agreement with HCC:

- Section 2 sets out the TRICS Multi-Modal Assessment.
- Section 3 provides further detail on the site access, safety and internal layout.
- Section 4 summarises the note.

1.2 Nature of Application

1.2.1 As an overarching comment, it is unclear from the HCC response as to whether the nature and reasoning behind the change of use application has been understood, as the level of assessment that has been sought is commensurate with that which would typically accompany a full planning application, and not that in which there is an established use in a comparable use class within a wider industrial area.

1.2.2 For clarity, the change of use application seeks permission for a change of use from B2 general industry to a flexible employment use falling within the use class E(g)(iii), which covers industrial process, B2 general industry and B8 warehousing and distribution with trade counter.

1.2.3 The reasoning for this change is to enable the occupation by the prospective tenant 2MV Logistics, following the departure of Thomas Sanderson Ltd (manufacturers of window furnishings), from the site. In order for 2MV Logistics to operate their business, it is sometimes necessary to store goods within a warehouse for 72 hours prior to delivery. These materials range from automotive supplies, healthcare supplies and occasional, controlled, hazardous goods.

1.2.4 At present, the use class enables the manufacture of goods and the associated delivery of materials, supplies and onward transit etc, whereas on-site storage and subsequent distribution of bulky items is now required.

1.2.5 There are no physical alterations proposed as part of the change of use application – the building and site will retain the same footprint and floor areas that are currently in-situ. The application does not seek to expand nor materially alter the site beyond a change in use from one commercial use class to another to enable continued use as an employment premises. The site will continue to function as it can already function – i.e. there are no alteration to the bin store locations or service access, and servicing and refuse collection will continue to occur as it has done historically.

SECTION 2 TRICS Multi-Modal Assessment

2.1 Trip Generation

2.1.1 While the nature of the existing and proposed use is very similar in nature, i.e. a change from a commercial use to a commercial use within an area used exclusively for commercial uses, a multi-modal TRICS assessment of forecast trip generation has been undertaken. It demonstrates that the proposed use will generate no more cars, HGVs, pedestrians, cyclists or bus users than the existing use.

Existing Trip Rates

2.1.2 The site was previously used as an industrial headquarters with the 3,196.6 sqm floor area split between office space (1,341.05 sqm) and industrial/warehouse space (1,855.55 sqm). In order to appropriately reflect the trip generation of the existing site, multi-modal trip rates have been obtained from the TRICS database for both 'Employment – Office Space' and 'Employment – Industrial Unit' category with the trip rates per 100m² for the typical network peaks of 08:00- 09:00 and 17:00-18:00, as well as the daily 24 hour.

2.1.3 The full TRICS outputs are contained within **Appendix B** and the resultant multi-modal trip generation is summarised in **Table 2.1**.

Table 2.1: Existing Trip Rates (Office and Industrial / Warehousing Use)

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Office (1,341.05sqm)					
Cars	23	1	0	18	125
HGVs	-	-	-	-	-
LGVs	1	0	0	1	8
Pedestrians	1	0	0	1	18
Cyclists	1	0	0	1	2
Public Transport	3	0	0	3	12
Total Person Trips	30	2	0	26	180
Industrial / Warehousing (1,855.55sqm)					
Cars	12	1	0	3	64
HGVs	1	1	0	0	10
LGVs	4	3	0	0	36
Pedestrians	3	0	0	2	12

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Cyclists	-	-	-	-	-
Public Transport	3	0	0	0	5
Total Person Trips	21	4	2	19	145

Source: TRICS

- 2.1.4 The combined trips from the previous uses, providing a total generation for the existing use, is shown in **Table 2.2**.

Table 2.2: Total Trips – Existing Use

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Combined Office / Industrial / Warehousing Use (3,196.6sqm)					
Cars	35	2	0	21	189
HGVs	1	1	0	0	10
LGVs	5	3	0	1	44
Pedestrians	4	0	0	3	30
Cyclists	1	0	0	1	2
Public Transport	6	0	0	3	17
Total Person Trips	51	6	2	45	325

Change of Use Trip Rates

- 2.1.5 A prospective tenant has been identified who intend to use the site in a warehousing, distribution and freight forwarding capacity. The total gross floor area of the building will remain as 3,196.6sqm. For clarity, the proposal does not seek a general office use, which would require use class E(g)(i); permission is sought only for E(g)(iii) Industrial Processes, B2 and B8 Warehousing. However, as with any industrial process, there will be an element of desk based 'office' work ancillary to operations – e.g. payroll, route planning and administration of any vehicles used in the operation. Such ancillary functions are present at sites surveyed and contained within the Industrial Unit subsection of the TRICS database.

2.1.6 In order to compare the extant trip generation of the site to the proposed use of the site, multi-modal trip rates have been obtained for the 'Employment – Industrial Unit' category of the TRICS database, as requested by HCC, to derive trip rates per 100m² for the typical network peaks of 08:00- 09:00 and 17:00-18:00, as well as a daily 24 hour.

2.1.7 Sites previously included in the TRICS assessment contained in the TA that occurred during the Covid-19 pandemic have been removed from this assessment. The full TRICS outputs are contained within **Appendix B** and the resultant multi-modal trip rates are shown in **Table 2.3**.

Table 2.3: Proposed Trip Rates (Industrial Unit)

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Industrial Space - E(g)(iii)/B2/B8 Warehousing use (3,196.6sqm)					
Cars	21	2	0	5	110
HGVs	2	2	0	0	17
LGVs	7	5	0	0	62
Pedestrians	5	0	0	3	21
Cyclists	0	0	0	0	0
Public Transport	5	0	0	0	9
Total Person Trips	36	7	3	33	250

Source: TRICS

Net Traffic Impact

2.1.8 The resultant net impact of the proposed change of use is set out in **Table 2.4**.

Table 2.4: Net Traffic Impact

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Cars	-14	0	0	-16	-79
HGVs	1	1	0	0	7
LGVs	2	2	0	-1	18
Pedestrians	1	0	0	0	-9
Cyclists	-1	0	0	-1	-2
Public Transport	-1	0	0	-3	-8
Total Person Trips	-15	1	1	-12	-75

- 2.1.9 The net impact assessment demonstrates that the proposed change of use to an E(g)(iii) will result in an overall reduction in movement on the transport network.

2.2 Sensitivity Tests

Warehousing

- 2.2.1 While HCC has requested trip rates within the Industrial E(g)(iii) category be used to assess the change of use, a further assessment has been undertaken using the warehousing use class. The associated trips are summarised in **Table 2.5** and the full outputs provided at **Appendix C**.

Table 2.5: Sensitivity Test – Warehousing (3,196.6sqm)

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Warehousing (3,196.6sqm)					
Cars	6	0	0	5	64
HGV's	1	2	0	2	22
LGVs	1	1	0	0	23
Pedestrians	2	0	0	1	7
Cyclists	0	0	0	0	1
Public Transport	2	0	0	2	4
Total Person Trips	16	4	1	13	156

Note: * no separate data for rail / bus – combined as 'Public Transport User'

- 2.2.2 The net change from the existing use to warehousing is summarised in **Table 2.6**.

Table 2.6: Net Traffic Impact

	Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)		Daily (24 hour)
	Arrivals	Departures	Arrivals	Departures	
Cars	-29	-2	0	-16	-125
HGVs	0	1	0	2	12
LGVs	-4	-2	0	-1	-21
Pedestrians	-2	0	0	-2	-23
Cyclists	-1	0	0	-1	-1
Public Transport	-4	0	0	-1	-13
Total Person Trips	-35	-2	-1	-32	-169

Trade Counter

- 2.2.3 Within the Transport Assessment, a further TRICS assessment for a trade counter, ancillary to the proposed use, was included as a sensitivity test. HCC have requested that the assessment is revisited to remove a survey undertaken during COVID pandemic restrictions. The updated assessment is attached at **Appendix C** and summarised in **Table 2.7**.

Table 2.7: Sensitivity Test – Trade Counter (196.6sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	2.860	2.439	5.299	6	5	11
Evening Peak (17:00 – 18:00)	1.682	2.019	3.701	4	4	8

Source: TRICS

- 2.2.4 The assessment illustrates that an ancillary trade counter will have an imperceptible impact when considered alongside the net impact assessments set out in Table 2.4 and 2.6. When combined with the outputs of the E(g)(iii) Industrial Unit assessment, the number of movements is still fewer than the existing use of the site.

2.3 Further Assessment Requirements / Need for Improvement

- 2.3.1 With reference to the National Planning Policy Framework as well as CIL Regulation 122, planning obligations or conditions should only be used to secure financial contributions and / or works where the following criteria are met:
- They must be necessary to make the development acceptable in planning terms.
 - Directly related to the development.
 - Proportional.
- 2.3.2 The net impact assessment demonstrates that the proposed change of use will generate no more cars, HGVs, pedestrians, cyclists or bus users than the existing use. The development will place no greater demand on the transport network than what can already occur through lawful use of the site, and therefore it is not necessary to mitigate the impact of development, as this would not satisfy the relevant NPPF and CIL Reg 122 tests.
- 2.3.3 As such, a WCHAR is not required nor are any improvements, either vehicular or non-vehicular, required to the highway network to enable to proposed change of use. Planning regulations do not require development proposals to remedy any deficiencies within the highway network that it itself is not exacerbating.

SECTION 3 Access, Safety and Layout

3.1 Site Access

- 3.1.1 The site access will be retained in its current form; however, HCC have requested that the visibility splays are illustrated on a drawing to demonstrate that the visibility splays are achievable within the highway boundary.
- 3.1.2 While, as set out in Section 2, the proposed change of use does not result in an intensification in traffic movements at the access and movement beyond that already lawfully able to occur, and thus no improvement or modification of the access is necessary to make the development acceptable in planning terms as required by the NPPF and CIL Reg 122, the maximum visibility splays have been illustrated in Drawing **ITS19395-GA-001**.
- 3.1.3 As requested, swept path analysis has also been undertaken to demonstrate that the existing access can accommodate an articulated vehicle in both directions (the largest vehicle likely to use the access). This is presented on Drawing **ITS19395-GA-002**.

3.2 Safety

Personal Injury Accident Data

- 3.2.1 Within the Transport Assessment submitted, a Crashmap review of Waterberry Drive, Elettra Avenue/Waterberry Drive roundabout and Elettra Avenue/Waterberry Drive priority junction was provided. However, HCC have requested that PIA data is obtained from Hampshire Constabulary for the most recent 5-year period.
- 3.2.2 The proposed development will not result in an intensification in traffic movement associated with the site, and thus will not exacerbate any highway safety concerns. Nevertheless, the accident data has been obtained and demonstrates that no accidents have been recorded in the vicinity of the site in the latest available five-year period. This is presented at **Appendix D**.

3.3 Cycle Parking

- 3.3.1 As set out in the net impact assessment in Section 2, the proposed development will attract fewer overall trips, including fewer cycle movements, than the existing use of the site. As such, it will not be necessary to accommodate any cycle demand above that already catered for by the site.

3.3.2 Nevertheless, should cycle parking compliant with current cycle standard be considered necessary by HCC to make the development acceptable in planning terms, with reference to the requirements of CIL Reg 122, then this can be appropriately secured by condition – such a condition is commonly used across development proposals nationwide, including Hampshire, to secure such infrastructure. This allows time for the occupier to source and install appropriate provision.

3.3.3 To alleviate concerns about this being available prior to occupation, a pre-occupation condition can be utilised. This provides an enforceable means for the Council to ensure that this infrastructure is provided. Suggested wording for such a condition is provided below:

Prior to first occupation, 21 long stay and 6 short stay cycle parking spaces are to be provided in accordance with plans to be submitted to, and approved by, the local planning authority. Thereafter, the spaces shall be provided and made available for use at all times.

Reason: In the interests of encouraging sustainable travel.

3.4 Northern Brambles Link

3.4.1 HCC have requested that discussion is held for the potential safeguarding of land to provide a shared use link to the Old Park Farm MDA.

3.4.2 It should be noted that a condition or obligation to such an effect would not satisfy the requirements of the NPPF nor CIL Reg 122 in relation to the use of such means of securing improvements. The link is not necessary to make the development acceptable in planning terms, in so far that the proposed change of use does not have a network impact, nor is it directly related to the development given that it is required to improve connectivity of the neighbouring housing development.

3.4.3 Regardless, it is not in the gift of the Applicant to be able to provide for a safeguarded link – the Applicant can confirm that it is the leaseholder of the site and not the landowner. The site is owned by Havant Borough Council and thus any agreement to provide land for connections from the Old Park Farm MDA would need to be between the two Councils.

3.5 Travel Plan

3.5.1 Planning Practice Guidance sets out that Travel Plans are required where developments generate a significant volume of traffic and are used to mitigate the impact of development. A planning obligation or planning condition would be required to secure a Travel Plan.

3.5.2 As set out in the net impact assessment, the site does not generate a significant volume of traffic, nor is it required to mitigate the impact of the proposed development – the change of use will generate fewer traffic movements than is already lawfully permitted to occur at the site.

- 3.5.3 As such, the use of a planning condition or obligation to secure a Travel Plan will not satisfy the relevant tests in the NPPF and CIL Reg 122, as it is not necessary to make the development acceptable in planning terms nor proportional to the impact of the proposed change of use, given that this will result in fewer movements.

SECTION 4 Summary

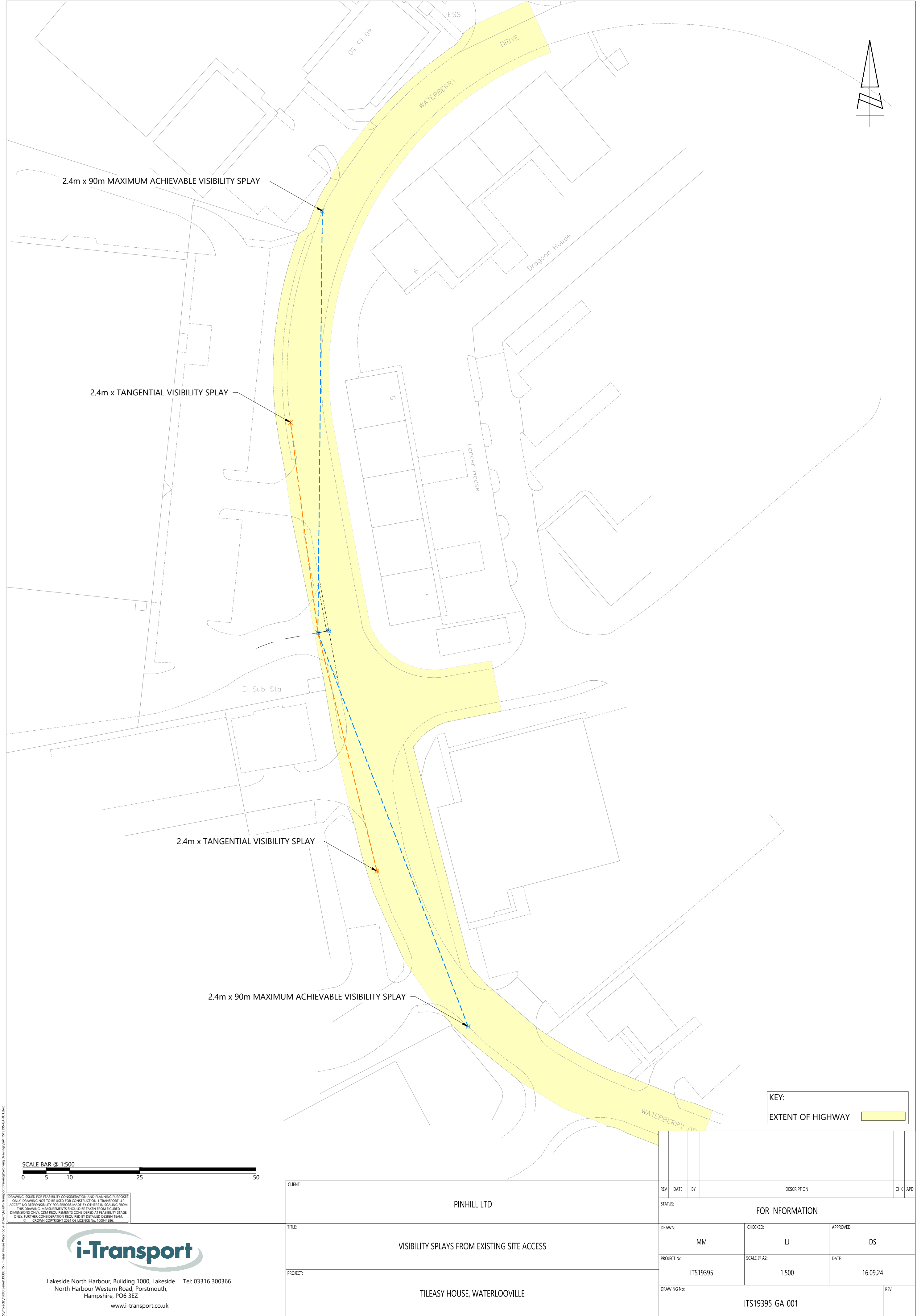
- 4.1 JH and GW Green Ltd has appointed i-Transport to provide highways and transportation advice to support a change of use application from B2 General Industry to a flexible employment use falling within use class E(g) (iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution, with trade counter (*application ref: APP/24/00452*).
- 4.2 For clarity, a E(g)(i) use permitted use as a general office is not proposed. Any desk / office-based activities are ancillary to the Industrial Process use (e.g. payroll, fleet administration etc).
- 4.3 It is important to note that, as demonstrated in the net impact assessment contained within this note, the change of use proposes a less traffic intensive use of the site. As such, the proposal has no detrimental impact upon the operation of the highway network.
- 4.4 A consultation response was received from HCC on 2nd August 2024, requesting further information. This Highways Response Note provides further information on the relevant matters, as summarised below:

Highway Matter	Relevant Section	Summary of HCC Comments	Action
Multi-modal Assessment	Section 2.1	Split of HGV movements to be separate and site surveyed during Covid-19 to be removed	<i>Updated assessment undertaken</i>
Sensitivity Test	Section 2.2	Site surveyed during Covid-19 to be removed	<i>Updated assessment undertaken</i>
WCHAR Assessment	-	Applicant required to undertake WCHAR to reduce car dependency	<i>The development will place no greater demand on the transport network and therefore a WCHAR is not required, nor are any network improvements.</i>
Safeguarding of Land	Section 3.4	Applicant to safeguard land to provide Northern Brambles Link	<i>Not agreed – land is not in control of the applicant and is HBC owned.</i>
PIA Data	Section 3.2	Applicant to obtain data from Hampshire Constabulary	<i>Data obtained, and no accidents reported</i>
Site Access Visibility	Section 3.1	Submission of visibility splays	<i>Drawing provided showing visibility splays of 90m</i>
Swept Path Analysis	Section 3.1	Swept path analysis of existing site access	<i>Agreed – drawing provided showing an articulated vehicle can manoeuvre the access</i>

Highway Matter	Relevant Section	Summary of HCC Comments	Action
Cycle Parking	Section 3.3	Cycle parking to be provided and secured	<i>To be secured by condition if HBC considers the necessary planning tests are satisfied. Draft wording enabling provision to be secured prior occupation provided.</i>

- 4.4.1 Given that a less intensive use of the site is proposed, confirmation is sought from HCC Highways that the additional information addresses the outstanding matters and that it has no objection to the proposed change of use.

DRAWINGS



S:\Projects\19000 Series\19395 - Tilley House Waterloo\i-Transport Drawings\Working Drawings\GA\ITS19395_GA-001.dwg

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North Harbour Western Road, Portsmouth,
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Tel: 03316 300366

CLIENT: PINHILL LTD

TITLE: VISIBILITY SPLAYS FROM EXISTING SITE ACCESS

PROJECT: TILEASY HOUSE, WATERLOOVILLE

KEY: EXTENT OF HIGHWAY					
REV	DATE	BY	DESCRIPTION		
			CHK	APD	
STATUS:					
FOR INFORMATION					
DRAWN:		CHECKED:		APPROVED:	
MM		LJ		DS	
PROJECT No:		SCALE @ A2:		DATE:	
ITS19395		1:500		16.09.24	
DRAWING No:					REV:
ITS19395-GA-001					-



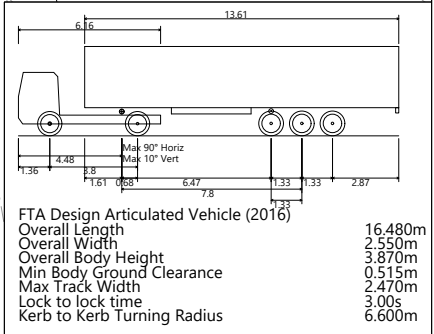
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North Harbour Western Road, Portsmouth,
Hampshire, PO6 3EZ
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CLIENT:	PINHILL LTD	
TITLE:	SITE ACCESS - SWEEP PATH ANALYSIS (16.5m ARTICULATED VEHICLE)	
PROJECT:	TILEASY HOUSE, WATERLOOVILLE	

NOTE: ALL VEHICLE TRACKING PERFORMED AT 10mph



REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
DRAWN: MM			CHECKED: LJ	APPROVED: DS	
PROJECT No: ITS19395			SCALE @ A2: 1:250	DATE: 16.09.24	
DRAWING No: ITS19395-GA-002					REV: -

APPENDIX A. HCC CONSULTATION RESPONSE

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line

Date 2 August 2024

My reference 053872

Your reference APP/24/00452

Email havantdc@hants.gov.uk

Dear Ms Pickup,

Tileasy House, Waterberry Drive, Waterloooville, PO7 7UW

Change of use from B2 General Industry to flexible employment use falling within use class E(g)(iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution with trade counter.

Thank you for your consultation on the above change of use planning application. To support this application, the applicant has submitted a Transport Assessment (TA) dated 31 May 2024 which the Highway Authority have reviewed and have the following comments to make.

Policy Status

The TA provides a summary of the relevant transport and planning policy relevant to this site.

Site Location

The site is located on Waterberry Drive, an industrial estate located to the west of the B2150 Hambledon Road and south of the Old Park Farm residential development.

Development Proposals

The proposed development comprises of a change of use from a general B2 industrial unit with office space to be a flexible E(g)(iii), B2 and B8 use with a trade counter. It is understood that the total floor area of 3,196.6 sqm will remain unaltered.

Trip Generation

Extant Trip Generation:

The site was previously used as an industrial headquarters with the 3,196.6 sqm floor

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area split between office space (1,341.05 sqm) and industrial/warehouse space (1,855.55 sqm).

As the site is no longer operational surveys have not been undertaken to survey the existing use (which would be the preferred approach of the Highway Authority). Instead, a TRICS assessment has been undertaken to establish the quantum of trips typically generated by the site:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate (Office Space)	1.580	0.285	0.220	1.230
Trip Generation (1,341.05 sqm)	21	4	3	16
Trip Rate (Industrial Unit)	0.452	0.238	0.000	0.119
Trip Generation (1,855.55 sqm)	8	4	0	2
Total trip generation (3,196.6 sqm)	29	8	3	18

The split of HGV movements and other vehicles should be confirmed separately for consideration to understand differing splits for each use. Additionally, daily trip rates for the extant consent have not been provided and should be to understand the differences between the uses for trips over a daily period.

Future Trip Generation:

The applicant suggests a prospective tenant has been identified who will utilise the site for B8 use with the proposed trip generation for the site using the TRICS database.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate (Warehouse – B8 use)	0.201	0.043	0.029	0.223
Trip Generation (3,196.6 sqm)	6	2	1	7

The Highway Authority have reviewed the TRICS output and note that a site has been included which was surveyed during the Covid-19 pandemic. It is requested that the TRICS assessment is revisited by removing this site from the assessment work. The daily trip rates and split of HGV movements should also be provided for consideration.

Notwithstanding, the site is proposing a flexible E(g)(iii), B2 and B8 use and therefore the trip generation assessment should also assess E(g)(iii)/B2 use given that this is

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typically a higher trip generator than B8 use to ensure a robust assessment. The Highway Authority consider the use classes E(g)(iii) and B2 to be similar as they both encompass industrial activities. Using the above trip rates to assess the current trip rates for the industrial unit, the following trips would be generated should the full site be in this use.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dept.	Arr.	Dept.
Trip Rate (Industrial - E(g)(iii)/B2 use)	0.452	0.238	0.000	0.119
Trip Generation (3,196.6 sqm)	14	8	0	4

As raised above the split of HGVs and daily trips should be confirmed.

Under the parking assessment exercise, the applicant refers to B1(a) use for parking which was revoked under the new use classes system in September 2020 and is now included under E(g)(i) use. It is of the understanding that the applicant is seeking flexible use class permission that does not encompass E(g)(i) use and the assessment work for the trip generation has not considered this use. Should the applicant be seeking consent for flexible office use as well for part or all of the available floor space then, this trip generator should be included within the assessment work. Clarity is requested on this point. The commentary provided within this response on the trip generation assessment does not prejudice any additional assessment work that may need to be undertaken should E(g)(i) use also be proposed.

Net Traffic Impact:

The applicant suggests that a net reduction in trips is present on the highway network. The Highway Authority are unable to confirm this point until clarification has been provided on whether the flexible use class being sought also incorporates office use. This is a higher trip generator and therefore is likely to impact the net traffic assessment.

Sensitivity Test:

The applicant is also seeking consent for a trade counter to be utilised alongside the B8 warehouse use. It is agreed that trade counters are ancillary to B8 use and therefore the approach to utilise a sensitivity test is considered appropriate.

The TA assumes the size of the trade counter to be 196.6sqm of the total 3196.6sqm of the internal floor area to be ancillary to the B8 use. The Highway Authority would consider the size of the internal floor area to be appropriately conditioned through any future planning consent given that the assessment work is based on this stated size.

The Highway Authority have reviewed the TRICS parameters and note that a site was included during Covid-19 pandemic restrictions. The same is also the case for the B8

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trip rates as raised above. It is requested that the TRICS assessment is revisited by removing this site from the assessment work and the sensitivity work revisited for comment by the Highway Authority.

Sustainable Access

Walking and Cycling:

Limited information has been provided within the TA on the walking and cycling infrastructure within the vicinity of the site. The TA references that footways are present on the eastern side of Waterberry Drive which link into the site access arrangements. The width and quality of this existing infrastructure has not been confirmed.

In terms of cycle infrastructure, a share use footway/cycleway is present east of the Waterlooville Leisure Centre access which continues along to the Elettra Avenue roundabout. Pedestrian refuge islands are located on the Waterry Drive arm and Elettra Avenue (east) arm of the Elettra Avenue/Waterberry Drive roundabout. It is understood that the Elettra Avenue east arm also caters for cyclists to access the shared use infrastructure on the opposite side of the carriageway however this should be confirmed.

Given the need to encourage modal shift to accord with the principles as laid out within LTP4, the applicant will be required to undertake a WCHAR assessment. This should audit the current pedestrian and cycling infrastructure and identify any deficits that may benefit from improvements in order to encourage sustainable modes to access the site and reduce the reliance on the private car.

LTP4 identifies the need to reduce car dependency even on brownfield sites and actively encourages the use of sustainable transport modes to travel to and from the site. Therefore, appropriate mitigation measures are required to support this site and encourage access via sustainable modes. This would also have wider benefit offsetting any vehicle dependency of this development. The Highway Authority welcome further engagement with the applicant on this point, however this may also be dependent on the outcome of the WCHAR assessment.

Study work is being undertaken along the Hambledon Road corridor improving connectivity with Milton Road on the opposite side of the B2150. This provides access to a residential area where future employees of the site may be located and the bus stops. There is currently a funding shortfall for the implementation of this scheme. It is highly likely that a financial contribution will be necessary towards the ongoing study work to prioritise active transport modes and reduce the car dependency complying with LTP4. The Highway Authority welcome further discussion with the applicant on this point following the outcome of the WCHAR assessment.

To the north of the site lies the Old Park Farm MDA. The S106 for this site identifies the need for the Northern Brambles Link to be delivered, however deliverability of this link has been fettered by the presence of third-party land. This site is the third-party land that the Highway Authority is reliant on to pursue this link further. The Highway Authority

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welcomes a further discussion with the applicant on the requirements for safeguarding the necessary land for this link to be pursued. Ideally a 4.0m-5.0m width with 0.5m verge either side should be safeguarded to provide opportunities for delivery of this link. Consideration by the applicant to deliver this necessary link would also be welcomed. Suitable segregation would be required between any safeguarded land and the boundary of the site with alterations to the security boundary fencing of the site to facilitate this link. Given the excess in parking provision as further discussed below this is not considered an unreasonable request given the need to encourage sustainable travel modes and reduce car dependency to and from the site.

Buses:

The TA references that the nearest bus stop to the site is located along Hambledon Road which is located c.550m east. The Highway Authority understand that to achieve this distance, a less than desirable route has been taken which lacks formal footway infrastructure and crossing points. It is noted that this bus stop only provides a northbound service for bus route D1 which provides a service every 2-hours between Waterlooville and Denmead Monday-Saturday. Given the frequency of the services and the proximity of other bus stops with more frequent services it is unlikely that these stops would be utilised by future employees.

The TA also refers to additional bus stop provision along Milton Road c. 750m to the east which provides additional bus services namely the 7 and 39. These services provide a service every 20 minutes Monday to Friday and provide connections to Leigh Park, Purbrook, Waterlooville and Portsmouth. Despite not being mentioned within the TA the southbound stop for all these services is located c. 600m south from the site served by the 7, 39, D1 and D2 routes.

The Milton Road bus stop comprises of a flagpole with timetable information and lacks provision of a shelter, seating and RTI timetable information however there is limited available width to upgrade this infrastructure due to the presence of dedicated off-carriageway cycle infrastructure. The southbound service on Hambledon Road benefits from a shelter, seating, flagpole and RTI information.

It is noted that the distance of these bus stops from the site exceed the recommended 400m walking distance as laid out within the ATE guidance however given the frequency of the services at these stops the Highway Authority are minded to accept these walking distances.

The WCHAR assessment should encompass these routes to the bus stops. Access to these bus stop would require crossing of the B2150 Hambledon Road and therefore the emerging scheme for improved crossing provision would improve connectivity between the bus stops and this site. The suitability of the route to the bus stops from the site should be outlined through the WCHAR assessment and any potential improvements identified.

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Rail:

Havant railway station is the nearest to the site located c. 7.1km to the southeast. Given the identified distance, it is unlikely that occupants of the site will choose to utilise this mode of transport, unless they also travel via private car.

Local Facilities and Services

The TA provides a summary of the local facilities and services available to employees of the proposed development which could be utilised by future employees of the site. The Highway Authority consider there to be appropriate facilities for use of future employees of the site both within the recommended ATE walking distances (800m) and CIHT *Providing for Journeys on Foot* guidance (maximum walking distance of 2.0km), particularly on the Elettra Avenue industrial estate itself. It is considered that there are appropriate opportunities for employees to access these facilities on foot or bicycle, however the WCHAR assessment should cover these routes to the facilities identified.

Personal Injury Accidents (PIA)

The applicant has utilised the Crashmap data base to obtain accident data for Waterberry Drive, Elettra Avenue/Waterberry Drive roundabout and Elettra Avenue/Waterberry Drive priority junction. The 5-year period obtained (2018-2022) is over 2 years out of date and the use of Crashmap data is unacceptable. The Highway Authority only accept use of PIA data obtained from Hampshire Constabulary records and therefore this should be acquired for the most recent 5-year period to support this planning application.

Site Access

Both access points into the site are to be retained and comprise of simple priority bellmouth junctions with footways either side. It is noted that both access points lack provision of dropped kerbs and tactile paving which would benefit from improvements and should be picked up through the WCHAR assessment.

Visibility:

The TA outlines that appropriate visibility can be achieved in both directions however this has not been demonstrated. Further information may be required on the suitability of the access arrangements once the updated trip generation assessment has been undertaken. Should the Highway Authority have any concerns with the change in use and associated vehicle trips further information may be requested on the achievable visibility present. This would require submission of visibility splays to be based on recorded speeds.

Swept Path Analysis:

Given that the change of use application whilst potentially leading to a net reduction in trips would increase the number of HGV movements. Swept path analysis is therefore required to ensure that the existing access points can accommodate any additional HGV movements appropriately.

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Should any alterations be required to the access points to accommodate these movements then a Stage One Road Safety Audit (RSA1) should be undertaken and submitted for considered along with a Designers Response.

Internal Layout Design

The site layout plan is shown within drawing KAD-01-A-LP. It is noted that the applicant is not proposing to modify the internal layout as part of this planning application. The design of the internal layout was considered suitable at the time for B2 use. The Highway Authority do not consider that the existing site layout can accommodate any intensification of HGV use which typically is generated through B8 use and the change of vehicle patterns that will arise from a flexible use class.

No supporting drawings have been provided to support these additional movements. It is unclear where HGVs are to service and whether loading bays are proposed. As requested, the number of HGV movements should be confirmed. The applicant should ensure that there is appropriate space within the design of the internal layout to accommodate the number of HGVs that are generated by a B8 use. This should be clarified.

The interaction of HGV movements and vehicles accessing car parking spaces also provides a concern. The number of HGV movements remain unconfirmed. A delivery management plan will be required to outline the movements for HGVs, timing and scheduling deliveries to reduce any interactions with visitors and employees to the development site.

As raised above, following a request to safeguard land for the provision of a segregated shared use path to complete the northern brambles link, this may require alterations to the proposed internal road network in the northeastern corner of the site. This also may impact on the proposed parking quantum which is discussed further below.

The applicant is required to undertake a Stage One Road Safety Audit (RSA1) of any revised internal layout and submit this for consideration along with a Designers Response.

Refuse and Servicing:

Swept path analysis should be provided to confirm the suitability of additional HGVs to be able to access and manoeuvre within the site appropriately.

Refuse arrangements should also be confirmed and it should be ensured that the location of any refuse stores within the internal layout would not conflict with any HGV movements. Any changes to the internal layout will require swept path analysis to be provided for all vehicles accessing the site using dimensions according with the recently released TG2.

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The applicant should confirm that the fire tender and refuse vehicle are able to access the building/refuse stores in line with the required instances as laid out within the building regulation and Manual for Streets requirements.

Parking Provision

Vehicular Parking:

The TA confirms that in total the site currently benefits from 136 car parking spaces which is to be unaltered as part of this change of use planning application.

The total vehicular parking provision for each of the uses in accordance with Havant Borough Council's Parking SPD. This has been based on the unit being fully occupied by one of these use classes to provide a robust assessment:

Use Class and Vehicle Parking Standard	Required Parking Provision (3,196.6sqm)
B1(a) – 1 space per 30sqm	107 spaces
B2/E(g)(iii) – 1 space per 45sqm	72 spaces
B8 – 1 space per 90sqm	36 spaces

It can be concluded that with a robust assessment for assuming the whole site to be in B1(a) use, the existing parking provision of 136 parking spaces can accommodate the greatest parking demand. The Highway Authority therefore agree with the conclusions made within the TA on the vehicular parking demand and provision.

Notwithstanding, as raised above, safeguarding the necessary land to pursue the Northern Brambles Link is likely to require alterations to the internal layout and existing parking quantum to accommodate this. It appears that there is appropriate scope within the parking provision to parking spaces to safeguard this land. There is a balance between providing sufficient parking on site and encouraging access to the site via sustainable modes. Given the site is over providing by a minimum of 29 parking spaces for a robust worst-case assessment it is not considered an unreasonable request.

The parking space dimensions internally should be confirmed and should accord with Havant Borough Council's Parking SPD.

No commentary has been provided on any EV charging requirements however this fall under Havant Borough Council's remit to raise.

Cycle Parking:

The Highway Authority do not agree with the commentary provided within the TA regarding cycle parking. It is not considered appropriate to condition the provision of cycle parking. If the infrastructure is not there to support cycling once the site is operational then this will not encourage sustainable travel behaviour and use of sustainable modes to travel to and from the site. The Highway Authority therefore

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consider that cycle parking should be provided and secured through this planning application and not through condition.

Given the need to encourage sustainable modes to travel to and from site robust cycle parking for the greatest demand i.e. 21 long-stay and 6 short-stay cycle parking spaces is considered appropriate. Cycle parking should be secure and covered to support travel via sustainable modes.

Traffic Distribution/Assignment

Until it has been clarified whether the applicant is also seeking consent for office use, the Highway Authority are unable to confirm whether traffic distribution is required to support this planning application.

Junction Assessments

Until it has been clarified whether the applicant is also seeking consent for office use, the Highway Authority are unable to confirm whether junction assessment is required to support this planning application.

Travel Plan

Given the need to encourage sustainable transport modes to travel to and from the site a staff travel plan is considered necessary to support this planning application.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made on this planning application.

Yours sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

APPENDIX B. CHANGE OF USE TRIP RATES

Calculation Reference: AUDIT-236601-240925-0937

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days

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

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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: 500 to 3697 (units: sqm)
Range Selected by User: 178 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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 1 days
Tuesday 1 days
Wednesday 1 days

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

Selected survey types:

Manual count 3 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 3

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 1
Residential Zone 1
No Sub Category 1

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 2 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	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	3 days
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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	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

- | | | | | |
|---|---|-------------------------|--------------|---------------------|
| 1 | AK-02-A-01
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 | OFFICES | WAKEFIELD | Survey Type: MANUAL |
| 2 | NF-02-A-05
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY 12/09/22 | COUNCIL OFFICES | NORFOLK | Survey Type: MANUAL |
| 3 | WK-02-A-03
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 | ENGINEERING CONSULTANTS | WARWICKSHIRE | 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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
GM-02-A-10	19/04/21	Covid

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.28

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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.926	3	1908	0.017	3	1908	0.943
08:00 - 09:00	3	1908	1.800	3	1908	0.122	3	1908	1.922
09:00 - 10:00	3	1908	0.402	3	1908	0.140	3	1908	0.542
10:00 - 11:00	3	1908	0.349	3	1908	0.175	3	1908	0.524
11:00 - 12:00	3	1908	0.157	3	1908	0.245	3	1908	0.402
12:00 - 13:00	3	1908	0.384	3	1908	0.734	3	1908	1.118
13:00 - 14:00	3	1908	0.577	3	1908	0.262	3	1908	0.839
14:00 - 15:00	3	1908	0.157	3	1908	0.297	3	1908	0.454
15:00 - 16:00	3	1908	0.210	3	1908	0.454	3	1908	0.664
16:00 - 17:00	3	1908	0.227	3	1908	1.171	3	1908	1.398
17:00 - 18:00	3	1908	0.000	3	1908	1.398	3	1908	1.398
18:00 - 19:00	2	2247	0.000	2	2247	0.245	2	2247	0.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.189			5.260			10.449

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:	500 - 3697 (units: sqm)
Survey date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
08:00 - 09:00	3	1908	0.035	3	1908	0.035	3	1908	0.070
09:00 - 10:00	3	1908	0.017	3	1908	0.017	3	1908	0.034
10:00 - 11:00	3	1908	0.017	3	1908	0.017	3	1908	0.034
11:00 - 12:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
12:00 - 13:00	3	1908	0.017	3	1908	0.017	3	1908	0.034
13:00 - 14:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
14:00 - 15:00	3	1908	0.035	3	1908	0.035	3	1908	0.070
15:00 - 16:00	3	1908	0.017	3	1908	0.017	3	1908	0.034
16:00 - 17:00	3	1908	0.035	3	1908	0.017	3	1908	0.052
17:00 - 18:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.172			0.345

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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
08:00 - 09:00	3	1908	0.070	3	1908	0.000	3	1908	0.070
09:00 - 10:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
10:00 - 11:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
11:00 - 12:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
12:00 - 13:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
13:00 - 14:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
14:00 - 15:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
15:00 - 16:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
16:00 - 17:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
17:00 - 18:00	3	1908	0.000	3	1908	0.070	3	1908	0.070
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.087			0.174

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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.052	3	1908	0.000	3	1908	0.052
08:00 - 09:00	3	1908	0.105	3	1908	0.000	3	1908	0.105
09:00 - 10:00	3	1908	0.122	3	1908	0.000	3	1908	0.122
10:00 - 11:00	3	1908	0.035	3	1908	0.000	3	1908	0.035
11:00 - 12:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
12:00 - 13:00	3	1908	0.105	3	1908	0.227	3	1908	0.332
13:00 - 14:00	3	1908	0.192	3	1908	0.105	3	1908	0.297
14:00 - 15:00	3	1908	0.017	3	1908	0.035	3	1908	0.052
15:00 - 16:00	3	1908	0.017	3	1908	0.070	3	1908	0.087
16:00 - 17:00	3	1908	0.017	3	1908	0.105	3	1908	0.122
17:00 - 18:00	3	1908	0.000	3	1908	0.105	3	1908	0.105
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.662			0.664			1.326

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL BUS/TRAM PASSENGERS

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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.087	3	1908	0.000	3	1908	0.087
08:00 - 09:00	3	1908	0.192	3	1908	0.000	3	1908	0.192
09:00 - 10:00	3	1908	0.087	3	1908	0.000	3	1908	0.087
10:00 - 11:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
11:00 - 12:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
12:00 - 13:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
13:00 - 14:00	3	1908	0.035	3	1908	0.000	3	1908	0.035
14:00 - 15:00	3	1908	0.000	3	1908	0.035	3	1908	0.035
15:00 - 16:00	3	1908	0.000	3	1908	0.070	3	1908	0.070
16:00 - 17:00	3	1908	0.000	3	1908	0.105	3	1908	0.105
17:00 - 18:00	3	1908	0.000	3	1908	0.210	3	1908	0.210
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.418			0.420			0.838

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
08:00 - 09:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
09:00 - 10:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
10:00 - 11:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
11:00 - 12:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
12:00 - 13:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
13:00 - 14:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
14:00 - 15:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
15:00 - 16:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
16:00 - 17:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
17:00 - 18:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.087	3	1908	0.000	3	1908	0.087
08:00 - 09:00	3	1908	0.192	3	1908	0.000	3	1908	0.192
09:00 - 10:00	3	1908	0.087	3	1908	0.000	3	1908	0.087
10:00 - 11:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
11:00 - 12:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
12:00 - 13:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
13:00 - 14:00	3	1908	0.035	3	1908	0.000	3	1908	0.035
14:00 - 15:00	3	1908	0.000	3	1908	0.035	3	1908	0.035
15:00 - 16:00	3	1908	0.000	3	1908	0.087	3	1908	0.087
16:00 - 17:00	3	1908	0.000	3	1908	0.105	3	1908	0.105
17:00 - 18:00	3	1908	0.000	3	1908	0.210	3	1908	0.210
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.435			0.437			0.872

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.28

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									
06:00 - 07:00									
07:00 - 08:00	3	1908	1.101	3	1908	0.017	3	1908	1.118
08:00 - 09:00	3	1908	2.272	3	1908	0.122	3	1908	2.394
09:00 - 10:00	3	1908	0.612	3	1908	0.122	3	1908	0.734
10:00 - 11:00	3	1908	0.419	3	1908	0.157	3	1908	0.576
11:00 - 12:00	3	1908	0.210	3	1908	0.315	3	1908	0.525
12:00 - 13:00	3	1908	0.524	3	1908	1.048	3	1908	1.572
13:00 - 14:00	3	1908	0.891	3	1908	0.402	3	1908	1.293
14:00 - 15:00	3	1908	0.192	3	1908	0.367	3	1908	0.559
15:00 - 16:00	3	1908	0.210	3	1908	0.647	3	1908	0.857
16:00 - 17:00	3	1908	0.227	3	1908	1.398	3	1908	1.625
17:00 - 18:00	3	1908	0.000	3	1908	1.905	3	1908	1.905
18:00 - 19:00	2	2247	0.000	2	2247	0.245	2	2247	0.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.658			6.745			13.403

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.909	3	1908	0.017	3	1908	0.926
08:00 - 09:00	3	1908	1.712	3	1908	0.087	3	1908	1.799
09:00 - 10:00	3	1908	0.349	3	1908	0.105	3	1908	0.454
10:00 - 11:00	3	1908	0.245	3	1908	0.122	3	1908	0.367
11:00 - 12:00	3	1908	0.140	3	1908	0.245	3	1908	0.385
12:00 - 13:00	3	1908	0.297	3	1908	0.594	3	1908	0.891
13:00 - 14:00	3	1908	0.559	3	1908	0.245	3	1908	0.804
14:00 - 15:00	3	1908	0.105	3	1908	0.227	3	1908	0.332
15:00 - 16:00	3	1908	0.175	3	1908	0.367	3	1908	0.542
16:00 - 17:00	3	1908	0.157	3	1908	1.136	3	1908	1.293
17:00 - 18:00	3	1908	0.000	3	1908	1.328	3	1908	1.328
18:00 - 19:00	2	2247	0.000	2	2247	0.245	2	2247	0.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.648			4.718			9.366

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
08:00 - 09:00	3	1908	0.035	3	1908	0.000	3	1908	0.035
09:00 - 10:00	3	1908	0.035	3	1908	0.017	3	1908	0.052
10:00 - 11:00	3	1908	0.070	3	1908	0.017	3	1908	0.087
11:00 - 12:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
12:00 - 13:00	3	1908	0.070	3	1908	0.122	3	1908	0.192
13:00 - 14:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
14:00 - 15:00	3	1908	0.017	3	1908	0.017	3	1908	0.034
15:00 - 16:00	3	1908	0.017	3	1908	0.070	3	1908	0.087
16:00 - 17:00	3	1908	0.035	3	1908	0.017	3	1908	0.052
17:00 - 18:00	3	1908	0.000	3	1908	0.035	3	1908	0.035
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.312			0.625

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
08:00 - 09:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
09:00 - 10:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
10:00 - 11:00	3	1908	0.017	3	1908	0.017	3	1908	0.034
11:00 - 12:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
12:00 - 13:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
13:00 - 14:00	3	1908	0.017	3	1908	0.000	3	1908	0.017
14:00 - 15:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
15:00 - 16:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
16:00 - 17:00	3	1908	0.000	3	1908	0.000	3	1908	0.000
17:00 - 18:00	3	1908	0.000	3	1908	0.017	3	1908	0.017
18:00 - 19:00	2	2247	0.000	2	2247	0.000	2	2247	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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.

Calculation Reference: AUDIT-236601-240925-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
04	EAST ANGLIA	
	NF NORFOLK	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

i-Transport The Square Basingstoke

Licence No: 236601

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: 690 to 1500 (units: sqm)
Range Selected by User: 620 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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:

Thursday 2 days

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

Selected survey types:

Manual count 2 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) 1
Edge of Town 1

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 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 2 days - Selected
Servicing vehicles Excluded 1 days - Not Selected

Secondary Filtering selection:

Use Class:

Not Known 2 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:

5,001 to 10,000	1 days
25,001 to 50,000	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	1 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	1 days
1.1 to 1.5	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	2 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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
2	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.34

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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.411	2	1095	0.000	2	1095	0.411
08:00 - 09:00	2	1095	0.913	2	1095	0.228	2	1095	1.141
09:00 - 10:00	2	1095	0.274	2	1095	0.183	2	1095	0.457
10:00 - 11:00	2	1095	0.183	2	1095	0.365	2	1095	0.548
11:00 - 12:00	2	1095	0.183	2	1095	0.274	2	1095	0.457
12:00 - 13:00	2	1095	0.228	2	1095	0.365	2	1095	0.593
13:00 - 14:00	2	1095	0.228	2	1095	0.183	2	1095	0.411
14:00 - 15:00	2	1095	0.228	2	1095	0.183	2	1095	0.411
15:00 - 16:00	2	1095	0.183	2	1095	0.228	2	1095	0.411
16:00 - 17:00	2	1095	0.091	2	1095	0.776	2	1095	0.867
17:00 - 18:00	2	1095	0.000	2	1095	0.137	2	1095	0.137
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.922			2.922			5.844

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:	690 - 1500 (units: sqm)
Survey date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:00 - 09:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
09:00 - 10:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:00 - 11:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
11:00 - 12:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
12:00 - 13:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
13:00 - 14:00	2	1095	0.046	2	1095	0.000	2	1095	0.046
14:00 - 15:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:00 - 16:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
16:00 - 17:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
17:00 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.230			0.230			0.460

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.*

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL PEDESTRIANS

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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.183	2	1095	0.000	2	1095	0.183
08:00 - 09:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
09:00 - 10:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:00 - 11:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:00 - 12:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
12:00 - 13:00	2	1095	0.046	2	1095	0.137	2	1095	0.183
13:00 - 14:00	2	1095	0.091	2	1095	0.091	2	1095	0.182
14:00 - 15:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:00 - 16:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
16:00 - 17:00	2	1095	0.000	2	1095	0.091	2	1095	0.091
17:00 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.320			0.319			0.639

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL BUS/TRAM PASSENGERS

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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:00 - 09:00	2	1095	0.137	2	1095	0.000	2	1095	0.137
09:00 - 10:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:00 - 11:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:00 - 12:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
12:00 - 13:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
13:00 - 14:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
14:00 - 15:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
15:00 - 16:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
16:00 - 17:00	2	1095	0.000	2	1095	0.091	2	1095	0.091
17:00 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.137			0.274

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:00 - 09:00	2	1095	0.137	2	1095	0.000	2	1095	0.137
09:00 - 10:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:00 - 11:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:00 - 12:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
12:00 - 13:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
13:00 - 14:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
14:00 - 15:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
15:00 - 16:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
16:00 - 17:00	2	1095	0.000	2	1095	0.091	2	1095	0.091
17:00 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.137			0.274

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.34

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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.594	2	1095	0.000	2	1095	0.594
08:00 - 09:00	2	1095	1.142	2	1095	0.228	2	1095	1.370
09:00 - 10:00	2	1095	0.274	2	1095	0.183	2	1095	0.457
10:00 - 11:00	2	1095	0.228	2	1095	0.411	2	1095	0.639
11:00 - 12:00	2	1095	0.183	2	1095	0.320	2	1095	0.503
12:00 - 13:00	2	1095	0.411	2	1095	0.594	2	1095	1.005
13:00 - 14:00	2	1095	0.411	2	1095	0.365	2	1095	0.776
14:00 - 15:00	2	1095	0.365	2	1095	0.365	2	1095	0.730
15:00 - 16:00	2	1095	0.228	2	1095	0.274	2	1095	0.502
16:00 - 17:00	2	1095	0.091	2	1095	1.050	2	1095	1.141
17:00 - 18:00	2	1095	0.000	2	1095	0.137	2	1095	0.137
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.927			3.927			7.854

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/C - INDUSTRIAL UNIT
MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.411	2	1095	0.000	2	1095	0.411
08:00 - 09:00	2	1095	0.639	2	1095	0.046	2	1095	0.685
09:00 - 10:00	2	1095	0.137	2	1095	0.046	2	1095	0.183
10:00 - 11:00	2	1095	0.000	2	1095	0.137	2	1095	0.137
11:00 - 12:00	2	1095	0.046	2	1095	0.137	2	1095	0.183
12:00 - 13:00	2	1095	0.091	2	1095	0.274	2	1095	0.365
13:00 - 14:00	2	1095	0.137	2	1095	0.137	2	1095	0.274
14:00 - 15:00	2	1095	0.091	2	1095	0.000	2	1095	0.091
15:00 - 16:00	2	1095	0.137	2	1095	0.137	2	1095	0.274
16:00 - 17:00	2	1095	0.046	2	1095	0.685	2	1095	0.731
17:00 - 18:00	2	1095	0.000	2	1095	0.137	2	1095	0.137
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.735			1.736			3.471

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.*

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:00 - 09:00	2	1095	0.228	2	1095	0.137	2	1095	0.365
09:00 - 10:00	2	1095	0.137	2	1095	0.137	2	1095	0.274
10:00 - 11:00	2	1095	0.137	2	1095	0.183	2	1095	0.320
11:00 - 12:00	2	1095	0.091	2	1095	0.091	2	1095	0.182
12:00 - 13:00	2	1095	0.091	2	1095	0.046	2	1095	0.137
13:00 - 14:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
14:00 - 15:00	2	1095	0.137	2	1095	0.183	2	1095	0.320
15:00 - 16:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
16:00 - 17:00	2	1095	0.046	2	1095	0.091	2	1095	0.137
17:00 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.959				0.960	1.919	

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL Servicing 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									
06:00 - 07:00									
07:00 - 08:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:00 - 09:00	2	1095	0.091	2	1095	0.091	2	1095	0.182
09:00 - 10:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
10:00 - 11:00	2	1095	0.091	2	1095	0.091	2	1095	0.182
11:00 - 12:00	2	1095	0.091	2	1095	0.091	2	1095	0.182
12:00 - 13:00	2	1095	0.046	2	1095	0.046	2	1095	0.092
13:00 - 14:00	2	1095	0.046	2	1095	0.000	2	1095	0.046
14:00 - 15:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:00 - 16:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
16:00 - 17:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
17:00 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.411			0.411			0.822

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.

APPENDIX C. SENSITIVITY TEST TRIP RATES

Calculation Reference: AUDIT-236601-240925-0925

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	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

i-Transport The Square Basingstoke

Licence No: 236601

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: 1750 to 6560 (units: sqm)
Range Selected by User: 1750 to 7500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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 1 days
Friday 1 days

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

Selected survey types:

Manual count 2 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 2

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 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 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
B8 1 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:

5,001 to 10,000	1 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	1 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	2 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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.38

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.156	0.156	2	4155	0.060	0.060	2	4155	0.216	0.216
08:00 - 09:00	2	4155	0.277	0.277	2	4155	0.096	0.096	2	4155	0.373	0.373
09:00 - 10:00	2	4155	0.325	0.325	2	4155	0.084	0.084	2	4155	0.409	0.409
10:00 - 11:00	2	4155	0.120	0.120	2	4155	0.048	0.048	2	4155	0.168	0.168
11:00 - 12:00	2	4155	0.168	0.168	2	4155	0.168	0.168	2	4155	0.336	0.336
12:00 - 13:00	2	4155	0.205	0.205	2	4155	0.156	0.156	2	4155	0.361	0.361
13:00 - 14:00	2	4155	0.168	0.168	2	4155	0.120	0.120	2	4155	0.288	0.288
14:00 - 15:00	2	4155	0.120	0.120	2	4155	0.253	0.253	2	4155	0.373	0.373
15:00 - 16:00	2	4155	0.072	0.072	2	4155	0.144	0.144	2	4155	0.216	0.216
16:00 - 17:00	2	4155	0.072	0.072	2	4155	0.181	0.181	2	4155	0.253	0.253
17:00 - 18:00	2	4155	0.024	0.024	2	4155	0.229	0.229	2	4155	0.253	0.253
18:00 - 19:00	2	4155	0.012	0.012	2	4155	0.277	0.277	2	4155	0.289	0.289
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.719	1.719			1.816	1.816			3.535	3.535

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:	1750 - 6560 (units: sqm)
Survey date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
08:00 - 09:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
09:00 - 10:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
10:00 - 11:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
13:00 - 14:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
16:00 - 17:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.012	0.012			0.012	0.012			0.024	0.024

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.000	0.000	2	4155	0.036	0.036	2	4155	0.036	0.036
08:00 - 09:00	2	4155	0.036	0.036	2	4155	0.060	0.060	2	4155	0.096	0.096
09:00 - 10:00	2	4155	0.024	0.024	2	4155	0.000	0.000	2	4155	0.024	0.024
10:00 - 11:00	2	4155	0.084	0.084	2	4155	0.012	0.012	2	4155	0.096	0.096
11:00 - 12:00	2	4155	0.036	0.036	2	4155	0.060	0.060	2	4155	0.096	0.096
12:00 - 13:00	2	4155	0.072	0.072	2	4155	0.048	0.048	2	4155	0.120	0.120
13:00 - 14:00	2	4155	0.036	0.036	2	4155	0.036	0.036	2	4155	0.072	0.072
14:00 - 15:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
15:00 - 16:00	2	4155	0.036	0.036	2	4155	0.012	0.012	2	4155	0.048	0.048
16:00 - 17:00	2	4155	0.012	0.012	2	4155	0.024	0.024	2	4155	0.036	0.036
17:00 - 18:00	2	4155	0.012	0.012	2	4155	0.048	0.048	2	4155	0.060	0.060
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.360	0.360			0.348	0.348			0.708	0.708

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
08:00 - 09:00	2	4155	0.012	0.012	2	4155	0.000	0.000	2	4155	0.012	0.012
09:00 - 10:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
10:00 - 11:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
13:00 - 14:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
16:00 - 17:00	2	4155	0.000	0.000	2	4155	0.012	0.012	2	4155	0.012	0.012
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.012	0.012			0.012	0.012			0.024	0.024

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.168	0.168	2	4155	0.072	0.072	2	4155	0.240	0.240
08:00 - 09:00	2	4155	0.385	0.385	2	4155	0.132	0.132	2	4155	0.517	0.517
09:00 - 10:00	2	4155	0.445	0.445	2	4155	0.108	0.108	2	4155	0.553	0.553
10:00 - 11:00	2	4155	0.156	0.156	2	4155	0.048	0.048	2	4155	0.204	0.204
11:00 - 12:00	2	4155	0.205	0.205	2	4155	0.217	0.217	2	4155	0.422	0.422
12:00 - 13:00	2	4155	0.253	0.253	2	4155	0.193	0.193	2	4155	0.446	0.446
13:00 - 14:00	2	4155	0.205	0.205	2	4155	0.144	0.144	2	4155	0.349	0.349
14:00 - 15:00	2	4155	0.156	0.156	2	4155	0.313	0.313	2	4155	0.469	0.469
15:00 - 16:00	2	4155	0.084	0.084	2	4155	0.168	0.168	2	4155	0.252	0.252
16:00 - 17:00	2	4155	0.108	0.108	2	4155	0.205	0.205	2	4155	0.313	0.313
17:00 - 18:00	2	4155	0.024	0.024	2	4155	0.337	0.337	2	4155	0.361	0.361
18:00 - 19:00	2	4155	0.012	0.012	2	4155	0.373	0.373	2	4155	0.385	0.385
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.201	2.201			2.310	2.310			4.511	4.511

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.012	0.012	2	4155	0.000	0.000	2	4155	0.012	0.012
08:00 - 09:00	2	4155	0.048	0.048	2	4155	0.000	0.000	2	4155	0.048	0.048
09:00 - 10:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
10:00 - 11:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
13:00 - 14:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.012	0.012	2	4155	0.012	0.012
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.012	0.012	2	4155	0.012	0.012
16:00 - 17:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.024	0.024	2	4155	0.024	0.024
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.036	0.036	2	4155	0.036	0.036
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.096	0.096			0.120	0.120			0.216	0.216

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
08:00 - 09:00	2	4155	0.048	0.048	2	4155	0.000	0.000	2	4155	0.048	0.048
09:00 - 10:00	2	4155	0.012	0.012	2	4155	0.000	0.000	2	4155	0.012	0.012
10:00 - 11:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
13:00 - 14:00	2	4155	0.000	0.000	2	4155	0.012	0.012	2	4155	0.012	0.012
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
16:00 - 17:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.060	0.060	2	4155	0.060	0.060
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.060	0.060			0.072	0.072			0.132	0.132

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
08:00 - 09:00	2	4155	0.048	0.048	2	4155	0.000	0.000	2	4155	0.048	0.048
09:00 - 10:00	2	4155	0.012	0.012	2	4155	0.000	0.000	2	4155	0.012	0.012
10:00 - 11:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
13:00 - 14:00	2	4155	0.000	0.000	2	4155	0.012	0.012	2	4155	0.012	0.012
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
16:00 - 17:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.060	0.060	2	4155	0.060	0.060
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.060	0.060			0.072	0.072			0.132	0.132

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.38

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.181	0.181	2	4155	0.072	0.072	2	4155	0.253	0.253
08:00 - 09:00	2	4155	0.493	0.493	2	4155	0.132	0.132	2	4155	0.625	0.625
09:00 - 10:00	2	4155	0.469	0.469	2	4155	0.120	0.120	2	4155	0.589	0.589
10:00 - 11:00	2	4155	0.168	0.168	2	4155	0.060	0.060	2	4155	0.228	0.228
11:00 - 12:00	2	4155	0.205	0.205	2	4155	0.217	0.217	2	4155	0.422	0.422
12:00 - 13:00	2	4155	0.253	0.253	2	4155	0.193	0.193	2	4155	0.446	0.446
13:00 - 14:00	2	4155	0.217	0.217	2	4155	0.168	0.168	2	4155	0.385	0.385
14:00 - 15:00	2	4155	0.156	0.156	2	4155	0.325	0.325	2	4155	0.481	0.481
15:00 - 16:00	2	4155	0.084	0.084	2	4155	0.181	0.181	2	4155	0.265	0.265
16:00 - 17:00	2	4155	0.108	0.108	2	4155	0.217	0.217	2	4155	0.325	0.325
17:00 - 18:00	2	4155	0.024	0.024	2	4155	0.421	0.421	2	4155	0.445	0.445
18:00 - 19:00	2	4155	0.012	0.012	2	4155	0.409	0.409	2	4155	0.421	0.421
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.370	2.370			2.515	2.515			4.885	4.885

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.

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CARS
Calculation factor: 100 sqm
Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.120	0.120	2	4155	0.024	0.024	2	4155	0.144	0.144
08:00 - 09:00	2	4155	0.193	0.193	2	4155	0.000	0.000	2	4155	0.193	0.193
09:00 - 10:00	2	4155	0.205	0.205	2	4155	0.036	0.036	2	4155	0.241	0.241
10:00 - 11:00	2	4155	0.000	0.000	2	4155	0.024	0.024	2	4155	0.024	0.024
11:00 - 12:00	2	4155	0.060	0.060	2	4155	0.072	0.072	2	4155	0.132	0.132
12:00 - 13:00	2	4155	0.084	0.084	2	4155	0.084	0.084	2	4155	0.168	0.168
13:00 - 14:00	2	4155	0.084	0.084	2	4155	0.060	0.060	2	4155	0.144	0.144
14:00 - 15:00	2	4155	0.084	0.084	2	4155	0.205	0.205	2	4155	0.289	0.289
15:00 - 16:00	2	4155	0.036	0.036	2	4155	0.108	0.108	2	4155	0.144	0.144
16:00 - 17:00	2	4155	0.024	0.024	2	4155	0.108	0.108	2	4155	0.132	0.132
17:00 - 18:00	2	4155	0.012	0.012	2	4155	0.168	0.168	2	4155	0.180	0.180
18:00 - 19:00	2	4155	0.012	0.012	2	4155	0.229	0.229	2	4155	0.241	0.241
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.914	0.914			1.118	1.118			2.032	2.032

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.024	0.024	2	4155	0.000	0.000	2	4155	0.024	0.024
08:00 - 09:00	2	4155	0.036	0.036	2	4155	0.024	0.024	2	4155	0.060	0.060
09:00 - 10:00	2	4155	0.096	0.096	2	4155	0.048	0.048	2	4155	0.144	0.144
10:00 - 11:00	2	4155	0.036	0.036	2	4155	0.012	0.012	2	4155	0.048	0.048
11:00 - 12:00	2	4155	0.072	0.072	2	4155	0.036	0.036	2	4155	0.108	0.108
12:00 - 13:00	2	4155	0.036	0.036	2	4155	0.024	0.024	2	4155	0.060	0.060
13:00 - 14:00	2	4155	0.048	0.048	2	4155	0.024	0.024	2	4155	0.072	0.072
14:00 - 15:00	2	4155	0.024	0.024	2	4155	0.012	0.012	2	4155	0.036	0.036
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.024	0.024	2	4155	0.024	0.024
16:00 - 17:00	2	4155	0.036	0.036	2	4155	0.048	0.048	2	4155	0.084	0.084
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.012	0.012	2	4155	0.012	0.012
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.048	0.048	2	4155	0.048	0.048
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.408	0.408			0.312	0.312			0.720	0.720

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.012	0.012	2	4155	0.000	0.000	2	4155	0.012	0.012
08:00 - 09:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
09:00 - 10:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
10:00 - 11:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.012	0.012	2	4155	0.000	0.000	2	4155	0.012	0.012
13:00 - 14:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.024	0.024	2	4155	0.024	0.024
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
16:00 - 17:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
17:00 - 18:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.024			0.024	0.024			0.048	0.048

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.

i-Transport The Square Basingstoke

Licence No: 236601

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
06:00 - 07:00												
07:00 - 08:00	2	4155	0.012	0.012	2	4155	0.036	0.036	2	4155	0.048	0.048
08:00 - 09:00	2	4155	0.000	0.000	2	4155	0.048	0.048	2	4155	0.048	0.048
09:00 - 10:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
10:00 - 11:00	2	4155	0.024	0.024	2	4155	0.000	0.000	2	4155	0.024	0.024
11:00 - 12:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
12:00 - 13:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
13:00 - 14:00	2	4155	0.036	0.036	2	4155	0.036	0.036	2	4155	0.072	0.072
14:00 - 15:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
15:00 - 16:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
16:00 - 17:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
17:00 - 18:00	2	4155	0.012	0.012	2	4155	0.012	0.012	2	4155	0.024	0.024
18:00 - 19:00	2	4155	0.000	0.000	2	4155	0.000	0.000	2	4155	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.108	0.108			0.156	0.156			0.264	0.264

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.

Calculation Reference: AUDIT-236601-240913-0914

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : R - TRADE SHOP
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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

i-Transport The Square Basingstoke

Licence No: 236601

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: 275 to 500 (units: sqm)
 Range Selected by User: 275 to 900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/05/22

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:

Tuesday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 3 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) 2
 Edge of Town 1

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 3

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 X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 2 days
 20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 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	1 days
1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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

Travel Plan:

No	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NY-01-R-01	TOOLSTATION	NORTH YORKSHIRE
	OAKNEY WOOD ROAD		
	SELBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
2	SC-01-R-01	TOOLSTATION	SURREY
	PRAETORIAN PLACE		
	REDHILL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	414 sqm	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
3	WM-01-R-01	TOOLSTATION	WEST MIDLANDS
	ALDRIDGE ROAD		
	BIRMINGHAM		
	PERRY BAR		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	19/11/21	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
BP-01-R-01	COVID Restrictions

i-Transport The Square Basingstoke

Licence No: 236601

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP

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									
06:00 - 07:00	3	396	0.252	3	396	0.000	3	396	0.252
07:00 - 08:00	3	396	2.187	3	396	2.019	3	396	4.206
08:00 - 09:00	3	396	2.860	3	396	2.439	3	396	5.299
09:00 - 10:00	3	396	3.028	3	396	3.028	3	396	6.056
10:00 - 11:00	3	396	2.607	3	396	2.860	3	396	5.467
11:00 - 12:00	3	396	2.944	3	396	2.355	3	396	5.299
12:00 - 13:00	3	396	3.364	3	396	3.616	3	396	6.980
13:00 - 14:00	3	396	2.860	3	396	3.028	3	396	5.888
14:00 - 15:00	3	396	2.944	3	396	2.860	3	396	5.804
15:00 - 16:00	3	396	2.607	3	396	2.860	3	396	5.467
16:00 - 17:00	3	396	3.364	3	396	3.112	3	396	6.476
17:00 - 18:00	3	396	1.682	3	396	2.019	3	396	3.701
18:00 - 19:00	3	396	1.934	3	396	1.934	3	396	3.868
19:00 - 20:00	3	396	1.430	3	396	1.682	3	396	3.112
20:00 - 21:00	3	396	0.084	3	396	0.168	3	396	0.252
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.147			33.980			68.127

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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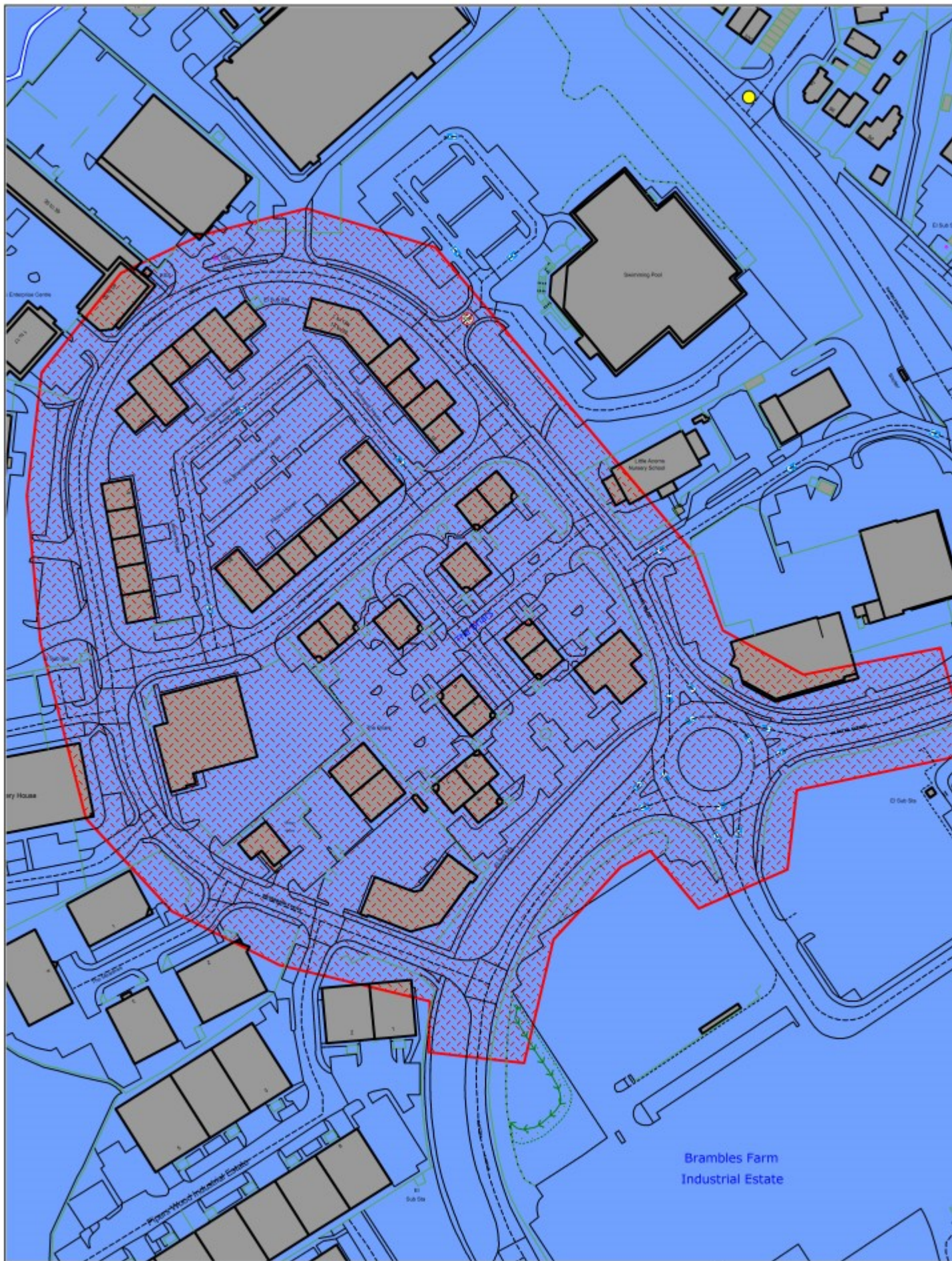
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Parameter summary

Trip rate parameter range selected:	275 - 500 (units: sqm)
Survey date range:	01/01/16 - 10/05/22
Number of weekdays (Monday-Friday):	3
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D. PIA DATA



Waterberry Drive, Waterlooville

SCALE	1 : 1900
DATE	11/09/2024
DRAWING No.	
DRAWN BY	