



New Lane, Havant

Transport Assessment

Client: A-Data

i-Transport Ref: SJ/SM/SPH/ITB18160

Date: 30 September 2022

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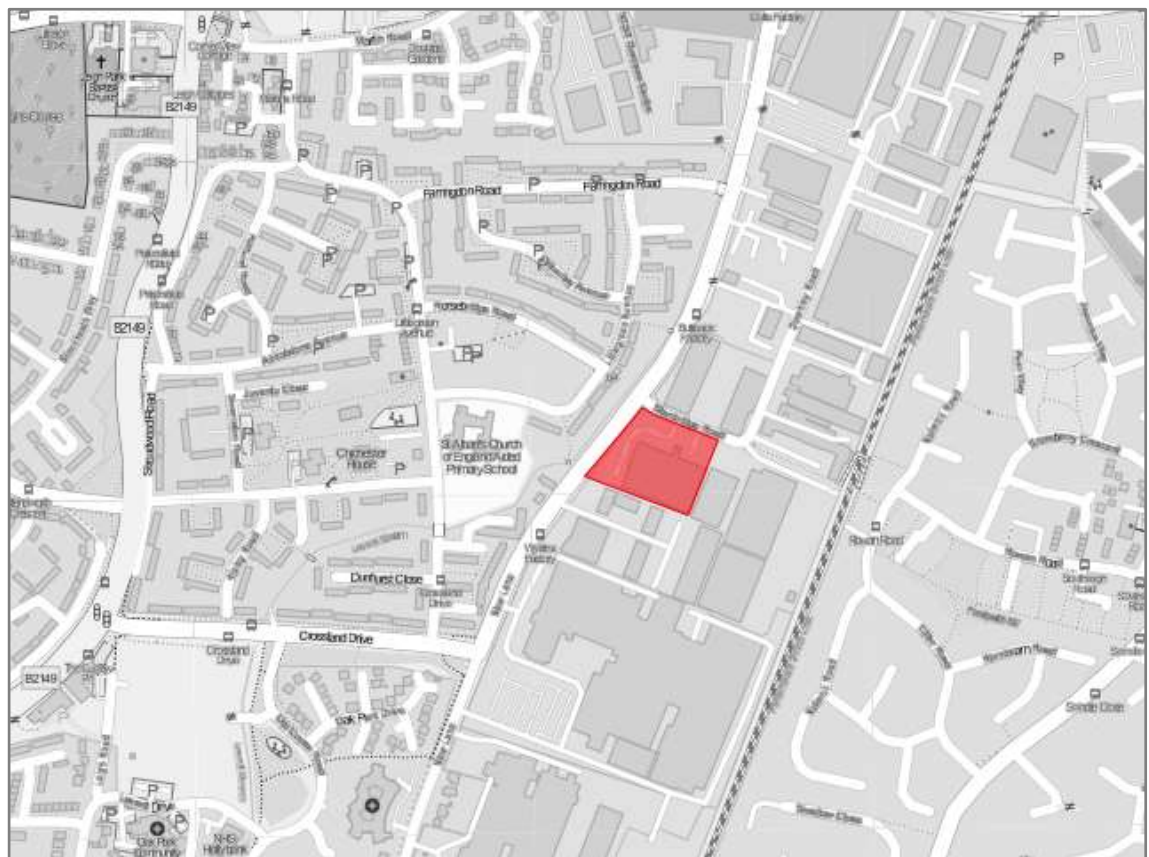
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SECTION 1 Introduction

- 1.1.1 A-Data Limited is proposing a redevelopment of the former PureTech Security site to the east of New Lane, Havant. The proposed redevelopment comprises 4,533 sqm floor area of commercial and industrial use (B1c/B2) with vehicular and pedestrian improvements onto Stanbridge Road. The scheme will replace the existing 5,800 sqm of B1c, B8 and office floor area on the site.
- 1.1.2 The site is located within the existing industrial area of Havant, with industrial land uses located to the north and east along with existing residential developments to the east and west. The centre of Havant is located circa 1.8km to the south and this is shown in **Figure 1**, an extract of which is shown in **Image 1.1**.

Image 1.1: Site Location Plan Extract



- 1.1.3 i-Transport LLP has been appointed to provide highways and transport advice in relation to a planning application for the redevelopment proposal.

1.2 Structure

1.2.1 The remainder of this Transport Assessment (TA) is structured as follows:

- **Section 2** – reviews current national and local transport policy and guidance;
- **Section 3** – summarises the existing transport conditions;
- **Section 4** – describes the development proposal and access arrangements;
- **Section 5** – considers the accessibility and sustainability of the site;
- **Section 6** – assesses the traffic impact of the development; and
- **Section 7** – provides the summary and conclusions.

SECTION 2 Policy Context

- 2.1.1 This section of the TA provides a summary of the relevant transport planning policies contained in national and local policy documents.

2.2 National Policy

National Planning Policy Framework (NPPF)

- 2.2.1 The National Planning Policy Framework (NPPF), most recently revised in July 2021, sets out the Government's planning policies for England and how these are expected to be applied. It provides overarching guidance for local planning authorities and decision makers both in drawing up plans and in determining planning applications.
- 2.2.2 The specific transport policies are contained within Section 9 of the NPPF. The NPPF requires all developments that generate significant amounts of movement to provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. This TA has been prepared in line with the requirements of the NPPF.
- 2.2.3 The key transport tests are set out in paragraph 110 of the National Planning Policy Framework (NPPF), which states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

- 2.2.4 This TA will assess the proposed development, including the provision for parking and movement within the site layout, against the above key tests.
- 2.2.5 The NPPF also sets a very high bar for preventing development from coming forward for transport reasons:

“111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 2.2.6 The traffic impacts of the development proposals will be appropriately assessed against the above high standard (see Section 5 of this report).

National Planning Practice Guidance (NPPG) (March 2014)

- 2.2.7 The web based NPPG seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF. The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42-002); and

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42-005)”.

2.3 Local Policy

Hampshire’s Draft Local Transport Plan (LTP) (2022 – 2050)

- 2.3.1 HCC’s draft transport strategy up to 2050 is set out in its draft LTP. The document also outlines how the LTP will contribute to the Council’s corporate priorities.
- 2.3.2 The main priorities are set out in the draft LTP for the next 30 years. These are:
- ***A thriving, prosperous and sustainable economy;***
 - ***Excellent public services;***
 - ***Communities that are connected, diverse, sustainable and happy;***
 - ***Inclusive employment opportunities;***
 - ***People living safe and healthy lives.***
- 2.3.3 The draft LTP identifies Havant as being considered within the Solent Area Strategy and identifies it as:

“Once an area strategy has been developed, and sometimes in parallel, we will develop an area action plan. An action plan typically sets out a 3-to-5-year programme of feasibility work, detailed design and delivery of schemes”

Havant Borough Transport Statement – September 2012

- 2.3.4 In addition to the LTP, HBC and HCC have produced a Transport Statement for the Borough. There are four objectives outlined in the document:

“Promote economic growth by providing a well maintained, safe and efficient highway network;

Improve access to jobs, facilities and services by all types of transport;

Facilitate and enable new development to come forward; and

Reduce carbon emissions and minimise the impacts of transport on the environment”.

Havant Borough Council’s Adopted Local Plan (2011)

- 2.3.5 The adopted Local Plan is made up of the Core Strategy 2011 – 2026 and 2014-2026 Allocations document, which are the principal documents outlining how planning will be managed in the borough until 2026.

- 2.3.6 Policy CS20 of the Core Strategy ‘Transport and Access Strategy’ states:

Development will be permitted that:

- ***Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.***
- ***Does not increase congestion and promotes better use of existing transport networks.***
- ***Improves accessibility to goods, services and employment and promotes equality in the transport system.***
- ***Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.***
- ***Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.***
- ***Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.”***

Havant Borough Local Plan (Allocations) Document 2014 – 2026

- 2.3.7 The Local Plan Allocation document follows on from the Core Strategy and identifies sites for specific uses including, housing, employment, retail, recreation and green infrastructure up to 2026.

Havant Borough Council's Draft Local Plan (2018 – 2036)

- 2.3.8 The Havant Borough Council's Draft Local Plan (2018 – 2036) was withdrawn following the inspector's review. In September 2021 the newly developed local plan "*Building a Better Future Plan*" received full council approval and is now subject to public consultation.

Transport policies

- 2.3.9 The Draft Local Plan proposed to replace policy CS20 (Transport and Access Strategy), AL5 (Cross-Borough Bus Rapid Transit) and DM11 (Planning for More Sustainable Travel) of the Core Strategy with Policy IN2 (Improving Transport Infrastructure)

Planning permission will be granted for proposals that:

- ***Improve accessibility to goods, services and employment for all and providing a transport system that promotes equality;***
- ***Improve the range of sustainable, low carbon transport modes available, with a particular emphasis on non-motorised modes and public transport, especially high quality/frequency buses;***
- ***Provide transport management measures to ensure the safe and efficient operation of the strategic and local road network;***
- ***Prioritise transport improvements that support sustainable economic growth;***
- ***Propose transport improvements in accordance with the Hampshire Local Transport Plan and any other relevant subregional transport strategy;***
- ***Include mitigation schemes identified through the Local Plan Transport Assessment***

- 2.3.10 The Draft Local Plan proposed to replace Policies DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel) of the Core Strategy with Policy IN3 "Transport and Parking in New Development" which sets out the framework in which new development proposals will be permitted:

"Development proposals will be permitted, provided that the site is designed so that:

- *The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;*
- *Safe and suitable access to the site is provided for all people and modes of transport;*
- *Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;*
- *On and/or off-site measures commensurate with the nature and scale of the scheme are provided, which promote travel by non-motorised modes and by public transport, including, where appropriate, provision for bus access with suitably located bus stops;*
- *Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;*
- *The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials;*
- *The site layout encourages lower vehicle speeds, and promotes the safe and convenient movement of pedestrians and cyclists within the site;*
- *Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site;*
- *Any existing public rights of way are safeguarded, and new routes provided where appropriate;*
- *Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;*
- *Electric vehicle charging infrastructure is provided for:*
 - *an appropriate number of spaces in shared parking at residential and commercial development with the remainder providing infrastructure to allow easy installation of charging points in the future;*
- *A satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;*
- *A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development."*

2.3.11 The document therefore provides an indication for the direction of emerging Borough policy as well as the likely local policy requirements for future development in the borough.

Havant Borough Council's Parking Supplementary Planning Document (July 2016)

- 2.3.12 Car and Cycle parking standards for new commercial development are provided within HBC's Parking Standards SPD (adopted July 2016). **Table 2.1** details the car and cycle parking standards for a commercial development.

Table 2.1: HBC Commercial Parking Standards

Land Use	Car Parking	Cycle Parking	
	Minimum Parking	Long Stay	Short Stay
B1(a) office	1 space per 30 sqm	1 stand per 150 sqm	1 stand per 500 sqm
B2(b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm	1 stand per 500 sqm
B2 general industrial	1 space per 45 sqm	1 stand per 350 sqm	1 stand per 500 sqm
B8 warehouse	1 space per 90 sqm	1 stand per 500 sqm	1 stand per 1000 sqm

Source: HBC's Residential Parking Standards Supplementary Planning Document

2.4 Summary

- 2.4.1 Overall, the national and local transport planning policy requires new commercial development to be accessible by a choice of modes of transport including walking, cycling and public transport, so as reduce the reliance and number of car journeys. Safe and suitable access to new developments should be achieved for all people.
- 2.4.2 National and local policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This TA describes how the proposed development complies with these transport planning policy considerations.

SECTION 3 Existing Conditions

3.1 Site location and existing use

3.1.1 The site is located within the existing industrial area of Havant, with industrial land uses located to the north and south along with existing residential developments to the east and west. The centre of Havant is located circa 1.8km to the south and this is shown in **Figure 2**.

3.1.2 The site currently comprises circa 5,800sqm of B1c and B8 class use with offices and currently has two points of vehicular access off Stanbridge Road, **Image 3.1** provides an overview of the existing site building schedule.

Image 3.1: Existing Building Schedule

Floor	Description	Sq. M.	Sq. Ft.
First	Office	932.48	10,037
	Storage	194.55	2,094
	Unused/rear office area	278.08	2,993
	Total	1,405.11	15,124
Ground	Warehouse (low eaves)	1,763.49	18,982
	Rear Section	454.56	4,893
	Warehouse (high eaves)	319.97	3,444
	Vault room	101.94	1,097
	Front section	444.01	4,779
	Reception	292.60	3,149
	Unused w/c block	72.76	783
	Total	4,395.08	47,308
	Total	5,800.19	62,432

3.2 Walking and Cycling

Walking

3.2.1 The site is bound to the north and west by Stanbridge Road and New Lane respectively. Approximately 2.3m wide footways are provided along both sides of these carriageways. Public Footpath 62 is accessible from Stanbridge Road, providing an eastbound link to the residential area along Southleigh Road. Furthermore, this public footpath forms part of the fastest route from the site to Warblington Station.

- 3.2.2 New Lane forms the main pedestrian link from the site, providing a route north towards Bartons Road and south across the southern mainline railway towards the centre of Havant. A designated crossing point is provided at the junction between New Lane and Bartons Road, comprising dropped kerbs.
- 3.2.3 In the vicinity of the current site accesses, New Lane provides a circa 2.8m footway on the eastern side of the carriageway both north and southbound. Approximately 420m to the north of the site, an additional circa 1.7m wide footway is provided on the western side of the carriageway. The footway is separated from the carriageway by a grass verge along the majority of New Lane.
- 3.2.4 Approximately 160m south of the site, a 1.6m wide footway is provided on the western side of the carriageway. This is accessible via a designated pedestrian crossing point comprising dropped kerbs, tactile paving and a pedestrian refuge island. Both footways continue southbound to number 16A New Lane, where the eastern footway terminates and the western footway continues to Eastern Road. South of the New Lane/Eastern Road junction, the eastern footway is reintroduced on New Lane as it continues southbound across the rail line towards Havant Town Centre.
- 3.2.5 Eastern Road provides a westbound link from New Lane towards Havant Rail Station. A single 1.5m footway is provided on the southern side of the carriageway, accessible via an informal crossing point at the junction with New Lane comprising dropped kerbs and tactile paving. To the west, Eastern Road connects into Leigh Road which forms the southbound approach to Havant Rail Station. Footways are provided on both sides of the carriageway, measuring circa 1.3m on the western side and circa 2.0m on the eastern side.

Cycling

- 3.2.6 New Lane provides on-carriageway cycle lanes along its entire length between Bartons Road to the north and Eastern Road to the south. To the east of the site, Southleigh Road forms part of the National Cycle Network and provides traffic-free (off-carriageway) route eastbound towards Emsworth.
- 3.2.7 To the west of the site, Leigh Road and Stroudwood Road form part of National Cycle Route 22. This is a 64-mile route connecting Banstead (near Epsom) and Brockenhurst via Dorking, Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight between Ryde and Yarmouth.

- 3.2.8 National Cycle Route 2 is also accessible, from the southern extent of New Lane. This is a 361-mile route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England. An overview of these routes is shown in **Image 3.1**

Image 3.1: Cycle Route Overview



Source: OpenStreetMaps

- 3.2.9 The majority of roads in the vicinity of the site are subject to a 30mph speed limit or less given the largely industrial and residential makeup of the surrounding area. As a result, where designated cycle facilities have not been provided, in-carriageway cycle travel is acceptable, particularly for the types of cyclists likely to be travelling to and from the proposed development. This is reflected in the Manual for Streets (MfS) guidance, as follows:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para. 6.4.1).

- 3.2.10 Furthermore, the provision of street lighting on the majority of the surrounding streets enhances the level of visibility between pedestrians, cyclists and motorised vehicles.

3.3 Public Transport

Bus Services

- 3.3.1 The nearest bus stops are located on St Alban's Road, approximately 575m to the south west of the site. These stops are served by the Number 20 and 21 buses. The times and frequencies of these services is summarised in **Table 3.1** below.

Table 3.1: Local Bus Service Times and Frequencies

Service No.	Route	Frequency		
		Mon-Fri	Saturday	Sunday
20	Havant - Portsmouth - The Hard	Every 30 minutes. First bus at 06:05 Last bus at 19:20	Every 30 minutes. First bus at 06:35 Last bus at 19:20	-
21	Portsmouth - Havant	Every 30 minutes. First bus at 05:40 Last bus at 21:07	Every 30 minutes. First bus at 06:17 Last bus at 23:07	Every hour First bus at 08:35 Last bus at 19:35

Source: Traveline Southeast

- 3.3.2 As shown in **Table 3.1**, a regular bus service operates from St Alban's Road and provides a half hourly service between Havant and Portsmouth. The bus also provides a connection to Cosham and Portsmouth Harbour Rail Stations for onward travel to and from higher-order destinations.

Rail Services

- 3.3.3 The closest rail station is Warblington, located approximately 1.3km to the southeast of the site. This station provides storage spaces for up to 30 bicycles. Havant Rail Station is also accessible from the site, located approximately 1km to the southwest. Havant Station provides storage for up to 92 bicycles in addition to a car park. Both of these stations lie on the southern mainline.
- 3.3.4 **Table 3.2** provides a summary of the main rail services which operate from Warblington and Havant Rail Stations.

Table 3.2: Warblington and Havant Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
London Waterloo	3 per hour	3 per hour	1 hour 32 minutes
Portsmouth Harbour	1 per hour	1 per hour	22 minutes
Brighton	1 per hour	1 per hour	1 hour 16 minutes

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Littlehampton	1 per hour	1 per hour	39 minutes
Southampton Central	2 per hour	2 per hour	43 minutes

Source: National Rail Enquiries

3.3.5 **Table 3.2** demonstrates that Havant and Warblington Rail Stations provide frequent rail services to a number of destinations including London Waterloo, Portsmouth, Brighton, Littlehampton and Southampton. This provides the opportunity for commuters to travel to and from destinations further afield.

3.3.6 Furthermore, a half hourly bus service to Portsmouth Harbour station provides access to additional destinations, operated by Great Western Railway, Southern and Southwestern Railway services.

3.4 Local Highway Network

Overview

3.4.1 New Lane comprises a circa 9.0m wide single carriageway, including circa 1.2m cycle lanes on both sides of the carriageway. To the north, New Lane connects with Bartons Road via a simple priority junction. New Lane is subject to a 30mph, reducing to 20mph south of the junction with Eastern Road across the rail line. The 20mph speed limit continues from this point along Fairfield Road into Havant Town Centre. Street lighting is provided along the extent of New Lane.

3.4.2 Southleigh Road is located to the east of the site and provides a southbound connection to Warblington Station. It comprises a single circa 7.0m carriageway with designated on-street parking areas provided intermittently along the route. Circa 1.6m footways are provided on both sides of Southleigh Road along with the provision of street lighting. A posted 30mph speed limit is enforced along this route.

3.4.3 To the south of the site, Eastern Road bisects New Lane at a crossroad arrangement. This provides access to the industrial estate to the east and Leigh Road to the west. Eastern Road comprises a circa 5.0m single carriageway with a single footway on the southern side. Street lighting is provided along the length of this route.

Existing Traffic Flows

- 3.4.4 Traffic surveys to identify vehicle flows on the local highway network were undertaken at the New Lane / Stanbridge Road junction on 9th May 2019 in support of the recent permitted planning application (APP/19/00660). **Table 3.3** provides a summary of the traffic flows on the local highway network for the weekday morning and evening peak periods, showing these are generally moderately trafficked

Table 3.3: Local Highway Network Traffic Flows

Location	Direction	Morning Peak Period	Evening Peak Period
New Lane (North of Stanbridge Road)	Northbound	198	324
	Southbound	351	234
New Lane (South of Stanbridge Road)	Northbound	343	279
	Southbound	310	411
Stanbridge Road	Eastbound	250	79
	Westbound	64	301

Derived from Source: Traffic Surveys, May 2019 undertaken in support of Planning Application (APP/19/00660)

Personal Injury Accident Data

- 3.4.5 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recent five-year period between 01/12/2016 and 30/11/2021 for the highway network in the vicinity of the site. The study area includes:

- New Lane;

- 3.4.6 The report and accident plot can be found in **Appendix A** and is summarised in **Table 3.4**.

Table 3.4: Summary of Personal Injury Accidents

Source: Hampshire Constabulary

- 3.4.7 In total, 6 collisions were recorded within the study area between 01/12/2016 and 30/11/2021. Of these PIA's, four were recorded as 'slight' and three as 'serious' in nature. A description of each incident is provided in the following paragraphs.

New Lane at Junction with Crossland Drive

- 3.4.8 A slight incident occurred when Vehicle 1 (Cyclist) was travelling northeast on New Lane crossing the junction with Crossland Drive, vehicle 2 was pulling out of Crossland Drive and collided with Vehicle 1 knocking the rider off.
- 3.4.9 A slight incident occurred when Vehicle 1 was travelling east along Crosslands Drive and turned right onto New Lane and a pedestrian ran in front of the vehicle.
- 3.4.10 A slight incident occurred when Vehicle 1 was travelling east along Crosslands Drive and turned right onto New Lane and failed to notice Vehicle 2 (motorcycle) that was turning right and collided.
- 3.4.11 A serious incident occurred when Vehicle 1 was travelling southwest along New Lane, the rider failed to stop for stationary Vehicle 2 and collided with the rear of Vehicle 2.
- 3.4.12 A serious incident occurred when Vehicle 1 was traveling east along Crossland Drive turned left and failed to give way to Vehicle 2 (Cyclist) and collided.

New Lane at Junction with Farringdon Road

- 3.4.13 A slight incident occurred when Vehicle 1 was travelling northeast along New Lane and collided with the rear of Vehicle 2 which was unattended on the nearside.

3.5 **Summary**

- 3.5.1 The site currently comprises circa 5,800sqm of B1c and B8 class use with offices and has accesses to New Lane, Stanbridge Road and Downley Road.
- 3.5.2 A good level of pedestrian accessibility is provided around the site with continuous footways to the bus stops, the town centre and nearby railway stations. The National Cycle Network can be accessed close to the site and New Lane includes on-road cycle lanes.
- 3.5.3 Traffic flows on New Lane are moderate and low on Stanbridge Road. There are no local road safety issues recorded.

SECTION 4 Development Proposal

4.1 Introduction

- 4.1.1 This section of the TA outlines the development proposal including the proposed access, parking and servicing arrangements for the development.

4.2 Development Proposal

- 4.2.1 The scheme will replace the existing 5,800 sqm of B1c, B8 and office floor area on the site. The development proposal consists of redeveloping the site to provide 4,533 sqm of B use floor area with improved vehicular and pedestrian access onto Stanbridge Road. A proposed masterplan is provided in **Appendix B** and the development schedule is summarised in **Table 4.1**.

Table 4.1: Development Schedule

Unit Number	GFA (SQM)
1	581
2	681
3	597
4	581
5	1042
6	1051
Total	4533

Source: Site Proposals

- 4.2.2 A footway within the site will connect with the existing footways located on Stanbridge Road. Beyond this, pedestrian provision will be through paved sections in front of all the units. This will provide a pedestrian connection to all of units at the site. The site will experience slow moving vehicles and low traffic flows and therefore the internal road will be suitable to be used by pedestrians.

4.3 Site Access Arrangements

- 4.3.1 The site currently has two accesses from Stanbridge Road, which forms the northern boundary of the site. It is proposed to continue accessing the site via Stanbridge Road, however it is considered beneficial to rationalise the existing access arrangement by retaining the western

access as the single point of access. A footway will be provided on the western side of the access, which will connect with the existing footways along Stanbridge Road.

- 4.3.2 **Drawing ITB14488-GA-001** demonstrates 2.4m x 44m visibility splays are achievable to the west and 2.4m x 75m visibility splays are achievable to the east. This level of visibility is in accordance with the 30mph speed limit along Stanbridge Road along with the visibility guidance set out in MfS and HCC guidance TG3, as traffic speeds on Stanbridge Road are physically constrained by the road alignment and nearby junction with New Lane.

4.4 Parking Provision

- 4.4.1 Parking provision will be provided in accordance with the Havant Borough Council Parking SPD as set out in Section 2.

Car Parking

- 4.4.2 The parking standards identified relate to the B1(C) /B2 general industrial and light industry land use classes and are set out in **Table 4.2** below. These have been selected as they are the higher standards.

Table 4.2: Havant Vehicle Parking Standards

Type	Minimum Car Parking Standard
B1(b)(c) high tech / light industrial	1 space per 45sqm
B2 General Industrial	1 space per 45sqm
B8 Warehouse	1 space per 90sqm

Source: Havant BC Parking SPD

One Motorcycle space is to be provided for every 25 car parking spaces.

Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

- 4.4.3 The total proposed floor area of the site is approximately 4,533 sqm, resulting in a minimum of 95 parking spaces and an additional five accessible spaces and four motorcycle spaces. It is envisaged the proposed development will provide 101 parking spaces including five accessible parking spaces which meets and exceeds the minimum limit.

Cycle Parking

- 4.4.4 The cycle parking standards for the site are also included in the Havant Borough Council Parking SPD document and set out in **Table 4.3**.

Table 4.3: Havant Borough Council Cycle Parking Standards

Type	Cycle Standard (Minimum)	
	Long Stay	Short Stay
B1(b)(c) high tech / light industrial	1 stand per 250 sqm	1 stand per 500 sqm
B2 General Industrial	1 stand per 350 sqm	1 stand per 500 sqm
B8 Warehouse	1 stand per 500 sqm	1 stand per 1000 sqm

Source: Havant BC Parking SPD

- 4.4.5 Taking the highest of the above standards, a minimum of 16 long stay and 10 short stay cycle stands are required. It is proposed to provide 28 cycle stands throughout the site.

4.5 Layout

- 4.5.1 Swept path analysis has been undertaken of the proposed site layout to assess whether the largest vehicles which will enter the site can manoeuvre safely within the site. **Drawings ITB14488-GA-002** demonstrate a large articulated lorry is able to enter and manoeuvre within the site safely.

4.6 Summary

- 4.6.1 The proposed redevelopment comprises 4,533 sqm of B1(C)/B2 which is a reduction of 1,267 sqm from the current 5,800 sqm site.
- 4.6.2 Currently the site has two points of access onto Stanbridge Road, but it is proposed to rationalise this to a single point of access. The proposed single point of access from Stanbridge Road meets current highway design standards given in Manual for Streets and provides safe and suitable access for all modes.
- 4.6.3 There is good pedestrian and cycle provision within the vicinity of the site for access via sustainable modes.
- 4.6.4 The proposed site layout provides suitable arrangements have been made for cycle parking, motorcycle parking, deliveries and refuse collection.

SECTION 5 Accessibility

5.1.1 This section of the TA considers the accessibility of the site to key services and facilities along with public transport.

5.2 Reasons for Travel

5.2.1 In considering accessibility and promoting sustainable travel it is important to consider the reasons for travel.

5.2.2 The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 5.1**.

Table 5.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	23%
Shopping	19%
Commuting / Business	14%
Education / Escort Education	12%
Personal Business	8%
Other Escort	8%
Other (Including Just Walk)	15%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2020 Edition

5.2.3 **Table 5.1** demonstrates that trips are made up of a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

5.2.4 This TA therefore considers the opportunities available to the potential employees of the site to access the site and also a local facilities and services (which maybe required before / after work or at lunchtime) by a choice of transport modes.

5.3 Accessibility by Walking and Cycling

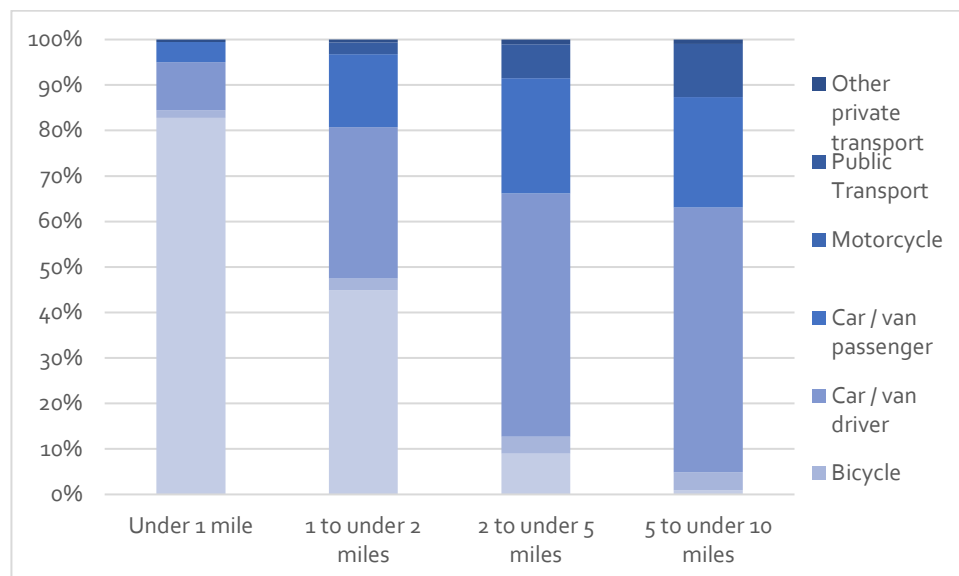
5.3.1 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) states

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

5.3.2 This is consistent with the year-on-year findings of the National Travel Survey (NTS) which identifies the mode share of journeys of different lengths (**Image 5.1**).

5.3.3 The NTS finds that the vast majority (80%) of trips up to one mile (1.6km) are undertaken on foot, and that approximately 31% of journeys between one and two miles (3.2 km) will also be on foot, i.e., a significant proportion of people are prepared to walk for journeys up to two miles.

Image 5.1: Mode share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2021

5.3.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles (1.6km-3.2km) are undertaken on foot. Against this background, the following walking distances are identified:

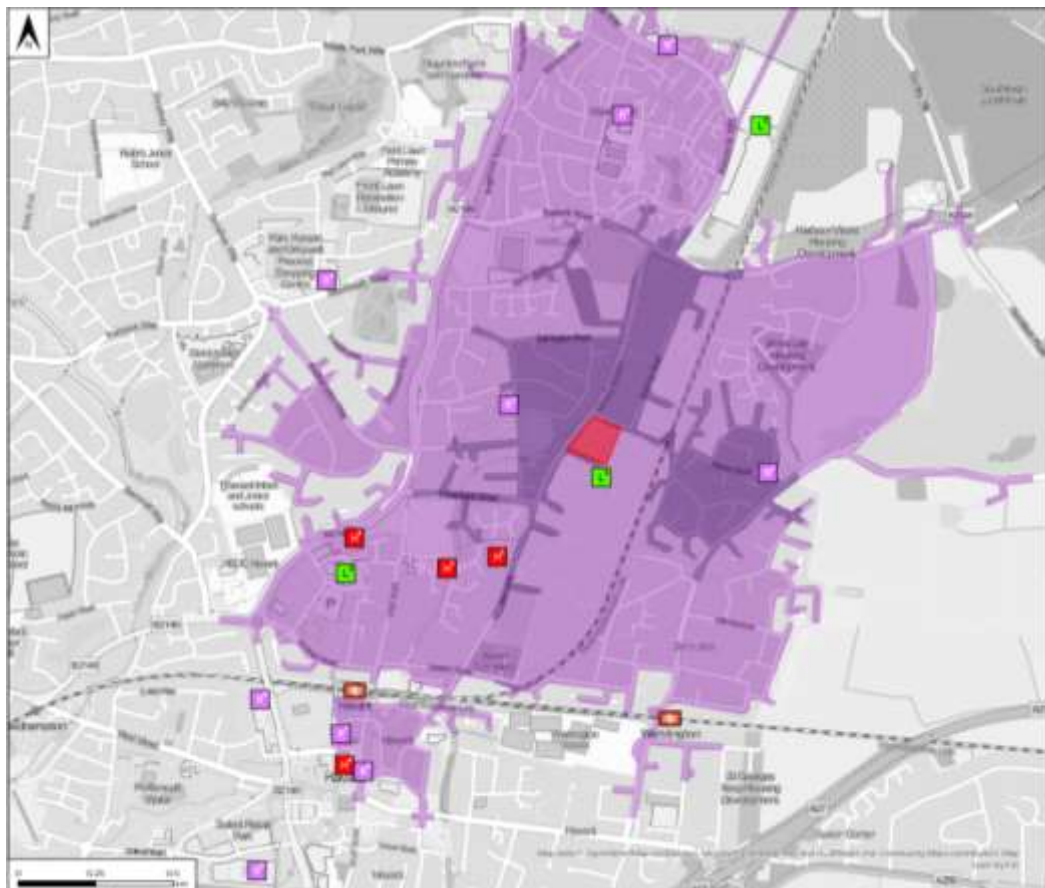
- 800m – A comfortable walking distance which provides a walkable neighbourhood as identified in the Manual for Streets guidance.

- 1600km – Journeys less than 2km offer the greatest potential to replace short cars as identified in the Manual for Streets guidance.

Cycling Distances

- 5.3.5 LTN 01/20 'Cycle Infrastructure Design' discusses typical cycle trip distances and states that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys. Two out of every three personal trips are less than five miles (8km) in length an achievable distance to cycle.
- 5.3.6 As is demonstrated in **Figure 2** and **Table 5.2** a large range of local facilities are accessible by cycle, including, retail, leisure and healthcare opportunities.

Figure 2: Local Facilities Plan



Essential facilities				
Type	Name	Distance to (m)	Walking time (mins)	Cycle (mins)
Health	Havant NHS Diagnostic Centre	1165	13	4
	Havant Health Centre	1565	18	6
	Smile Dental Care	1865	22	7
	Elmleigh Hospital	600	6	3
Retail	The Co-operative Food	915	11	3
	Baybridge Convenience Store	1465	17	5
	The Co-operative Food	465	5	2
	Lidl	1465	17	5
	Tesco Extra	2165	25	8
	Waitrose & Partners	1565	18	6
	Londis	1565	18	6
	ALDI	1865	22	7
	Iceland Foods	1565	18	6
Transport	Warblington	1365	16	5
	Havant	1465	17	5
Leisure	My Fitness Hub Havant	415	5	2
	Bartons Green	1265	15	5
	Havant Leisure Centre	1365	16	5

Table 5.2: Havant Local Facilities

Source: Consultant's Estimates

5.3.7 **Table 5.2** demonstrates that a number of services and facilities are located within a reasonable walking distance (i.e. within 1.6km) and all of the facilities and services are within a comfortable cycle distance or a the walking distance which has the greatest potential to replace car trips (i.e. within 2km). Against this background, the site is well located to a range of local services and facilities and gives future employees a genuine opportunity to travel by sustainable modes.

5.4 Public Transport

Bus

5.4.1 As set out in Section 3, the site is well located to existing bus services which provide the opportunity for trips to and from the site to be made to and from more distant destinations.

- 5.4.2 The nearest bus stops to the site are located on St Albans Road within 575m of the site. The principal bus routes serving these stops is route 20 and 21 which provide a half hourly service between Havant and Portsmouth for access to a large employment pool and a wide range of facilities and services. The bus services run from very early in the morning to late at night therefore providing an excellent opportunity to travel to and from the site without the use of the private car.

Rail

- 5.4.3 The closest Rail Station is Warblington, located approximately 1.2km to the south east of the site. Havant Rail Station is also accessible from the site, located approximately 1.6km to the south west.
- 5.4.4 These rail stations provide frequent rail services to a number of destinations including London Waterloo, Portsmouth, Brighton, Littlehampton and Southampton. This provides the opportunity for commuters to travel to and from destinations further afield.

5.5 Summary

- 5.5.1 There are numerous everyday local services and facilities within Havant to accommodate the day to day needs of future employees that can be easily accessed from the site on foot, by cycle or by public transport. The nearby public transport access from the St Albans Road bus stops and Havant Rail Station provides services to large employment pools in key residential areas and further afield destinations such as Portsmouth, London Waterloo and Southampton.
- 5.5.2 Taken together, the analysis in this section demonstrates that future employees and visitors of the site will have appropriate opportunity to access the site by a choice of travel modes. In transport terms, the site is suitably located to provide sustainable development in accordance with the guidance set out in the NPPF.

SECTION 6 Traffic Impact

6.1 Introduction

6.1.1 This section of the TA establishes the likely traffic generation of the proposed development and assesses the vehicular traffic impact of the proposed development on the local highway network.

6.2 Baseline Conditions

6.2.1 Using the Manual Classified Count (MCC) surveys that were undertaken on 9th May 2019 planning application ref (APP/19/00660) at the New Lane / Stanbridge Road junction. The recorded peak hour traffic flows are shown in **Figures TF1 and TF2**.

6.3 Current Development Trip Generation

6.3.1 The site currently comprises circa 5,800sqm of B1c and B8 class and is accessed from Stanbridge Road.

6.3.2 To gain an understanding of the existing traffic movements associated with the site, the TRICS database has been used to calculate the trip generation. The trip rates have been obtained for each existing use classes using the following parameters.

Table 6.2: Existing Trip Rate Selection Parameters

Parameter	B1c	B8
Land Use	Industrial Unit	Warehouse
Region	All of England (excluding Greater London)	
Size Relevance	1000sqm-10000sqm	
Time Period	Surveys for the last 7-year period (start date: 01/01/2014)	
Location Relevance	Surveys in 'Suburban' / 'edge of town' locations only	
Date Relevance	Surveys undertaken during a week-day	

6.3.3 The trip rates associated with the existing site use are shown in **Table 6.3** and the TRICS outputs are presented in **Appendix C**.

Table 6.3: Existing Site Trip Rates

Use	Morning Peak			Evening Peak		
	In	Out	Total	In	Out	Total
B1c	0.365	0.061	0.426	0.047	0.275	0.322
B8	0.365	0.102	0.467	0.047	0.323	0.370

Source: TRICS

6.3.4 The associated existing trip generation is presented in **Table 6.4**.

Table 6.4: Existing Site Trip Generation

Use	Percentage	Morning Peak			Evening Peak		
		In	Out	Total	In	Out	Total
B1c	65%	14	2	16	2	10	12
B8	35%	7	2	9	1	7	8
Total		21	4	26	3	16	20

Source: Consultant

6.3.5 The current split of 65% of the floor space for B1(c) use and 35% for B8 use for the existing site results in 26 two-way vehicle movements during the morning peak period and 20 two-way vehicle movements during the evening peak period. This equates to circa one vehicle movement every 2 ½ minutes during the peak periods.

6.4 Proposed Development Trip Generation

6.4.1 The TRICS database has been used to calculate the potential traffic generation of the proposed development. The proposed development will be a mix of B1c and B2 employment use and the respective trip rates have been obtained using the following parameters in **Table 6.5**.

Table 6.5: Trip Rate Selection Parameters

Parameter	B1c	B2
Land Use	Industrial Unit	Industrial Estate
Region	All of England (excluding Greater London)	
Size Relevance	1000sqm-10000sqm	1000sqm-10000sqm
Time Period	Surveys for the last 7-year period (start date: 01/01/2014)	
Location Relevance	Surveys in 'Suburban' / 'edge of town' locations only	
Date Relevance	Surveys undertaken during a week-day	

6.4.2 The derived trip rates along with the associated trip generation are shown in **Table 6.6** and **Table 6.7**.

Table 6.6: Proposed Development Traffic Trip Rates

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
B1c Trip Rate	0.374	0.072	0.446	0.029	0.302	0.331
B2 Trip Rate	0.516	0.228	0.744	0.113	0.488	0.601

Source: TRICS

Table 6.7: Proposed Development Traffic Trip Generation

Use	Percentage	AM Peak			PM Peak		
		In	Out	Two Way	Out	In	Two Way
B1c Trip Generation	50%	8	1	10	1	6	7
B2 Trip Generation	50%	12	5	17	3	11	14
Total		20	7	27	4	17	21

6.4.3 Robustly assuming 50% of the floor space comes forward for B1(c) use and 50% for B2 use, the proposed development is predicted to result in some 27 two-way vehicle movements during the morning peak period and 21 two-way vehicle movements during the evening peak period. This equates to circa one vehicle movement every 2 ½ - 3 minutes during the peak periods.

6.5 Development Traffic Impacts

- 6.5.1 A comparison between the current site and the proposed redevelopment generated traffic is presented in **Table 6.9**.

Table 6.9: Site Trip Generation

Trips	Morning Peak			Evening Peak		
	In	Out	Total	In	Out	Total
Existing Site	21	4	26	3	16	20
Proposed Site	20	7	27	4	17	21
Difference	-1	+2	+1	-1	+0	+1

Source: TRICS and Consultant Calculations

- 6.5.2 **Table 6.9** demonstrates the proposed development will only generate one additional vehicle trip during the morning peak period and one additional vehicle trip during the evening peak period. This only equates to one vehicle movement every 60 minutes during the peak periods and therefore a minimal increase on the local highway network therefore requiring no further junction assessments.

6.6 Summary

- 6.6.1 The traffic generation of the proposed development has been estimated using employment trip rates derived from the comparable survey data within the TRICS database. To undertake a robust assessment, a B1c and B8 for the current site use and for the proposed development B1c and B2 trip rate has been used (as opposed to a generally lower B8 rate).
- 6.6.2 The proposal is expected to generate some one additional two-way vehicle movements during the morning peak period and one during the evening peak period compared to the existing use on the site. This will have minimal impact on the surrounding highway network.

SECTION 7 Summary and Conclusions

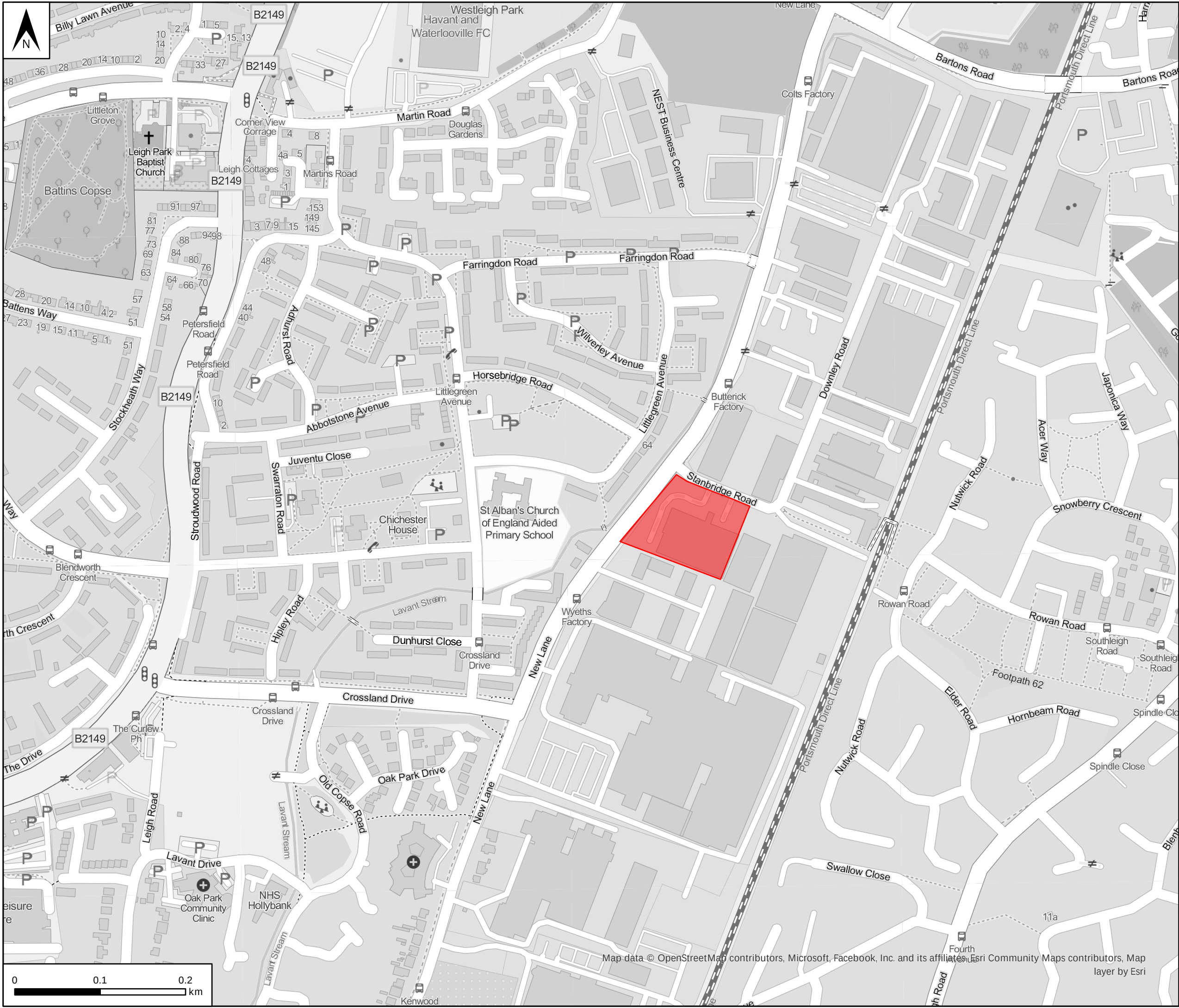
7.1 Summary

- 7.1.1 A-Data Limited is proposing a commercial redevelopment of the former PureTech Security site to the South of New Lane, Havant. The proposed redevelopment comprises 4533 sqm of B use floor area with vehicular and pedestrian access onto Stanbridge Road to the north.
- 7.1.2 There is good pedestrian and cycle provision within the vicinity of the site. Buses stop within reasonable walking distance of the site and provide services at suitable times, further to this Warblington and Havant rail stations are also within walking distance of the site and provide access to further afield locations.
- 7.1.3 The proposed access from Stanbridge Road meets current highway design standards given in Manual for Streets and provides safe and suitable access for all modes. It has been demonstrated that suitable arrangements have been made for cycle parking, motorcycle parking, deliveries and refuse collection. From the accident analysis it is demonstrated there is no record of an existing highway safety issue in the past five years within the vicinity of the site.
- 7.1.4 The proposal is expected to generate some 27 two-way trips in the morning peak period and 21 two-way trips in the evening peak period. Compared to the existing use, the proposal is expected to generate only one additional vehicle movements in each peak and the impact is therefore de minimis.
- 7.1.5 Considered against the key transport criteria of the NPPF, it is concluded that:
- Sustainability: The site is in a suitable, sustainable location with access to alternative methods of transport for employment development; and
 - Access: The proposal will provide safe and suitable access for all modes via an improved priority access from Stanbridge Road with adjacent pedestrian access to the site. The redevelopment will also remove an existing vehicle access to the public highway therefore providing a beneficial impact to all highway users;
 - Parking Areas: The proposal will provide adequate parking for both staff vehicles and bicycles;

- Impact: There will be no significant impact on the local highway network with negligible increases in levels of traffic being forecast. The impact of the proposal is therefore acceptable and falls considerably short of the 'severe' test set by the NPPF.

7.1.6 The development proposal is therefore fully acceptable in transport and highways terms.

FIGURES



Key

Site Boundary

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Basingstoke: 01256 637 940
Leeds: 0113 357 1360
London: 020 3705 9215
Manchester: 0161 830 2172
 www.i-transport.co.uk

Title:

Site Boundary

Project:

New Lane, Havant

Project Number:

ITB18160

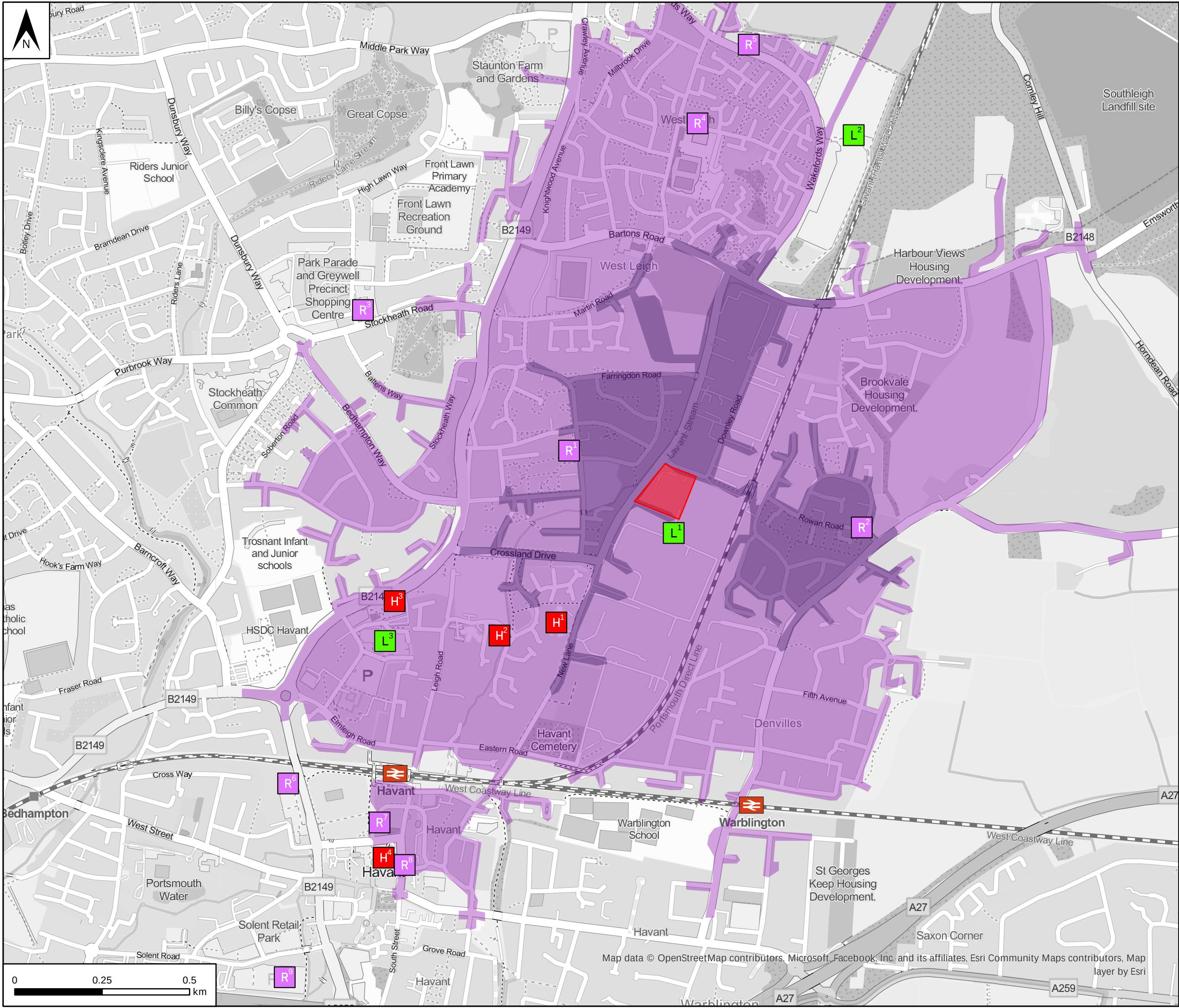
Figure Number:

Figure 1

Revision:

-

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Key

- Site Boundary
- 800m Walking Distance
- 1600m Walking Distance
- L¹** My Fitness Hub Havant
- L²** Bartons Green
- L³** Havant Leisure Centre
- Railway
- R¹** Co-operative Food
- R²** Co-operative Food Snowberry
- R³** Lidl
- R⁴** Baybridge Convenience Store
- R⁵** Londis
- R⁶** Aldi
- R⁷** Iceland
- R⁸** Waitrose
- R⁹** Tesco Extra
- H¹** Elmleigh Hospital
- H²** Havant NHS Diagnostic Centre
- H³** Havant Health Centre
- H⁴** Smile Dental Care

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London: 020 3705 9215
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Title:

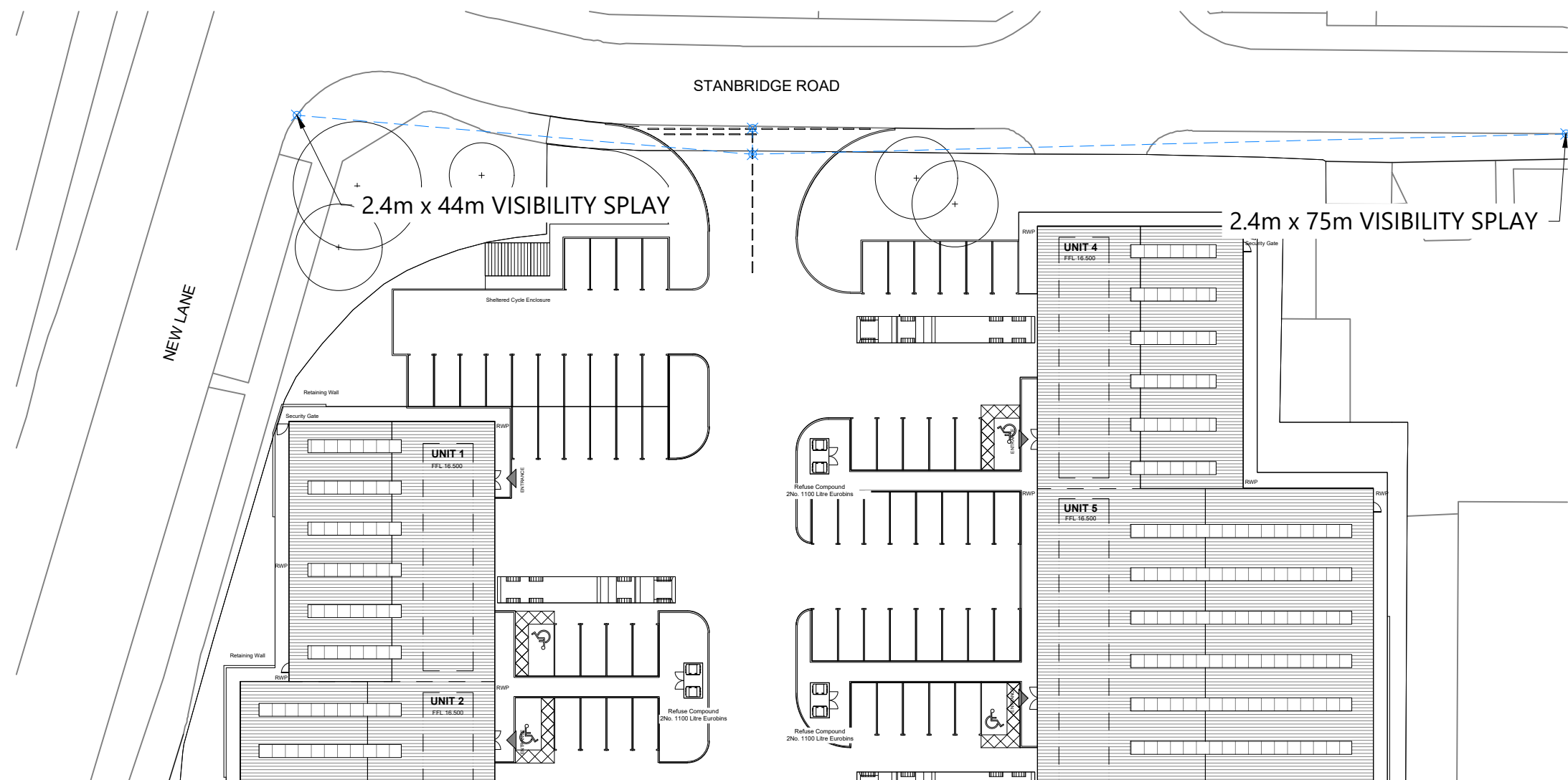
Local Amenities Plan

Project:

New Lane, Havant

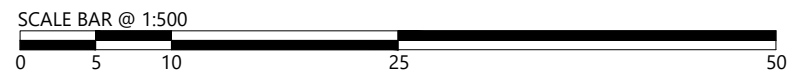
Project Number:	Figure Number:	Revision:
ITB18160	Figure 2	-

DRAWINGS



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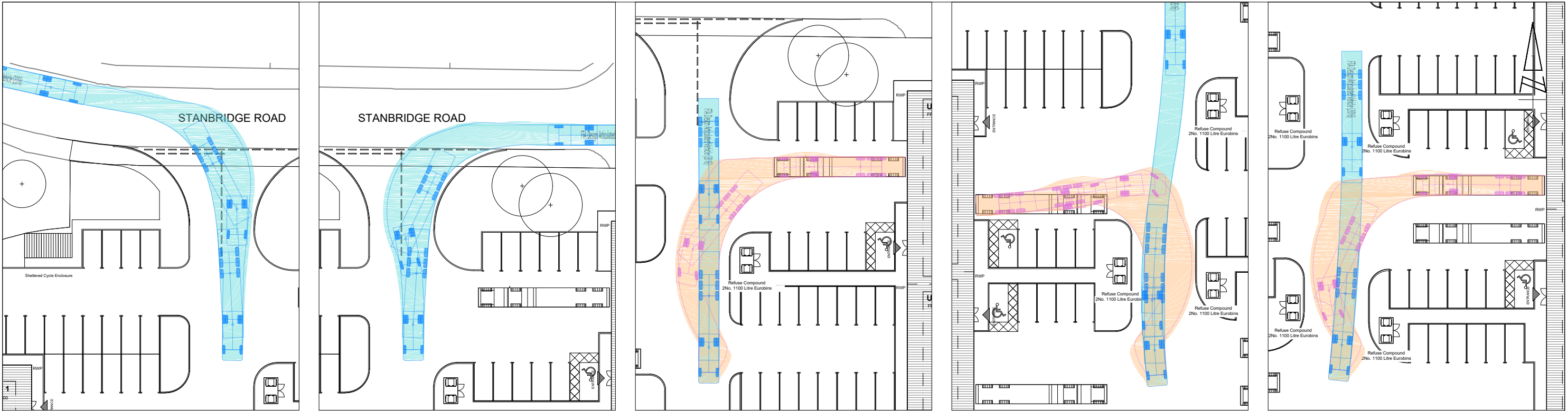
Tel: 01256 637940

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.10.22	JD	SITE LAYOUT UPDATED	SM	SJ
A	29.09.22	JD	SITE LAYOUT UPDATED	SM	SJ
STATUS:			FOR INFORMATION		

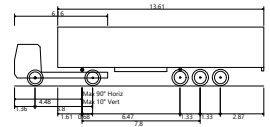
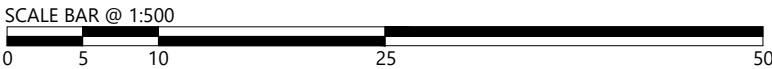
TITLE:		SWEPT PATH ANALYSIS - ARTICULATED VEHICLE	
PROJECT:		NEW LANE, HAVANT	
CLIENT:		A-DATA LIMITED	

DRAWN:	CHECKED:	APPROVED:
MM	SM	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB18160	1:500	05.09.22
DRAWING No:	ITB18160-GA-001	
REV:	B	



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FTA Design Articulated Vehicle (2016)
Overall Length 13.61m
Overall Width 2.55m
Overall Height 3.87m
Min Body Ground Clearance 0.515m
Max Track Width 2.47m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	06.10.22	JD	SITE LAYOUT UPDATED	SM	SJ
STATUS: FOR INFORMATION					

TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE	
PROJECT: NEW LANE, HAVANT	CLIENT: A-DATA LIMITED

DRAWN: JD	CHECKED: SM	APPROVED: SJ
PROJECT No: ITB18160	SCALE @ A3: 1:500	DATE: 29.09.22
DRAWING No: ITB18160-GA-002	REV: A	

APPENDIX A. Personal Injury Accident Data

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW NEW LANE, HAVANT BACS/SR/0922/112")

Notes:

Selected Polygon:AW NEW LANE, HAVANT BACS/SR/0922/112

44170447713 17/11/2017 Time 0821 Vehicles 2 Casualties 1 Slight
E:472364 N: 107208 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING NE ON NEW LANE IS CORSSING JUNCTION WITH CROSSLAND DRIVE AND IS HIT BY VEH2 (VAN) PULLING OUT OF CROSSLAND DRIVE KNOCKING OFF RIDER AND CAUSING MINOR INJURY.

Occurred on NEW LANE AT JUNCTION WITH CROSSLAND DRIVE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0922/112")

Notes:

44180284199 27/07/2018 Time 1018 Vehicles 1 Casualties 1 Slight
E:472358 N: 107208 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disability or illness, mental or physical	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (TAXI) TRAVELLING E ALONG CROSSLANDS DRIVE GOES TO TURN RIGHT ONTO NEW LANE WHEN
CAS1 (PEDESTRIAN) RUNS ACROSS THEIR PATH TRAVELLING N.
Occurred on CROSSLAND DRIVE, AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Taxi/Private hire car Turning right
Vehicle movement from W to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's offside

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW NEW LANE, HAVANT BACS/SR/0922/112")

Notes:

44180361369 25/09/2018 Time 0713 Vehicles 2 Casualties 1 Serious
E:472369 N: 107205 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Dazzling sun	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING E ALONG CROSSLAND DRIVE TURNS RIGHT ONTO NEW LANE, FAILING TO NOTICE VEH2 (M/CYCLE) THAT IS TURNING RIGHT TO TRAVEL W ON CROSSLAND DRIVE.
Occurred on CROSSLAND DRIVE AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0922/112")

44180461220 11/12/2018 Time 1135 Vehicles 2 Casualties 1 Slight
E:472636 N: 107670 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Visor or windscreen dirty or scratched	Vehicle 1	Very Likely
4th:	Dazzling sun	Vehicle 1	Very Likely
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG NEW ROAD COLLIDES WITH THE REAR OF VEH2 (TRAILER) WHICH
WAS PARKED AND UNATTENDED ON THE NEARSIDE.

Occurred on NEW LANE, 52 METERS S OF JUNCTION WITH FARRINGDON ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/12/2016 and 30/11/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0922/112")

44190217900 24/06/2019 Time 1645 Vehicles 2 Casualties 2 Serious
E:472371 N: 107205 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SW ALONG NEW LANE, RIDER FAILS TO VEH 2 (CAR) STATIONARY AND
WAITING TO TURN RIGHT ONTO CROSSLAND DRIVE AND COLLIDES WITH REAR NEAR SIDE OF VEH 2.
Occurred on NEW LANE AT JUNCTION WITH CROSSLAND DRIVE , HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0922/112")

Notes:

44200470204 05/12/2020 Time 1735 Vehicles 2 Casualties 1 Serious
E:472365 N: 107209 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING EAST ALONG CROSSLAND DRIVE TURNS LEFT INTO NEW LANE FAILING TO
GIVE WAY TO VEH 2 (P/CYCLE) TRAVELLING NE ALONG NEW LANE AND COLLIDES.
Occurred on NEW LANE AT JUNBCTION WITH CROSSLAND DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 44 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates **01/12/2016 and 30/11/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW NEW LANE, HAVANT BACS/SR/0922/112")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	2	0	2
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	3	3	6

Casualties:

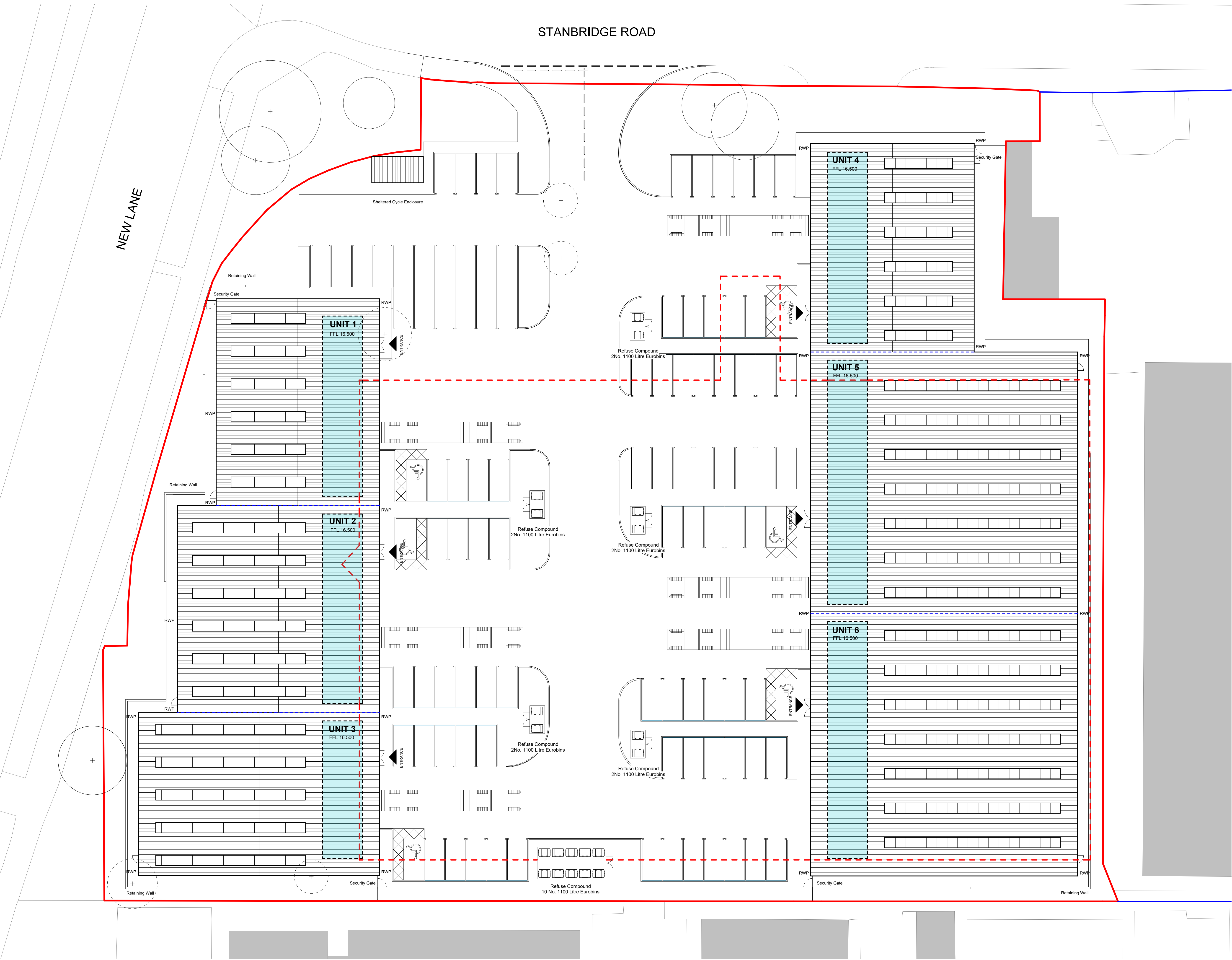
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	2	0	2
Cyclist	0	1	1	2
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	3	4	7



New Lane, Havant

SCALE	1 : 2500
DATE	13/09/2022
DRAWING No.	
DRAWN BY	

APPENDIX B. Proposed Site Layout



Please Note:

This drawing can only be scaled for planning purposes. Dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Topographical / Ordnance Survey information shown has been prepared by a third party. HGP accept no responsibility for accuracy or completeness of the survey.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval. Measurements and accommodation schedules subject to amendments following coordinated input by others. Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

TOTAL AREAS			
	GF	MEZZ.	TOTAL
UNIT 1	4682 Sqft / 435m²	1571 Sqft / 146m²	6253 Sqft / 581m²
UNIT 2	5780 Sqft / 537m²	1550 Sqft / 144m²	7330 Sqft / 681m²
UNIT 3	5252 Sqft / 488 m²	1173 Sqft / 109m²	6426 Sqft / 597m²
UNIT 4	4682 Sqft / 435 m²	1571 Sqft / 146m²	6253 Sqft / 581m²
UNIT 5	9655 Sqft / 897m²	1560 Sqft / 145m²	11,215 Sqft / 1042m²
UNIT 6	9730 Sqft / 904m²	1582 Sqft / 147m²	11,312 Sqft / 1051m²
TOTAL			48,792 Sqft / 4533m²

Parking Schedule	
Standard parking	95
Disabled Parking	6
TOTAL	101
Cycle Stands	28

- Legend**
- - - Indicates Footprint of Existing Building
 - Site Boundary
 - - - Unit Division
 - Existing Tree - Retained
 - Existing Tree - Removed
- Landscaping subject to detail design by Landscape Architect
- Photovoltaic Panels - Layout and exact extent subject to detailed design by specialist supplier

Note:

Refuse compounds and waste facilities based on the requirements of BS 5906 Waste Management in Buildings.

Refuse compound areas to be enclosed with 1.8m high close boarded timber fencing with matching gate.

P3	PV Provisions outlined	27.09.22	NC	LM
P2	Turning heads widened in response to Transport Consultant drawing REF ITB15160-GA-001. Cycling provisions and parking updated. Retaining walls added to suit Civil Engineers design	26.09.22	NC	LM
Rev.	Description	DATE	DB	CB

Proposed Site Plan

PROJECT NEW LANE, HAVANT	JOB NO. 22.015
SCALE 1:200@ A1	DATE Sept. 2022
DRAWN BY/CHECKED BY NC / LM	REVISION P3
DWG# 22.015_HGP_XX_00_DR_A_0011	STATUS PRELIMINARY

hgp

APPENDIX C. TRICS Outputs

Calculation Reference: AUDIT-236601-220727-0735

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1010 to 9216 (units: sqm)
Range Selected by User: 1000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/11/21

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	3 days
Wednesday	2 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	14 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)	4
Edge of Town	10

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	13
Development Zone	1

LIST OF SITES relevant to selection parameters

1	BD-02-C-01	PUMPS, MOTORS & FANS	BEDFORDSHIRE
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
4	CH-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE
	JUPITER DRIVE		
	CHESTER		
	CHESTER W. EMP. PARK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
5	CH-02-C-03	OFFICE FURNITURE	CHESHIRE
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
6	CH-02-C-04	FABRICS MANUFACTURE	CHESHIRE
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
7	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
8	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
10	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
11	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
12	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
13	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
14	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 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	4	3859	0.084	4	3859	0.000	4	3859	0.084
06:00 - 07:00	5	3413	0.082	5	3413	0.023	5	3413	0.105
07:00 - 08:00	14	3486	0.328	14	3486	0.053	14	3486	0.381
08:00 - 09:00	14	3486	0.365	14	3486	0.061	14	3486	0.426
09:00 - 10:00	14	3486	0.209	14	3486	0.143	14	3486	0.352
10:00 - 11:00	14	3486	0.158	14	3486	0.121	14	3486	0.279
11:00 - 12:00	14	3486	0.092	14	3486	0.125	14	3486	0.217
12:00 - 13:00	14	3486	0.168	14	3486	0.193	14	3486	0.361
13:00 - 14:00	14	3486	0.166	14	3486	0.197	14	3486	0.363
14:00 - 15:00	14	3486	0.096	14	3486	0.127	14	3486	0.223
15:00 - 16:00	14	3486	0.072	14	3486	0.156	14	3486	0.228
16:00 - 17:00	14	3486	0.047	14	3486	0.275	14	3486	0.322
17:00 - 18:00	14	3486	0.027	14	3486	0.256	14	3486	0.283
18:00 - 19:00	14	3486	0.027	14	3486	0.131	14	3486	0.158
19:00 - 20:00	4	3859	0.052	4	3859	0.065	4	3859	0.117
20:00 - 21:00	4	3859	0.019	4	3859	0.039	4	3859	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.992			1.965			3.957

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:	1010 - 9216 (units: sqm)
Survey date range:	01/01/14 - 10/11/21
Number of weekdays (Monday-Friday):	14
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.

Calculation Reference: AUDIT-236601-220727-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1507 to 6560 (units: sqm)
 Range Selected by User: 1000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/21

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	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 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 Centre	1
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Built-Up Zone	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.

i-Transport Grove House Basingstoke

Licence No: 236601

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 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	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 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	6 days
-----------------	--------

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

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

LIST OF SITES relevant to selection parameters

1	BD-02-F-02 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
5	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON	LOGISTICS FIRM	WEST MIDLANDS
	Edge of Town Commercial Zone Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
6	WY-02-F-01 MORTIMER STREET CLECKHEATON	ELECTRONICS DISTRIBUTION	WEST YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	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 Grove House Basingstoke

Licence No: 236601

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	3500	0.229	1	3500	0.029	1	3500	0.258
06:00 - 07:00	1	3500	0.200	1	3500	0.114	1	3500	0.314
07:00 - 08:00	6	3926	0.174	6	3926	0.081	6	3926	0.255
08:00 - 09:00	6	3926	0.365	6	3926	0.102	6	3926	0.467
09:00 - 10:00	6	3926	0.200	6	3926	0.047	6	3926	0.247
10:00 - 11:00	6	3926	0.187	6	3926	0.127	6	3926	0.314
11:00 - 12:00	6	3926	0.187	6	3926	0.187	6	3926	0.374
12:00 - 13:00	6	3926	0.191	6	3926	0.161	6	3926	0.352
13:00 - 14:00	6	3926	0.221	6	3926	0.157	6	3926	0.378
14:00 - 15:00	6	3926	0.170	6	3926	0.212	6	3926	0.382
15:00 - 16:00	6	3926	0.119	6	3926	0.301	6	3926	0.420
16:00 - 17:00	6	3926	0.093	6	3926	0.183	6	3926	0.276
17:00 - 18:00	6	3926	0.047	6	3926	0.323	6	3926	0.370
18:00 - 19:00	5	4410	0.041	5	4410	0.209	5	4410	0.250
19:00 - 20:00	1	3500	0.000	1	3500	0.029	1	3500	0.029
20:00 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.424			2.262			4.686

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:	1507 - 6560 (units: sqm)
Survey date date range:	01/01/14 - 27/09/21
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-236601-190423-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Secondary 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: 1560 to 9500 (units: sqm)
 Range Selected by User: 1500 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 18/05/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	13 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)	4
Edge of Town	9

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	7
Development Zone	1
Residential Zone	5

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.

Secondary Filtering selection:

Use Class:

B2 12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	3 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	7 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 13 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 13 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18128 sqm Survey date: FRIDAY 29/11/13	INDUSTRIAL ESTATE	BRISTOL CITY	Survey Type: MANUAL
2	DV-02-D-06 ST MODWEN ROAD PLYMOUTH Edge of Town Industrial Zone Total Gross floor area: 1775 sqm Survey date: TUESDAY 17/07/12	INDUSTRIAL ESTATE	DEVON	Survey Type: MANUAL
3	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17	INDUSTRIAL ESTATE	DEVON	Survey Type: MANUAL
4	ES-02-D-06 COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm Survey date: MONDAY 21/10/13	INDUSTRIAL ESTATE	EAST SUSSEX	Survey Type: MANUAL
5	KC-02-D-02 SOUTHWELL ROAD DEAL Edge of Town Residential Zone Total Gross floor area: 10715 sqm Survey date: WEDNESDAY 28/11/12	INDUSTRIAL ESTATE	KENT	Survey Type: MANUAL
6	LC-02-D-06 SMALLSHAW LANE BURNLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm Survey date: THURSDAY 29/09/16	INDUSTRIAL ESTATE	LANCASHIRE	Survey Type: MANUAL
7	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 17/11/17	INDUSTRIAL ESTATE	LANCASHIRE	Survey Type: MANUAL
8	NF-02-D-03 BIDEWELL CLOSE NORWICH Edge of Town Residential Zone Total Gross floor area: 6000 sqm Survey date: MONDAY 08/10/12	INDUSTRIAL ESTATE	NORFOLK	Survey Type: MANUAL
9	TW-02-D-07 SWALWELL BANK GATESHEAD WHICKHAM Edge of Town Residential Zone Total Gross floor area: 6800 sqm Survey date: FRIDAY 04/10/13	INDUSTRIAL ESTATE	TYNE & WEAR	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
11	WG-02-D-01	INDUSTRIAL ESTATE	WOKINGHAM
	FISHPONDS ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3800 sqm	
	Survey date: TUESDAY	20/11/12	Survey Type: MANUAL
12	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
13	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-02-D-04	Use Class
ES-02-D-07	Use Class
EX-02-D-03	Use Class
EX-02-D-05	Use Class
GM-02-D-07	Use Class
HE-02-D-02	Use Class
WL-02-D-02	Use Class
WO-02-D-01	Use Class
WY-02-D-05	Use Class
WY-02-D-07	Use Class

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
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	13	6102	0.348	13	6102	0.084	13	6102	0.432
08:00 - 09:00	13	6102	0.516	13	6102	0.228	13	6102	0.744
09:00 - 10:00	13	6102	0.363	13	6102	0.262	13	6102	0.625
10:00 - 11:00	13	6102	0.248	13	6102	0.245	13	6102	0.493
11:00 - 12:00	13	6102	0.313	13	6102	0.314	13	6102	0.627
12:00 - 13:00	13	6102	0.329	13	6102	0.348	13	6102	0.677
13:00 - 14:00	13	6102	0.320	13	6102	0.310	13	6102	0.630
14:00 - 15:00	13	6102	0.276	13	6102	0.292	13	6102	0.568
15:00 - 16:00	13	6102	0.287	13	6102	0.290	13	6102	0.577
16:00 - 17:00	13	6102	0.219	13	6102	0.431	13	6102	0.650
17:00 - 18:00	13	6102	0.113	13	6102	0.488	13	6102	0.601
18:00 - 19:00	13	6102	0.053	13	6102	0.158	13	6102	0.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.385			3.450			6.835

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:	1560 - 9500 (units: sqm)
Survey date date range:	01/01/11 - 18/05/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	10

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
08:00 - 09:00	13	6102	0.003	13	6102	0.001	13	6102	0.004
09:00 - 10:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
10:00 - 11:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
11:00 - 12:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
12:00 - 13:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
13:00 - 14:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
14:00 - 15:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
15:00 - 16:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
16:00 - 17:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
17:00 - 18:00	13	6102	0.001	13	6102	0.003	13	6102	0.004
18:00 - 19:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	6102	0.014	13	6102	0.015	13	6102	0.029
08:00 - 09:00	13	6102	0.025	13	6102	0.025	13	6102	0.050
09:00 - 10:00	13	6102	0.032	13	6102	0.038	13	6102	0.070
10:00 - 11:00	13	6102	0.023	13	6102	0.025	13	6102	0.048
11:00 - 12:00	13	6102	0.024	13	6102	0.030	13	6102	0.054
12:00 - 13:00	13	6102	0.029	13	6102	0.028	13	6102	0.057
13:00 - 14:00	13	6102	0.028	13	6102	0.020	13	6102	0.048
14:00 - 15:00	13	6102	0.026	13	6102	0.035	13	6102	0.061
15:00 - 16:00	13	6102	0.042	13	6102	0.034	13	6102	0.076
16:00 - 17:00	13	6102	0.019	13	6102	0.021	13	6102	0.040
17:00 - 18:00	13	6102	0.004	13	6102	0.010	13	6102	0.014
18:00 - 19:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.282			0.549

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
08:00 - 09:00	13	6102	0.001	13	6102	0.000	13	6102	0.001
09:00 - 10:00	13	6102	0.000	13	6102	0.001	13	6102	0.001
10:00 - 11:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
11:00 - 12:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
12:00 - 13:00	13	6102	0.001	13	6102	0.001	13	6102	0.002
13:00 - 14:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
14:00 - 15:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
15:00 - 16:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
16:00 - 17:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
17:00 - 18:00	13	6102	0.000	13	6102	0.001	13	6102	0.001
18:00 - 19:00	13	6102	0.000	13	6102	0.000	13	6102	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

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	13	6102	0.016	13	6102	0.001	13	6102	0.017
08:00 - 09:00	13	6102	0.015	13	6102	0.003	13	6102	0.018
09:00 - 10:00	13	6102	0.008	13	6102	0.001	13	6102	0.009
10:00 - 11:00	13	6102	0.006	13	6102	0.004	13	6102	0.010
11:00 - 12:00	13	6102	0.000	13	6102	0.001	13	6102	0.001
12:00 - 13:00	13	6102	0.001	13	6102	0.003	13	6102	0.004
13:00 - 14:00	13	6102	0.004	13	6102	0.001	13	6102	0.005
14:00 - 15:00	13	6102	0.003	13	6102	0.004	13	6102	0.007
15:00 - 16:00	13	6102	0.003	13	6102	0.004	13	6102	0.007
16:00 - 17:00	13	6102	0.006	13	6102	0.015	13	6102	0.021
17:00 - 18:00	13	6102	0.004	13	6102	0.024	13	6102	0.028
18:00 - 19:00	13	6102	0.000	13	6102	0.008	13	6102	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.069			0.135

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.

