



Clover House
Western Lane
Odiham
Hampshire
RG29 1TU
Tel: 01256 703355

Our Ref: BR/6096

17th February 2026

Holly Drury
Hampshire County Council
The Castle
Upper High Street
Winchester
SO23 8UJ

Dear Holly

Re: Interbridges, New Brighton Road, Emsworth (LPA ref. APP/24/01010)

Bellamy Roberts has been instructed by PNH Properties to prepare a written response to the consultation comments received from the Highway Authority dated 15th January 2026.

The consultation comments are enclosed and the matters considered by the Highway Authority are summarised as follows:

- Sustainable Access
- Site Access
- Trip Generation
- Junction Assessments
- Parking Provision
- Internal Road Network
- Travel Plan

A meeting was held with the Highway Authority on 5th August and the above matters were discussed in greater detail. This letter has been prepared to provide the Highway Authority with the information requested and to ensure a positive response to the planning application.

Sustainable Access

Despite previously requesting an '*ambitious improvement*' improvement to the Horndean Road/New Brighton Road junction, the Authority has stated that the suggested scheme '*would not be suitable at this time*'. Nevertheless, the Highway Authority welcome the principle of improvements to this junction, and indicated that any such improvements could be secured through an appropriate financial contribution.

The applicant is willing to discuss such matters with the Highway Authority, but any contribution should be fair and reasonable, bearing in mind no CIL rate is charged for industrial premises as per the Havant Borough CIL Charging Schedule.

The applicant will await further correspondence from the Highway Authority with the suggested financial contribution.

Site Access

The Highway Authority has stated that the previously proposed continuous footway crossing at the proposed site access is no longer considered to be the right design arrangement. A traditional bell mouth and crossing arrangement is considered more appropriate.

The proposed access has therefore been revised to address the Highway Authority's comments and amended access plan is enclosed.

The crossing distance for pedestrians is approximately 13m and a central refuge island has been included.

Director:
IT Roberts MCIHT
Associate Director:
MJ Twinberrow BEng MCIHT
Consultant:
GD Bellamy BSc CEng MICE

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Page 2: Interbridges, New Brighton Road, Emsworth

All relevant swept path analysis has been updated and this is enclosed.

Visibility at the site access will not be obstructed by the guard rail to the south. For the purposes of demonstrating a clear gap between the visibility splay and guard rail on the visibility splay drawing, the splay has been plotted at an offset of 320mm from the nearside carriageway edge. This is 20mm i.e., 2cm, beyond the 300mm quoted in Hampshire County Council's Technical Guidance Note 3 (TG3).

The Highway Authority has reiterated their requested that this will require a formal departure from standard.

I reiterate my previous comments in that this is wholly unnecessary given the additional offset is 20mm only and of no material impact when considered over the length of the visibility splay.

Nevertheless and as requested by HCC, the relevant departure from standard form has been completed and this is enclosed.

The amended access drawings and accompanying swept path analysis have been sent to the Road Safety Auditor and the updated Audit is enclosed. A Designer's Response has been prepared and is submitted alongside the updated Road Safety Audit.

The swept path analysis has been reviewed and the no refuse vehicle could be found which was below 3.5m in height. Refuse collection will be private and the therefore the site management company will have control over dictating which direction it should arrive/depart from. Similarly, a 11.2m long refuse vehicle has been assessed however a smaller vehicle could be specified by the site management company.

A smaller delivery vehicle has been found (overall body height 2.5m) and the swept path analysis has been updated accordingly.

All tracking has been undertaken at 10mph.

Pedestrian Crossing Amendments

The Highway Authority has requested confirmation that the transition from light to dark would not cause drivers to lose sight of the crossing point/people crossing whilst their vision adjusts to the brightness when they emerge into the sun.

DFL, who undertook the assessment has provided the following response:

The underpass itself is approximately 30m long. Meaning it would take drivers approximately 2.24 seconds to pass through the underpass at the maximum 30mph speed limit, even accounting for a "shadow" resulting from the underpass of an additional 30m drivers would only take 4.48 seconds to pass through this "darker" area. In addition to this, the human eye adapts based on the contrast between the brightest and darkness visible areas within our visual field. At no time on the approach to or passing through the underpass would driver lose clear vision of areas directly lit by sunlight.

Due to the time taken to pass through the underpass, the fact that at no point while traveling up to or through the underpass would drivers lose sight of daylight lit areas, would drivers eyes dark adapt to such a point that they would lose sight of the crossing point/people crossing".

The correspondence from DFL is enclosed.

Survey data demonstrating the existing use of this crossing point was previously submitted to the Highway Authority. Having reviewed this data, the Highway Authority has stated that the site "does meet the requirements for a controlled crossing facility (zebra style)".

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Guidance on the assessment of pedestrian and cycle crossings is presented at Appendix A of Hampshire County Council's Technical Note 4-2 Signal Controlled Crossings.

A PV^2 assessment has been undertaken, using the crossing data obtained in September 2025 and the ATC data collected in September 2023. The Highway Authority has stated that using the highest vehicle flow data from 19th September 2023 and crossing data from 9th September 2025, the requirement is met for a zebra style crossing.

Where PV^2 is less than 1×10^8 , then a crossing is not warranted. Where the PV^2 value is between 1×10^8 and 2×10^8 , then a controlled crossing should be considered.

A thorough review has been undertaken of the pedestrian crossing and vehicle flow data for the period 0700 – 1900, using pedestrian/cycle crossing data from the three days surveyed in 2025, and traffic flow data from the corresponding days in 2023 i.e., Tuesday, Thursday and Saturday.

A summary of this assessment is presented in Tables 1, 2 and 3.

Table 1: PV^2 Calculation – Tuesday 9th September 2025

Time	P - Pedestrians & Cyclists	V - Vehicles (Tuesday 19 th September 2023)	PV^2 Calculation ($\times 10^8$)
0700 - 0800	8	904	0.07
0800 - 0900	8	1220	0.12
0900 - 1000	9	864	0.07
1000 - 1100	20	828	0.14
1100 - 1200	9	791	0.06
1200 - 1300	14	816	0.09
1300 - 1400	8	782	0.05
1400 - 1500	3	878	0.02
1500 - 1600	34	1138	0.44
1600 - 1700	25	1141	0.33
1700 - 1800	12	1130	0.15
1800 - 1900	11	796	0.07
Average of four highest PV^2 values ($\times 10^8$)			0.23

Table 2: PV^2 Calculation – Thursday 11th September 2025

Time	P - Pedestrians & Cyclists	V - Vehicles (Thursday 21 st September 2023)	PV^2 Calculation ($\times 10^8$)
0700 - 0800	5	1471	0.11
0800 - 0900	13	1225	0.20
0900 - 1000	4	834	0.03
1000 - 1100	6	877	0.05
1100 - 1200	12	913	0.10
1200 - 1300	13	869	0.10
1300 - 1400	16	844	0.11
1400 - 1500	12	894	0.10
1500 - 1600	24	1066	0.27
1600 - 1700	24	1208	0.35
1700 - 1800	19	1144	0.25
1800 - 1900	10	838	0.07
Average of four highest PV^2 values ($\times 10^8$)			0.27

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Table 3: PV² Calculation – Saturday 13th September 2025

Time	P - Pedestrians & Cyclists	V - Vehicles (Saturday 23rd September 2023)	PV ² Calculation (x10 ⁸)
0700 - 0800	4	322	0.00
0800 - 0900	1	630	0.00
0900 - 1000	4	890	0.03
1000 - 1100	5	965	0.05
1100 - 1200	4	1028	0.04
1200 - 1300	3	1068	0.03
1300 - 1400	16	969	0.15
1400 - 1500	9	890	0.07
1500 - 1600	7	811	0.05
1600 - 1700	20	822	0.14
1700 - 1800	6	824	0.04
1800 - 1900	9	678	0.04
Average of four highest PV² values (x10⁸)			0.10

As is evidenced by the data in Tables 1, 2 and 3, the PV² value is well below the threshold which would trigger the requirement for any form of controlled crossing. The existing crossing is therefore appropriate.

When considering a post-development scenario whereby the additional pedestrian/cycle movements and traffic movements generated by the development are added to these figure, the PV² values do exceed 1.0 and therefore the existing junction provision will remain suitable.

Trip Generation

The units are proposed in two blocks.

Blocks A and B provide a total floor area of 2,195.5m² of which 741.9m² is at mezzanine level.

The scheme also proposes two yard areas (Yard A and Yard B) comprising 162.7m² and 935.9m² respectively, i.e., measuring 1,098.6m² in total.

The use of each unit depends on the purchaser or tenant but are generally within User Classes B1, B2 and B8.

However, based on the extensive experience of the developer, the following mix has been considered for the purposes of calculating a representative trip rate and traffic generation.

Blocks A and B

Light Industrial	-	1,824.5m ²
Office	-	371.0m ² (50% of mezzanine floor space)

Yard A and B

Commercial Storage	-	1,098.6m ²
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Representative trip rates and traffic generation for these uses have been calculated and are summarised in Table 4. The full TRICS output is enclosed.

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Table 4: Proposed Trip Rate and Traffic Generation

Hours	Agreed Trip Rate (per 100m ²)			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Light Industrial (1,824m²)						
Morning Peak 0800 – 0900	1.143	0.507	1.650	21	9	30
Evening Peak 1700 – 1800	0.275	0.902	1.177	5	17	21
Office (371.0m²)						
Morning Peak 0800 – 0900	1.854	0.259	2.113	7	1	8
Evening Peak 1700 – 1800	0.199	1.838	2.037	1	7	8
Commercial Storage (1,098.6m²)						
Morning Peak 0800 – 0900	0.366	0.136	0.502	4	2	6
Evening Peak 1700 – 1800	0.092	0.319	0.409	1	4	5

For the purposes of this exercise a trip rate specifically for offices has been applied, however in reality the office use will be ancillary to the industrial floor space.

Based on this assessment, the proposal could generate in the region of 34-44 two-way trips during the peak hour periods.

Whilst this is an increase over the figures provided when applying the Downley Road agreed trip rate, such a level will not result in a severe impact on the local highway network. The capacity assessment has been updated to reflect the revised trip rates and shows that the proposed development will have no material impact on the local highway network and that a simple priority T-junction is an appropriate means of accessing the site.

The PICADY capacity analysis has been updated to incorporate the revised traffic generation figures and shows minimal queuing and delay. All RFC values are below 0.1. The analysis demonstrates that the proposed site access provides sufficient capacity to accommodate the demands of the proposed development. The full PICADY results are enclosed.

Internal Road Network

Matters relating to the internal layout will be explored separately with the Case Officer and whether alterations are needed internally to make the development acceptable in planning terms.

Summary & Conclusion

It has been demonstrated that safe and suitable access to the proposed development can be achieved via the proposed simple priority T-junction. A signalised junction arrangement is therefore not required.

It has been demonstrated that the relocation of the pedestrian crossing point will not have a detrimental impact on existing users.

I trust the additional information set out in this letter will allow the Highway Authority to remove their current objection to the scheme and any final points would not give rise to an unacceptable impact on highway safety, or result in residual cumulative impacts on the road network, following mitigation, that would justify refusal in the context of paragraph 116 of the NPPF.



Page 6: Interbridges, New Brighton Road, Emsworth

Yours sincerely



Matt Twinberrow BEng. MCIHT
Associate Director
(matttwinberrow@bellamyroberts.co.uk)

Enclosures:

- 1 HCC Consultation Comments (15th January 2026)
- 2 Access and Visibility (6096/001 rev. J)
- 3 Swept Path Analysis (6096/201 rev. H & 6096/204 rev. B)
- 4 HCC Departure from Standard
- 5 Stage 1 RSA & Designer's Response
- 6 DFL Correspondence (25th January 2026)
- 7 TRICS output
- 8 PICADY Analysis

ENCLOSURES

ENCLOSURE 1

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The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	058260
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/24/01010
<i>Date</i>	15 January 2026	<i>Email</i>	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/24/01010 At Interbridges Site, New Brighton Road, Emsworth

**Proposed employment development, with associated access, parking, yards and landscaping
Classes B2 (General Industry), B8 (storage & distribution) and Class Ec-g.**

Thank you for the consultation on the additional information provided by the applicant on the 15 October 2025 seeking to address the outstanding points of concern for the Highway Authority.

The Highway Authority have reviewed this information and have the following comments.

Sustainable Access

The Highway Authority requested that consideration was given to the deficits in the surrounding infrastructure and whether opportunities were present to improve sustainable access to the site. The area north of the site including the interaction for pedestrians and cyclists around the New Brighton Road/Horndean Road junction was identified as an area where there are aspirations for improved integration arrangements for pedestrians and cyclists around the church and at the junction itself.

The Highway Authority note the option for an improvement to this junction through the provision of a continuous crossing and cycle access point for southbound cyclists (as shown on drawing 6096/013). The use of continuous footways and design details across the County is still evolving and given the volumes of traffic at this junction it would not be suitable at this time for a trial

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

arrangement. The Highway Authority welcome the principle of improvements to this junction for cycle integration and the recognition of the deficits and would welcome further discussions on an appropriate contribution towards pedestrian and cycle improvements within this area.

Site Access

It is noted that the applicant has amended the continuous footway provision within the design however with the relocation of the crossing and the current monitoring of continuous footway provision in high traffic areas the Highway Authority consider that a traditional bellmouth and crossing arrangement will be more appropriate. In order to provide a Copenhagen style crossing the flat level area of the continuous footway would need to be a minimum of 3.5m due to vehicles being required to straddle the raised surface as they try to pull away at the junction. This would further set back visibility splays exacerbating the existing concerns.

As stated above the use of continuous footways and the design within the County is under ongoing review and monitoring so whilst the Highway Authority requested the consideration of maintaining this priority on review of the detail and due to ongoing considerations around where these junction forms are appropriate we no longer consider this the right design arrangement due to the vehicular flows on New Brighton Road and the implications on the visibility splay requirements should they be shown correctly.

Given the above the bellmouth width should be confirmed as the crossing width may require support in the form of a refuge island for crossing.

Visibility at the proposed access remains a concern for the Highway Authority. The applicant is proposing that with an offset that visibility can be achieved however this alignment has a complex vertical and horizontal arrangement and therefore if the access arrangement is to progress it is required to be considered through the formal departure process. The amendments above should be made before the departure is re-submitted.

A Stage 1 Safety Audit has been undertaken for the application which has identified a number of matters. This includes:

1. Ponding of surface water could lead to loss of control collisions
2. Gully in the junction mouth could lead to loss of control collisions for cyclists or two-wheel riders.
3. Pedestrians crossing from a dark area could lead to sudden braking and shunt collisions, or vehicle to pedestrian collisions.

It is noted that visibility constraints have not been identified within the audit items. Of the Safety Audit items identified points 1 and 2 can be addressed through the detailed design stages. Point 3 is discussed separately within this response.

It is noted that the drawings audited do not reflect the design currently promoted by the applicant, notwithstanding they represent a standard junction

layout, the auditor should be asked to confirm that the final junction design does not give rise to any new matters, and this be provided with the departure submission.

The refuse vehicle tracking has been undertaken as per our standard refuse vehicle requirements. However, it is noted that this vehicle is higher than the height restriction of the bridge of 3.5m. This raises questions on how the site will be serviced which should be considered by the Planning Authority in consultation with the Refuse Authority. The applicant should provide tracking for an appropriately sized refuse vehicle. This point also stands for the 7.5t box van tracking which again has a height greater than the existing height restriction on the bridge structures. A vehicle which falls within the height restriction requirements should be tracked.

The revised tracking should remain to be undertaken 10mph, and it should be done as a continuous track with the vehicles solely remaining within its lane.

Pedestrian Crossing Amendments

The Safety Audit has identified the lighting and glare issue raised within the previous response. The applicant has agreed that this matter should be addressed through an appropriate lighting design at the detailed design stage. The Highway Authority however remain concerned regarding the suitability and in combination impacts of the bridge on forward visibility of any crossing users. The report by DFL has identified the need for additional lighting provision to address some matters identified and this should be secured appropriately to be delivered by the applicant as part of any S106.

With respect to the glare assessment however, the DFL report only looks at two fixed viewpoints, but it is considered that the main concern is the visibility of the crossing point as drivers heading southbound transition through the bridge moving from shade into the direct sun. It is requested that the application confirm that this transition would not cause the drivers to lose sight of the crossing point/people crossing whilst their vision adjusts to the brightness when they emerge into the sun.

Notwithstanding the above the Highway Authority have considered the information submitted in relation to the existing use of the station facilities and the demand for the crossing. A review has been undertaken of the crossing demand at the existing crossing location to ascertain if a controlled crossing facility is necessary in this vicinity given the level of movement on New Brighton Road by all users. The applicant has concluded this is not required; however, it is unclear on what reasons this judgement has been made. Utilising the highest vehicle flow data from 19 September 2023 and the crossing data from 9 September 2025 the site does meet the requirements for a controlled crossing facility (zebra style). However, due to the visibility washout effect from the sunlight for southbound drivers such a facility could only be accommodated north of the A27 bridge and the provision of the bellmouth does not change the ability to provide standalone infrastructure.

Notwithstanding that the signalised scheme previously agreed for previous applications on the site met this controlled crossing demand requirement and it is evident that level of demand to cross remains within a level that would trigger the consideration of controlled crossing facilities to enable active travel for all users.

The crossing provision requirements should be further considered. Given the evidence of use of the station facilities if the crossing is to be relocated this may be more appropriate to be provided through controlled provision north of the bridge as part of an improvement scheme from the New Brighton Road/Horndean Road junction to the Railway Station.

Trip Generation

The applicant has considered the revised trip rates for the site based on the agreed Downley Road trip generation and this was commented on previously, however an assessment of the different use class considerations has not been undertaken as previously required. This needs to be better understood to assess the risk considerations of the departure process and to determine the suitability of the proposed access arrangements.

Internal Road Network

The applicant has not responded on our concerns regarding the internal layout and the interaction of this layout with the highway access point. The Highway Authority previously raised points therefore still remain outstanding for the Planning Authority to consider, this includes details of the levels of the internal road as it approaches the access which again is a material consideration of the access design and departure considerations. Again this should be included within the departure process.

Travel Plan

The travel plan reference MT/RK/6096/FTP.4 has been agreed with the Highway Authority.

Recommendations

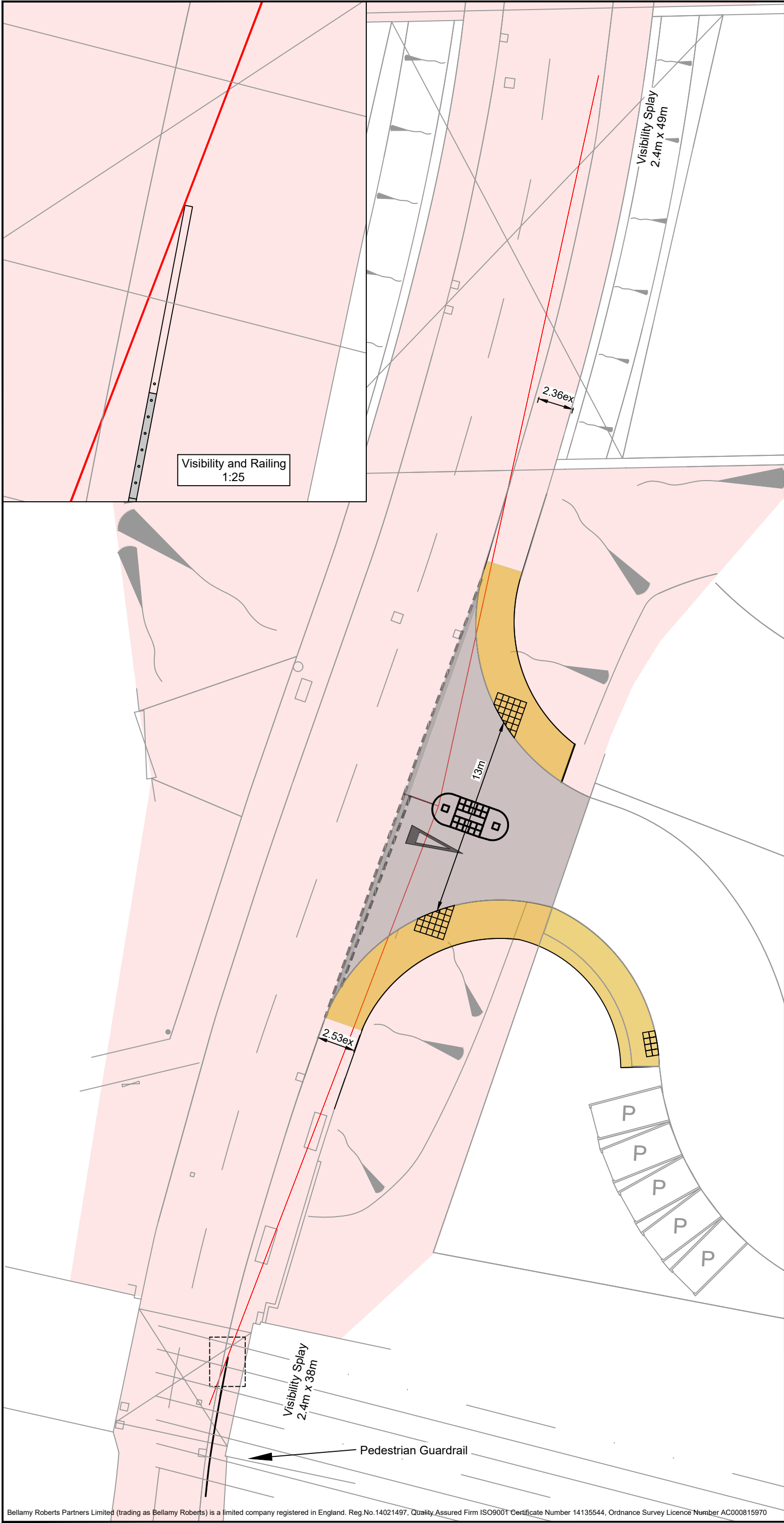
The Highway Authority remain concerned around the access arrangement and require this to be fully considered through the departure from standard process in relation to the visibility splays and junction design. The access should be amended and details provided as requested through a formal departure process submitted to the Highway Authority. This level of consideration is required to ensure that any consent to the access proposals is deliverable. The Highway Authority also request further discussion with the applicant on an appropriate sustainable transport contribution and further consideration of the implications of the relocation of the existing uncontrolled crossing provision.

Yours faithfully,

Holly Drury

Principal Transport Planner – Highways Development Planning
Hampshire 2050

ENCLOSURE 2



Notes

Highway boundary

Visibility taken to 300mm offset north, and 320mm offset south from kerbs

Speeds -
Northbound: 29.5mph
Southbound: 33mph

J	Footway crossing updated	LT	04/02/26	MT
I	Footway crossing updated	LT	28/01/26	MT
H	Footway crossing updated	IO	18/09/25	MT
G	Visibility updated	MB	26/06/25	MT
F	Visibility and plan updated	MB	11/03/25	MT
E	Access and visibility updated	MB	22/11/24	MT
D	Red line boundary added	MB	22/11/24	MT
C	Site updated	MB	19/11/24	MT
B	Site and access updated	MB	03/07/24	MT
A	Site and access updated	MB	28/06/24	MT
REVISION	AMENDMENT	DRN	DATE	CHK

br

Bellamy Roberts

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CLIENT

PNH Properties

PROJECT

Interbridges Site, Emsworth

TITLE

Access and Visibility

DRAWN BY

MB

DESIGN BY

-

CHK BY

MT

DATE

23/05/24

DRAWING No.

6096 / 001

REV No.

J

SCALE

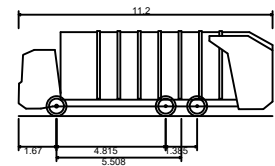
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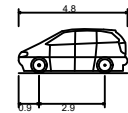
ENCLOSURE 3



Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Tracking Speed: 10mph

H	Access updated and tracking	LT	MT
G	Access updated	IO	MT
F	Tracking updated	MB	MT
E	Site and tracking updated	MB	MT
D	Site updated	MB	MT
C	Site and tracking updated	MB	MT
B	Site and tracking updated	MB	MT
A	Site and tracking updated	MB	MT
REVISION	AMENDMENT	DRN	CHK

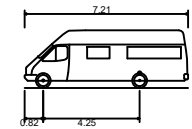


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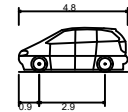
CLIENT	PNH Properties		
PROJECT	Interbridges Site, Emsworth		
TITLE	Refuse Access Tracking		
DRAWN BY	MB	DESIGN BY	MT
DATE	24/05/24	DRAWING No.	6096 / 201
SCALE	1:500 @ A3	REV No.	H



Notes



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Tracking Speed: 10mph

REVISION	B	Access and tracking updated	L ^T	MT
	A	Access updated	IO	MT
AMENDMENT			DRN	DATE
			CHK	MT



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CLIENT PNH Properties			
PROJECT Interbridges Site, Emsworth			
TITLE 7.5t Delivery Vehicle Access Tracking			
DRAWN BY MB		DESIGN BY -	CHK BY MT
DATE 12/03/25	DRAWING No. 6096 / 204		REV No. B
SCALE 1:500 @ A3			

ENCLOSURE 4



Submission for a Departure from Standard

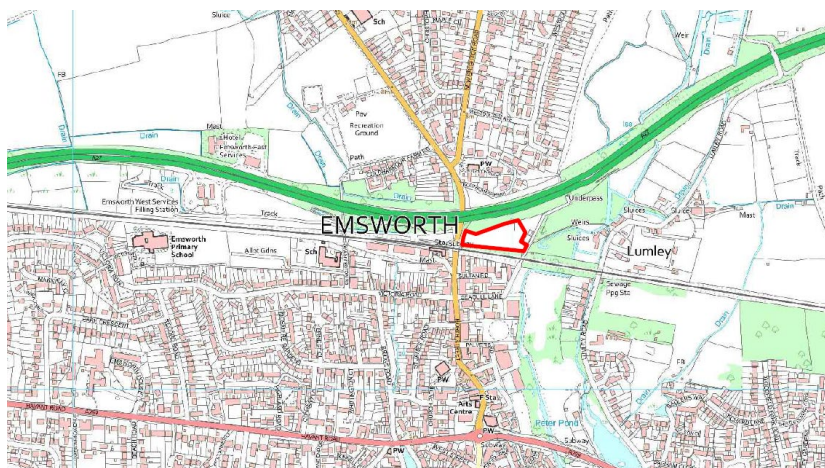
ONLY SUBMIT AS A WORD DOCUMENT – THE FILE WILL BE CONVERTED TO PDF ONLY UPON FINAL DECISION.
PLEASE SUBMIT ONE FORM FOR ONE DEPARTURE FROM STANDARDS ONLY.

Project Name:	Interbridges, New Brighton Road, Emsworth
Project Ref:	BR/6096
HCC DfS list Reference:	
Client / Developer Details:	PNH Properties
	Peter Hunt
	Unit 5, Passfield Business Centre, Lynchborough Road, Liphook, GU30 7SB
Consultant / Designer Details:	Bellamy Roberts
	Matt Twinberrow
	Suite 5, Brightwater House, Market Place, Ringwood, BH24 1AP
Date Submitted:	17 th February 2026

Scheme Details

Site Location

The site is located on land to the east of North Street between the A27 (to the north) and railway line (to the south). A site location plan is provided below.



Description of Scheme

The scheme is for a new simple priority T-junction serving a commercial development.

Accident Data

Collision data has been obtained from Hampshire Constabulary which shows no collisions occurred at or near the proposed access.

Speed Limit	30mph	85%ile Speed	33mph southbound & 29.5mph northbound
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Details of the Departure

Relevant Standard(s) and Clause(s)

TG3 – paragraph 3.3.3

"The point to which the Y distance is measured should be to the channel line as shown in Figure 3.2. This may be relaxed to the wheel track (a maximum of 300mm from the channel)".

Details of Departure from Standard

The visibility splay to the south requires an offset of 320mm to avoid a pedestrian guard rail.

Reason for Departure

To ensure commensurate visibility is achieved to the south.

Visibility Splays considerations

A photograph from the location of the proposed site access, looking south is provided below:



Related Departures:

NA

**Detail any Relaxations in the area of the Departure:**

Has the proposal been fully designed in accordance with the Hampshire County Council's Technical Guidance Notes, or The Design Manual for Roads and Bridges (where appropriate).

The relaxation is 20mm (i.e. 2cm) from the quoted standard of 300mm.

Justification for Departure (include positive and negative impacts)**Consultants Mitigation**

No mitigation is proposed.

Safety

The scheme has been subject to a Stage 1 RSA and no comments were raised on the visibility splay in this direction.

Environmental/Sustainability:

NA

Accessibility:

NA

Maintenance:

NA

Construction Programme:

NA

Cost:

NA

List of included documents and drawings

Provide details of drawings and documents (include references, drawing numbers with Revisions etc.) including:

Site location plan – NMU Context & Audit Report -Scheme Layout – Road Markings – Traffic Signs – Site Clearance – Vertical Alignment – Cross Sections – Street Lighting – Traffic Counts - Speed Data.....

Departure Request Review (Office Use only)



S278/S38 Design Auditor's Comments & Recommendations

Name:

Signed:

Job Title:

Date:

Chief Highways Engineer Comments

Name:

Signed:

Job Title:

Date:

Departure State

(X as appropriate)

Approved

Approved with comments

Declined

ENCLOSURE 5



Road Safety Audit Stage 1

Section 278 Works

North Street

Emsworth

Hampshire

Date: 17th February 2026

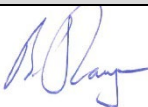
Report produced for: Bellamy Roberts

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Bellamy Roberts. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Interbridges Site, Emsworth Road Safety Audit Stage 1
Document reference:	BR/26/6096/1-B/MM
Prepared by:	M & S Traffic
On behalf of:	Hampshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Original	Martin Morris	Bryan Shawyer		20 th November 2024
Rev A	Martin Morris	Bryan Shawyer		27 th November 2024
Rev B	Martin Morris	Bryan Shawyer		17 th February 2026

Distribution

Organisation	Contact	Copies
Bellamy Roberts	Matt Twinberrow	-
Bellamy Roberts	Rose Kleingeld	

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4 Issues identified during the road safety audit that are outside the terms of reference	9
5 Auditors Statement	10

Appendix A..... List of drawings

Appendix B..... Comment location drawing

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access associated with the provision of 14 Class E commercial units with a net floor area of approximately 2,221.3 sqm, off North Street, Emsworth including:

- Priority access on the eastern side of the carriageway.
- Pedestrian crossing point across junction with refuge.
- Pedestrian crossing point across North Street, north of proposed access.

The Audit was requested by the design organisation, Bellamy Roberts, Clover House, Western Lane, Odiham, Hampshire, RG29 1TU, on behalf of Hampshire County Council as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency (April 2012)

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA – Audit Team Member
National Highways Approved RSA Certificate of Competency (July 2012)

- 1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic during November 2024 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 13th November 2024 between 11:15 and 11:45 hours. Weather conditions at the time were fine and the road surface was dry. Traffic flows were moderate and free flow speeds were low. There were low pedestrian flows and no cyclist movements were observed.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed access.

Summary: Ponding of surface water could lead to loss of control collisions.

No drainage details have been provided for assessment, where the site and surface water could fall towards North Street. Surface water across the junction mouth could lead to loss of control collisions, particularly under braking conditions in wet / icy weather.

RECOMMENDATION

It is recommended that the carriageway should adequately drain and not pond and that drainage details should be provided at Stage 2 Safety Audit.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed access.

Summary: Lack of carriageway space could lead to head on collisions sudden braking and loss of control collisions

Whilst swept paths have been supplied for assessment there is still a concern that there is insufficient width for large vehicles and that the alignment gives minimal margin for error. This could result in head on collisions sudden braking and loss of control collisions.

RECOMMENDATION

It is recommended that the design should ensure that the swept paths of large vehicles can be safely accommodated.

3.3 Junctions

3.3.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

3.4 **Non-Motorised User (NMU) Provision**

3.4.1 **PROBLEM**

Location: Proposed junction with North Street.

Summary: Gully in the junction mouth could lead to loss of control collisions for cyclists or powered two-wheel riders.

At the proposed junction there is an existing gully cover within the junction mouth, which could present a hazard for cyclists and powered two-wheel riders, particularly when leaning over to enter the junction. This could lead to could to loss of control collisions for cyclists or powered two-wheel riders.

RECOMMENDATION

It is recommended that the gully should be repositioned out of the junction mouth.

3.4.2 **PROBLEM**

Location: Proposed western crossing point.

Summary: Pedestrians crossing from a dark area could lead to sudden braking and rear end shunt collisions, or vehicle to pedestrian collisions.

North Street curves as it goes through the underpass, where road users could be emerging from dark to light conditions, in addition the underpass lighting is only on the eastern side. Road users may suddenly encounter a pedestrian crossing from a dark area – see figure 1 below. This could lead to sudden braking and rear end shunt collisions, or vehicle to pedestrian collisions.



Figure 1: Crossing point after underpass.

RECOMMENDATION

It is recommended that a suitable lighting should be provided to illuminate pedestrians and this be assessed at Stage 3 Safety Audit.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 17/02/2026

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 17/02/2026

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APPENDIX A

List of Drawings and other information submitted for auditing:

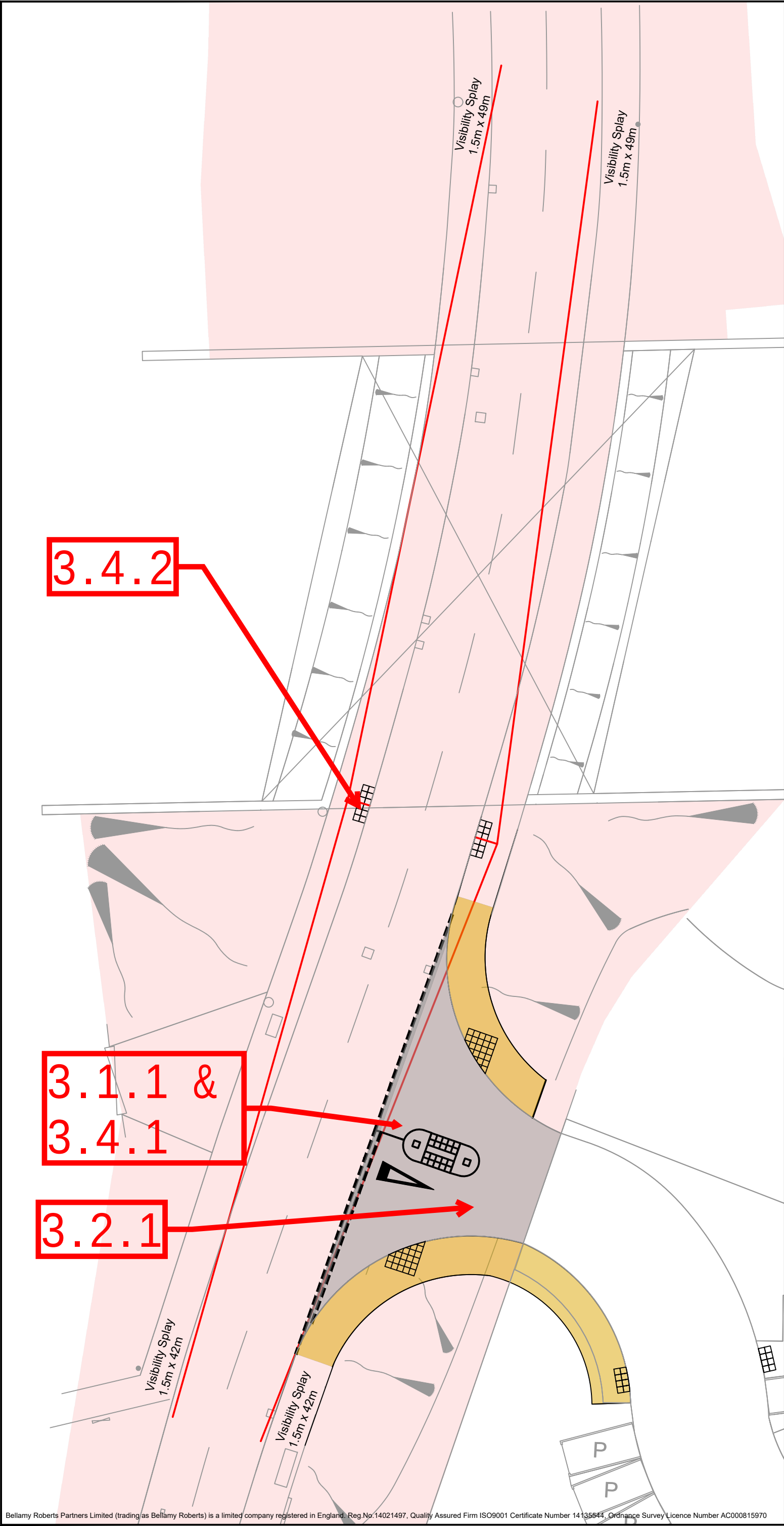
Drawing Number	Title
6096-001 Rev J	Access Visibility
6096-002 Rev G	Pedestrian Crossing and Visibility
6096-201 Rev H	Refuse Access
6096-204 Rev B	7.5t Panel Van

Supporting documentation:

- Transport Statement Bellamy Roberts May 2024.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



Notes

Highway boundary

Speeds -
Northbound: 29.5mph
Southbound: 33mph

G	Access updated		LT	MT
F	Access updated		LT	MT
E	Access updated	IO	10/10/25	28/01/26
D	Site and access updated	MB	19/11/24	22/11/24
C	Site updated	MB	19/11/24	22/11/24
B	Site updated	MB	19/11/24	22/11/24
A	Site and tactiles updated	MB	28/06/24	04/07/24
REVISION	AMENDMENT	DRN	DATE	CHK

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

CLIENT
PNH Properties

PROJECT
Interbridges Site, Emsworth

TITLE
Pedestrian Crossing and Visibility

DRAWN BY MB	DESIGN BY -	CHK BY RK
DATE 28/05/24	DRAWING No. 6096 / 002	REV No. G
SCALE 1:250 @ A3		

STAGE 1 ROAD SAFETY AUDIT DESIGNER'S RESPONSE

PROPOSAL: Emsworth Business Park, New Brighton Road, Emsworth

BR REF: MT/RK/6096/DR.3

DATE: 17th February 2026

CLIENT: PNH Properties

This Designer's Response has been prepared following receipt of the Stage 1 Road Safety Audit produced by M & S Traffic (report reference: BR/26/6096/1-B/MM)

1. Road Safety Audit decision log

Item No.	RSA Problem	RSA Recommendation	Design Organisation Response
3.1.1	Ponding of surface water could lead to loss of control collisions.	It is recommended that the carriageway should adequately drain and not pond and that drainage details should be provided at Stage 2 Safety Audit.	AGREE. Adequate surface water drainage will be provided. This matter will be addressed further at the detailed design stage.
3.2.1	Lack of carriageway space could lead to head on collisions sudden braking and loss of control collisions. Whilst swept paths have been supplied for assessment there is still a concern that there is insufficient width for large vehicles and that the alignment gives minimal margin for error. This could result in head on collisions sudden braking and loss of control collisions.	It is recommended that the design should ensure that the swept paths of large vehicles can be safely accommodated.	AGREE. The largest vehicle accessing the site will be a refuse vehicle and this can be accommodated at the proposed site access.
3.4.1	Gully in the junction mouth could lead to loss of control collisions for cyclists or powered two-wheel riders.	It is recommended that the gully should be repositioned out of the junction mouth.	AGREE. The gully will be repositioned. This will be considered further at the detailed design stage.

Item No.	RSA Problem	RSA Recommendation	Design Organisation Response
3.4.2	Pedestrians crossing from a dark area could lead to sudden braking and rear end shunt collisions, or vehicle to pedestrian collisions.	It is recommended that a suitable lighting should be provided to illuminate pedestrians.	AGREE. A lighting scheme has been designed by DFL and agreed with HCC.

2. Design Organisation and Overseeing Organisation Statements

On behalf of the Design Organisation, I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Matt Twinberrow
Signed:	
Position:	Associate Director
Organisation:	Bellamy Roberts
Date:	17 th February 2026

ENCLOSURE 6

Matt Twinberrow

From: Daniel Spreadborough
Sent: 25 January 2026 14:51
To: Matt Twinberrow
Cc: Helen Murch; Andy Williams; Aaron Cockram; Alex Elliott; Peter
Subject: RE: 3477 - Interbridges, North St Emsworth (6096)

Hi Matt,

My response is below:

“The underpass itself is approximately 30m long. Meaning it would take drivers approximately 2.24 seconds to pass through the underpass at the maximum 30mph speed limit, even accounting for a “shadow” resulting from the underpass of an additional 30m drivers would only take 4.48 seconds to pass through this “darker” area. In addition to this, the human eye adapts based on the contrast between the brightest and darkness visible areas within our visual field. At no time on the approach to or passing through the underpass would driver lose clear vision of areas directly light by sunlight.

Due to the time taken to pass through the underpass, the fact that at no point while traveling up to or through the underpass would drivers lose sight of daylight lit areas, would drivers eyes dark adapt to such a point that they would lose sight of the crossing point/people crossing.”

Kind regards,

Daniel Spreadborough BA (hons), MSc
Principal Engineer - Lighting Impact and Planning



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From: Matt Twinberrow
Sent: 16 January 2026 13:22
To: Daniel Spreadborough
Cc: Helen Murch; Andy Williams; Aaron Cockram; Alex Elliott; Peter
Subject: RE: 3477 - Interbridges, North St Emsworth (6096)

Some people who received this message don't often get email from matttwinberrow@bellamyroberts.co.uk. [Learn why this is important](#)

Hi Daniel

I hope you're well.

We've just received the attached consultation response from HCC regarding the above scheme and the work DFL undertook last year.

You'll note from the attached (page 3, para 5) that HCC has commented on the glare assessment that you undertook, stating:

With respect to the glare assessment however, the DFL report only looks at two fixed viewpoints, but it is considered that the main concern is the visibility of the crossing point as drivers heading southbound transition through the bridge moving from shade into the direct sun. It is requested that the application confirm that this transition would not cause the drivers to lose sight of the crossing point/people crossing whilst their vision adjusts to the brightness when they emerge into the sun.

I'd be grateful if you could review their comments and respond accordingly please. I'll include this in my formal response to HCC.

Kind Regards,

Matt Twinberrow BEng MCIHT

Associate Director

Bellamy Roberts

Highway Transportation and Infrastructure Consultants

Suite 5, Brightwater House, Market Place, Ringwood, BH24 1AP

General Email: info@bellamyroberts.co.uk

Web site: www.bellamyroberts.co.uk

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ENCLOSURE 7

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	BK	BARKING 1 day
	EG	EALING 1 day
	HD	HILLINGDON 1 day
02	SOUTH EAST	
	BH	BRIGHTON & HOVE 1 day
	EX	ESSEX 1 day
	WG	WOKINGHAM 1 day
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE 1 day
	DV	DEVON 3 days
	PL	PLYMOUTH 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 day
	PB	PETERBOROUGH 3 days
	SF	SUFFOLK 1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE 3 days
06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 2 days
	WM	WEST MIDLANDS 2 days
	WO	WORCESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD 3 days
	KH	KINGSTON UPON HULL 1 day
	NO	NORTH LINCOLNSHIRE 1 day
	NY	NORTH YORKSHIRE 1 day
08	NORTH WEST	
	GM	GREATER MANCHESTER 1 day
	LC	LANCASHIRE 3 days
	MS	MERSEYSIDE 1 day
09	NORTH	
	TW	TYNE & WEAR 1 day
11	SCOTLAND	
	EB	CITY OF EDINBURGH 1 day
	ER	EAST RENFREWSHIRE 1 day
	NL	NORTH LANARKSHIRE 1 day
12	CONNAUGHT	
	CS	SLIGO 2 days
	RO	ROSCOMMON 1 day
13	MUNSTER	
	CR	CORK 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 1 day

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



Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

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:	GFA
Actual Range:	552 to 4965 (units:sqm)
Range Selected by User:	552 to 5000 (units:sqm)
Parking Spaces Range:	0 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/03/82 to 23/06/25

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:

Friday	9 days
Monday	8 days
Thursday	11 days
Tuesday	12 days
Wednesday	5 days

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

Selected survey types:

Manual count	45
Direction ATC Count	0

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	31 days
Suburban Area	14 days

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:

Commercial Zone	1 days
Development Zone	2 days
Industrial Zone	30 days
No Sub Category	10 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	9 days
Servicing vehicles Unknown	35 days

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

Secondary Filtering Selection:

Use Class:

Not Known

45 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 6200

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	6 surveys
15,001 to 20,000	6 surveys
20,001 to 25,000	6 surveys
25,001 to 50,000	10 surveys
5,001 to 10,000	8 surveys
Not Known	4 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	16 surveys
250,001 to 500,000	9 surveys
5,001 to 25,000	8 surveys
50,001 to 75,000	1 surveys
500,001 or More	3 surveys
75,001 to 100,000	1 surveys
Not Known	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	22 surveys
1.1 to 1.5	13 surveys
1.6 to 2.0	5 surveys
Not Known	4 surveys

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.

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

Petrol filling station:

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

Travel Plan:

No	45 surveys
----	------------

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:

1b - Very poor	1 surveys
2 - Poor	1 surveys
No PTAL Present	42 surveys
None	1 surveys

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

COVID-19 Restrictions:

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

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
CARR WOOD ROAD CASTLEFORD Edge of Town Development Zone Site area: 0.5 hect Survey date:			
			Survey Type: Manual
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Site area: 2.200000047683716 hect Survey date: Tuesday 23/05/2017			
			Survey Type: Manual
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON Edge of Town No Sub Category Site area: 0.699999988079071 hect Survey date:			
			Survey Type: Manual
4	BC-02-D-01	INDUSTRIAL EST.	BOURNEMOUTH CHRISTCHURCH & POOLE
FRANCIS AVENUE BOURNEMOUTH WEST HOWE Edge of Town Industrial Zone Site area: 1.600000023841858 hect Survey date: Tuesday 13/09/1988			
			Survey Type: Manual
5	BE-02-D-01	INDUSTRIAL ESTATE	BEXLEY
CRABTREE MANORWAY N. ERITH Edge of Town Industrial Zone Site area: 0.7200000286102295 hect Survey date: Wednesday 19/09/2018			
			Survey Type: Manual
6	BH-02-D-02	INDUSTRIAL ESTATE	BRIGHTON & HOVE
HUGHES ROAD BRIGHTON Suburban Area Industrial Zone Site area: 1.5 hect Survey date: Thursday 07/05/1987			
			Survey Type: Manual
7	BK-02-D-01	INDUSTRIAL ESTATE	BARKING
RIVER ROAD BARKING Suburban Area Industrial Zone Site area: 3.4000000953674316 hect Survey date: Tuesday 08/09/2020			
			Survey Type: Manual
8	CA-02-D-02	IND. ESTATE	CAMBRIDGESHIRE
COLDHAM'S ROAD CAMBRIDGE COLDHAM'S COMMON			



Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

Edge of Town Industrial Zone Site area: 0.5799999833106995 hect Survey date:				Survey Type: Manual
9	CR-02-D-02	INDUSTRIAL ESTATE	CORK	
EAST CORK PARKWAY CORK GLANMIRE Edge of Town Industrial Zone Site area: 2.6600000858306885 hect Survey date:				Survey Type: Manual
10	CS-02-D-02	INDUSTRIAL ESTATE (PART)	SLIGO	
R290 COLLOONEY Edge of Town Industrial Zone Site area: 0.9399999976158142 hect Survey date: Friday 21/10/2022				Survey Type: Manual
11	CS-02-D-03	INDUSTRIAL ESTATE	SLIGO	
CLEVERAGH DRIVE SLIGO CLEVERAGH Edge of Town No Sub Category Site area: 1.1299999952316284 hect Survey date: Wednesday 06/09/2023				Survey Type: Manual
12	DL-02-D-05	INDUSTRIAL ESTATE	DUBLIN	
EAST WALL ROAD DUBLIN EAST WALL Suburban Area Development Zone Site area: 0.6700000166893005 hect Survey date: Thursday 25/05/2023				Survey Type: Manual
13	DV-02-D-01	INDUSTRIAL EST.	DEVON	
SILVERHILLS ROAD NEWTON ABBOT Edge of Town Industrial Zone Site area: 0.6000000238418579 hect Survey date: Thursday 18/07/1991				Survey Type: Manual
14	DV-02-D-03	INDUSTRIAL ESTATE	DEVON	
BITTERN ROAD EXETER SOWTON Edge of Town Industrial Zone Site area: 1 hect Survey date: Thursday 01/08/1991				Survey Type: Manual
15	DV-02-D-07	INDUSTRIAL ESTATE	DEVON	
BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone				



Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

Site area: 0.949999988079071 hect
Survey date:

Survey Type: Manual

16 NORTH LEITH SANDS EDINBURGH LEITH Edge of Town Industrial Zone Site area: 1 hect Survey date: Friday 16/10/1992	EB-02-D-01	INDUSTRIAL ESTATE	CITY OF EDINBURGH	Survey Type: Manual
17 BELVUE ROAD NORTHOLT Suburban Area Industrial Zone Site area: 0.6299999952316284 hect Survey date: Wednesday 05/12/2012	EG-02-D-02	INDUSTRIAL ESTATE	EALING	Survey Type: Manual
18 SPIERSBRIDGE AVENUE NEAR GLASGOW THORNLIEBANK Edge of Town Industrial Zone Site area: 2.4800000190734863 hect Survey date: Wednesday 10/10/2001	ER-02-D-02	INDUSTRIAL EST.	EAST RENFREWSHIRE	Survey Type: Manual
19 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Site area: 1.3600000143051147 hect Survey date: Friday 18/05/2018	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX	Survey Type: Manual
20 VULCAN STREET OLDHAM Suburban Area Residential Zone Site area: 1.2000000476837158 hect Survey date: Thursday 22/10/2015	GM-02-D-07	BUSINESS PARK	GREATER MANCHESTER	Survey Type: Manual
21 DAWLEY ROAD HAYES Suburban Area No Sub Category Site area: hect Survey date: Thursday 07/07/1988	HD-02-D-01	INDUSTRIAL ESTATE	HILLINGDON	Survey Type: Manual
22 BURCOTT ROAD HEREFORD Suburban Area Industrial Zone Site area: 0.9800000190734863 hect Survey date:	HE-02-D-01	BUSINESS PARK	HEREFORDSHIRE	Survey Type: Manual
23	HE-02-D-03	INDUSTRIAL ESTATE	HEREFORDSHIRE	



Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

BRUNEL ROAD LEOMINSTER Edge of Town Industrial Zone Site area: 0.55 hect Survey date: Wednesday 04/06/2025				Survey Type: Manual
24	KH-02-D-02	INDUSTRIAL ESTATE	KINGSTON UPON HULL	
BOULEVARD STREET KINGSTON UPON HULL Edge of Town Industrial Zone Site area: 0.8600000143051147 hect Survey date: Thursday 18/10/2001				Survey Type: Manual
25	LC-02-D-04	INDUSTRIAL ESTATE	LANCASHIRE	
GREEN LANE WEST GARSTANG Edge of Town Industrial Zone Site area: 1.7000000476837158 hect Survey date: Friday 16/06/2006				Survey Type: Manual
26	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE	
CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE Edge of Town Industrial Zone Site area: 0.7990000247955322 hect Survey date: Friday 17/11/2017				Survey Type: Manual
27	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE	
NOOK LANE BAMBER BRIDGE Edge of Town Industrial Zone Site area: 1.0190000534057617 hect Survey date: Tuesday 06/11/2018				Survey Type: Manual
28	LN-02-D-04	INDUSTRIAL ESTATE	LINCOLNSHIRE	
TATTERSHALL WAY LOUTH Edge of Town Industrial Zone Site area: 0.3499999940395355 hect Survey date:				Survey Type: Manual
29	LN-02-D-05	INDUSTRIAL ESTATE	LINCOLNSHIRE	
BELVOIR WAY LOUTH Edge of Town Industrial Zone Site area: 0.550000011920929 hect Survey date: Thursday 18/04/2024				Survey Type: Manual
30	LN-02-D-06	INDUSTRIAL ESTATE	LINCOLNSHIRE	
RICHMOND ROAD LOUTH Edge of Town Industrial Zone Site area: 0.2800000011920929 hect Survey date: Tuesday 30/04/2024				Survey Type: Manual

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

31 BROAD OAK ROAD ST HELENS Edge of Town No Sub Category Site area: 1.1699999570846558 hect Survey date: Tuesday 18/10/2005	MS-02-D-05	INDUSTRIAL ESTATE	MERSEYSIDE
32 GRAIGNEUK STREET MOTHERWELL Edge of Town No Sub Category Site area: hect Survey date: Tuesday 04/10/1983	NL-02-D-02	INDUSTRIAL EST.	NORTH LANARKSHIRE
33 SCOTTER ROAD SOUTH SCUNTHORPE Edge of Town No Sub Category Site area: hect Survey date: Thursday 29/09/1983	NO-02-D-01	INDUSTRIAL EST.	NORTH LINCOLN SHIRE
34 GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Site area: 0.8399999737739563 hect Survey date: Friday 30/06/2023	NY-02-D-04	INDUSTRIAL ESTATE	NORTH YORKSHIRE
35 STURROCK WAY PETERBOROUGH BRETTON Suburban Area Industrial Zone Site area: 0.800000011920929 hect Survey date: Tuesday 13/05/2008	PB-02-D-01	IND. ESTATE	PETERBOROUGH
36 SAVILLE ROAD PETERBOROUGH WESTWOOD Suburban Area No Sub Category Site area: 1.4700000286102295 hect Survey date: Thursday 22/10/2009	PB-02-D-02	IND. ESTATE	PETERBOROUGH
37 LINCOLN ROAD PETERBOROUGH Suburban Area No Sub Category Site area: 0.8899999856948853 hect Survey date: Tuesday 02/12/2014	PB-02-D-03	INDUSTRIAL ESTATE	PETERBOROUGH
38 ST MODWEN ROAD PLYMOUTH Edge of Town	PL-02-D-01	INDUSTRIAL ESTATE	PLYMOUTH

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

Industrial Zone

Site area: 0.5899999737739563 hect

Survey date: Tuesday 17/07/2012

Survey Type: Manual

39 ÁTHLONE ROAD ROSCOMMON ARDSALLAGH MÓRE Edge of Town No Sub Category Site area: 0.5600000023841858 hect Survey date: Friday 27/04/2018	RO-02-D-01	INDUSTRIAL ESTATE	ROSCOMMON	Survey Type: Manual
40 LANDSEER ROAD IPSWICH Suburban Area No Sub Category Site area: 1.0942000150680542 hect Survey date: Thursday 17/09/2020	SF-02-D-03	INDUSTRIAL ESTATE	SUFFOLK	Survey Type: Manual
41 ELDON STREET SOUTH SHIELDS Suburban Area Industrial Zone Site area: hect Survey date:	TW-02-D-04	INDUSTRIAL ESTATE	TYNE & WEAR	Survey Type: Manual
42 FISHPONDS ROAD WOKINGHAM Suburban Area Industrial Zone Site area: 0.7900000214576721 hect Survey date: Tuesday 20/11/2012	WG-02-D-01	INDUSTRIAL ESTATE	WOKINGHAM	Survey Type: Manual
43 MELCHETT ROAD BIRMINGHAM KINGS NORTON Edge of Town Industrial Zone Site area: 0.8999999761581421 hect Survey date: Friday 24/03/2000	WM-02-D-01	INDUSTRIAL EST.	WEST MIDLANDS	Survey Type: Manual
44 JUNCTION ROAD STOURBRIDGE AUDNAM Suburban Area Residential Zone Site area: 0.27000001072883606 hect Survey date: Tuesday 28/11/2017	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS	Survey Type: Manual
45 SANDY LANE STOURPORT-ON-SEVERN Edge of Town Commercial Zone Site area: 0.3499999940395355 hect Survey date: Friday 23/05/2014	WO-02-D-01	INDUSTRIAL ESTATE	WORCESTERSHIRE	Survey Type: Manual

Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	10	2780	0.090	0.076	0.166
06:00-07:00	11	2912	0.209	0.156	0.365
07:00-08:00	42	3108	0.770	0.228	0.998
08:00-09:00	45	3113	1.143	0.507	1.650
09:00-10:00	45	3113	0.806	0.592	1.398
10:00-11:00	45	3113	0.685	0.621	1.306
11:00-12:00	45	3113	0.695	0.722	1.417
12:00-13:00	45	3113	0.680	0.747	1.427
13:00-14:00	45	3113	0.685	0.651	1.336
14:00-15:00	45	3113	0.633	0.670	1.303
15:00-16:00	45	3113	0.615	0.661	1.276
16:00-17:00	45	3113	0.508	0.951	1.459
17:00-18:00	45	3113	0.275	0.902	1.177
18:00-19:00	42	3108	0.116	0.280	0.396
19:00-20:00	11	2828	0.068	0.138	0.206
20:00-21:00	11	2828	0.013	0.068	0.081
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			7.991	7.970	15.961

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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Audit Code: 93cc7cff-fc72-460e-8b68-01c9f329cc16

Parameter Summary:

Trip rate parameter range selected:	552 - 5000 (units: sqm)
Survey date date range:	29/09/1983 - 04/06/2025
Number of weekdays (Monday-Friday):	45
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.



Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
	EG	EALING
	HD	HILLINGDON
	WH	WANDSWORTH
02	SOUTH EAST	
	ES	EAST SUSSEX
	SC	SURREY
03	SOUTH WEST	
	DC	DORSET
	WL	WILTSHIRE
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	NF	NORFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
08	NORTH WEST	
	GM	GREATER MANCHESTER
	LC	LANCASHIRE
	MS	MERSEYSIDE
09	NORTH	
	CU	CUMBERLAND
	DH	DURHAM
	TW	TYNE & WEAR
10	WALES	
	BG	BRIDGEND
	CP	CAERPHILLY
11	SCOTLAND	
	AS	ABERDEENSHIRE
	EB	CITY OF EDINBURGH
	HI	HIGHLAND
14	LEINSTER	
	LU	LOUTH
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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



Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

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:	GFA
Actual Range:	186 to 2500 (units:sqm)
Range Selected by User:	118 to 2500 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 05/06/25

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:

Friday	1 days
Monday	7 days
Thursday	9 days
Tuesday	14 days
Wednesday	8 days

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

Selected survey types:

Manual count	38
Direction ATC Count	1

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	19 days
Suburban Area	20 days

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:

Built-Up Zone	2 days
Commercial Zone	7 days
Development Zone	5 days
Industrial Zone	12 days
No Sub Category	7 days
Residential Zone	6 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	8 days
Servicing vehicles Unknown	29 days

Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Secondary Filtering Selection:

Use Class:

N/A	1 surveys
Not Known	38 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 10529

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	4 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	7 surveys
5,001 to 10,000	3 surveys
50,001 to 100,000	2 surveys
Not Known	6 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	7 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	8 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	1 surveys
500,001 or More	3 surveys
75,001 to 100,000	5 surveys
Not Known	6 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	4 surveys
0.6 to 1.0	19 surveys
1.1 to 1.5	10 surveys
Not Known	6 surveys

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.

Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Petrol filling station:

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

Travel Plan:

No	37 surveys
Yes	2 surveys

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:

4 - Good	1 surveys
6a - Excellent	1 surveys
No PTAL Present	37 surveys

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

COVID-19 Restrictions:

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



Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

1 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Gross floor area: 1230 sqm Survey date: Tuesday 23/05/2017	AK-02-A-01	OFFICES	WAKEFIELD	Survey Type: Manual
2 UPPER MALONE ROAD BELFAST Edge of Town Residential Zone Gross floor area: 2217 sqm Survey date: Tuesday 20/11/2018	AN-02-A-06	SPORTS ADMINISTRATION	ANTRIM	Survey Type: Manual
3 PEREGRINE ROAD WESTHILL WESTHILL INDUSTRIAL EST Edge of Town Industrial Zone Gross floor area: 1200 sqm Survey date: Wednesday 01/09/1999	AS-02-A-01	CLYDESDALE BANK	ABERDEENSHIRE	Survey Type: Manual
4 KENT ROAD BRIDGEND Suburban Area Industrial Zone Gross floor area: 300 sqm Survey date: Thursday 06/05/2021	BG-02-A-01	HAULAGE COMPANY	BRIDGEND	Survey Type: Manual
5 EMPIRE WAY WEMBLEY Suburban Area Development Zone Gross floor area: 920 sqm Survey date: Wednesday 03/06/2015	BT-02-A-03	OFFICES	BRENT	Survey Type: Manual
6 CHARLES BABBAGE ROAD CAMBRIDGE Edge of Town Development Zone Gross floor area: 625 sqm Survey date: Wednesday 04/12/2024	CA-02-A-03	OFFICES	CAMBRIDGESHIRE	Survey Type: Manual
7 SIR ALFRED OWEN WAY CAERPHILLY Suburban Area Industrial Zone Gross floor area: 1824 sqm Survey date: Thursday 13/10/2022	CP-02-A-02	INSURANCE COMPANY	CAERPHILLY	Survey Type: Manual
8 ANNETWELL STREET CARLISLE Suburban Area Built-Up Zone	CU-02-A-01	RADIO STATION	CUMBERLAND	

Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Gross floor area: 999 sqm

Survey date:

Survey Type: Manual

9 DUBLIN ROAD CAVAN PULLAMORE Edge of Town No Sub Category Gross floor area: 2000 sqm Survey date: Tuesday 25/10/2022	CV-02-A-01	OFFICES	CAVAN	Survey Type: Manual
10 LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400 sqm Survey date:	DC-02-A-01	OFFICES	DORSET	Survey Type: Manual
11 DURHAM ROAD NEAR DURHAM BOWBURN Edge of Town Industrial Zone Gross floor area: 2000 sqm Survey date: Tuesday 27/11/2012	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM	Survey Type: Manual
12 3 MID NEW CULTINS EDINBURGH SIGHTHILL Edge of Town No Sub Category Gross floor area: 929 sqm Survey date: Thursday 22/10/1992	EB-02-A-03	OFFICES	CITY OF EDINBURGH	Survey Type: Manual
13 1 MID NEW CULTINS EDINBURGH SIGHTHILL Edge of Town No Sub Category Gross floor area: 1394 sqm Survey date: Thursday 22/10/1992	EB-02-A-04	OFFICES	CITY OF EDINBURGH	Survey Type: Manual
14 5 MID NEW CULTINS EDINBURGH SIGHTHILL Edge of Town No Sub Category Gross floor area: 1858 sqm Survey date: Thursday 22/10/1992	EB-02-A-05	SOFTWARE DESIGN	CITY OF EDINBURGH	Survey Type: Manual
15 BRIDPORT ROAD EALING GREENFORD Suburban Area Industrial Zone Gross floor area: 929 sqm	EG-02-A-04	ELECTRICAL CO.	EALING	



Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Survey date: Tuesday 12/11/1991		Survey Type: Manual	
16 WEST GATE EALING HANGER LANE Suburban Area Commercial Zone Gross floor area: 427 sqm Survey date: Thursday 21/11/1991	EG-02-A-05	COMPUTING HQ	EALING
		Survey Type: Manual	
17 WESTGATE EALING HANGER LANE Suburban Area Commercial Zone Gross floor area: 845 sqm Survey date: Thursday 21/11/1991	EG-02-A-06	SOFTWARE COMPANY	EALING
		Survey Type: Manual	
18 WESTGATE EALING HANGER LANE Suburban Area Commercial Zone Gross floor area: 427 sqm Survey date: Thursday 21/11/1991	EG-02-A-07	FINANCIAL PLANNING	EALING
		Survey Type: Manual	
19 WESTGATE EALING HANGER LANE Suburban Area Commercial Zone Gross floor area: 1708 sqm Survey date: Thursday 21/11/1991	EG-02-A-09	CLOTHING RETAILER	EALING
		Survey Type: Manual	
20 THE SIDINGS HASTINGS ORE VALLEY Suburban Area Residential Zone Gross floor area: 186 sqm Survey date: Tuesday 17/11/2015	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
		Survey Type: Manual	
21 RAILWAY STREET BURY RAMSBOTTOM Suburban Area Industrial Zone Gross floor area: 686 sqm Survey date: Wednesday 15/11/1995	GM-02-A-05	COURIER CO.	GREATER MANCHESTER
		Survey Type: Manual	
22 CHORLEY NEW ROAD BOLTON HEATON Suburban Area Residential Zone Gross floor area: 500 sqm	GM-02-A-10	ACCOUNTANTS	GREATER MANCHESTER



Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Survey date:			Survey Type: Manual
23 BATH ROAD LONGFORD Suburban Area No Sub Category Gross floor area: 1021 sqm Survey date:	HD-02-A-03	OFFICE	HILLINGDON Survey Type: Manual
24 HIGHLANDER WAY INVERNESS Edge of Town Development Zone Gross floor area: 804 sqm Survey date: Wednesday 20/05/2009	HI-02-A-01	OFFICE	HIGHLAND Survey Type: Manual
25 TOM SEMPLE ROAD NAIRN BALMAKEITH BUSINESS PK Edge of Town Industrial Zone Gross floor area: 929 sqm Survey date: Tuesday 09/05/2006	HI-02-A-02	DATA SCIENCE COMPANY	HIGHLAND Survey Type: Manual
26 THE PAVILIONS PRESTON ASHTON ON RIBBLE Suburban Area Development Zone Gross floor area: 1663 sqm Survey date: Wednesday 20/11/1991	LC-02-A-02	HALIFAX BS HQ	LANCASHIRE Survey Type: Manual
27 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date:	LN-02-A-01	OFFICES	LINCOLNSHIRE Survey Type: Manual
28 GRESLEY ROAD LOUTH Suburban Area Residential Zone Gross floor area: 1918 sqm Survey date: Wednesday 24/04/2024	LN-02-A-02	COUNCIL OFFICES	LINCOLNSHIRE Survey Type: Manual
29 INNER RELIEF ROAD DUNDALK Edge of Town Commercial Zone Gross floor area: 2052 sqm Survey date:	LU-02-A-01	BETTING HEADQUARTERS	LOUTH Survey Type: Manual
30 ALDERMAN ROAD	MS-02-A-03	HOMES DEVELOPER	MERSEYSIDE



Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

LIVERPOOL

Suburban Area

No Sub Category

Gross floor area: 1200 sqm

Survey date: Tuesday 20/04/2021

Survey Type: Manual

31 WHITING ROAD NORWICH Edge of Town Commercial Zone Gross floor area: 500 sqm Survey date: Wednesday 13/11/2019	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
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Survey Type: Manual

32 NEW INN LANE GUILDFORD MERROW Edge of Town Industrial Zone Gross floor area: 1075 sqm Survey date: Tuesday 10/10/2000	SC-02-A-11	COUNCIL OFFICES	SURREY
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Survey Type: Manual

33 BOXGROVE ROAD GUILDFORD Suburban Area Residential Zone Gross floor area: 1896 sqm Survey date: Tuesday 05/10/2010	SC-02-A-15	ACCOUNTANTS	SURREY
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Survey Type: Manual

34 EARLSWAY GATESHEAD TEAM VALLEY TRAD. EST. Edge of Town Industrial Zone Gross floor area: 2500 sqm Survey date: Tuesday 29/09/2009	TW-02-A-04	HOUSING CO.	TYNE & WEAR
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Survey Type: Manual

35 DELTA BANK ROAD GATESHEAD METRO RIVERSIDE PARK Suburban Area Commercial Zone Gross floor area: 1500 sqm Survey date: Tuesday 29/09/2009	TW-02-A-05	TELEVISION CO.	TYNE & WEAR
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Survey Type: Manual

36 BROUGHTON STREET NINE ELMS Suburban Area Built-Up Zone Gross floor area: 1400 sqm Survey date:	WH-02-A-03	OFFICE	WANDSWORTH
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Survey Type: Manual

37 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Gross floor area: 796 sqm	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
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Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Survey date: Wednesday 23/11/2022

Survey Type: Manual

38 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Gross floor area: 2500 sqm Survey date: Tuesday 18/09/2018	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE
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Survey Type: Manual

39 BOURNVILLE LANE BIRMINGHAM Suburban Area Residential Zone Gross floor area: 1800 sqm Survey date: Tuesday 10/11/2015	WM-02-A-04	OFFICE	WEST MIDLANDS
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Survey Type: Manual

Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	1200	0.000	0.000	0.000
01:00-02:00	1	1200	0.000	0.000	0.000
02:00-03:00	1	1200	0.000	0.000	0.000
03:00-04:00	1	1200	0.000	0.000	0.000
04:00-05:00	1	1200	0.000	0.000	0.000
05:00-06:00	1	1200	0.000	0.000	0.000
06:00-07:00	1	1200	0.083	0.083	0.166
07:00-08:00	34	1326	0.515	0.102	0.617
08:00-09:00	38	1323	1.854	0.259	2.113
09:00-10:00	39	1315	1.281	0.335	1.616
10:00-11:00	39	1315	0.515	0.283	0.798
11:00-12:00	39	1315	0.320	0.363	0.683
12:00-13:00	39	1315	0.456	0.735	1.191
13:00-14:00	39	1315	0.772	0.587	1.359
14:00-15:00	39	1315	0.554	0.458	1.012
15:00-16:00	39	1315	0.351	0.536	0.887
16:00-17:00	39	1315	0.334	1.096	1.430
17:00-18:00	38	1323	0.199	1.838	2.037
18:00-19:00	32	1318	0.104	0.640	0.744
19:00-20:00	2	943	0.159	0.212	0.371
20:00-21:00	1	1200	0.000	0.000	0.000
21:00-22:00	1	1200	0.167	0.167	0.334
22:00-23:00	1	1200	0.000	0.000	0.000
23:00-00:00	1	1200	0.000	0.000	0.000
Total Rates:			7.664	7.694	15.358

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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Audit Code: 7cd11e75-14b3-42e3-ae8-3fd70d19072e

Parameter Summary:

Trip rate parameter range selected:	118 - 2500 (units: sqm)
Survey date date range:	11/07/1988 - 19/05/2025
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING
	WH	WANDSWORTH
02	SOUTH EAST	
	BF	BRACKNELL FOREST
	BO	BEDFORD
	HC	HAMPSHIRE
	SC	SURREY
	SP	SOUTHAMPTON
03	SOUTH WEST	
	TB	TORBAY
04	EAST ANGLIA	
	SF	SUFFOLK
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
	SE	SHEFFIELD
08	NORTH WEST	
	LC	LANCASHIRE
09	NORTH	
	CU	CUMBERLAND
	TV	TEES VALLEY
10	WALES	
	BG	BRIDGEND
11	SCOTLAND	
	ML	MIDLOTHIAN
13	MUNSTER	
	CR	CORK
15	GREATER DUBLIN	
	DL	DUBLIN
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
	AR	ARMAGH

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



Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

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:	GFA
Actual Range:	190 to 5000 (units:sqm)
Range Selected by User:	190 to 5000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 24/06/25

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:

Friday	5 days
Monday	5 days
Thursday	6 days
Tuesday	10 days
Wednesday	10 days

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

Selected survey types:

Manual count	35
Direction ATC Count	1

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	18 days
Suburban Area	18 days

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:

Commercial Zone	2 days
Industrial Zone	30 days
No Sub Category	2 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	33 days

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

Secondary Filtering Selection:

Use Class:

B8	34 surveys
N/A	2 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

50 - 6282

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	3 surveys
10,001 to 15,000	7 surveys
100,001 or More	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	7 surveys
Not Known	10 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	2 surveys
500,001 or More	5 surveys
75,001 to 100,000	4 surveys
Not Known	10 surveys

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	8 surveys
1.1 to 1.5	17 surveys
1.6 to 2.0	1 surveys
Not Known	10 surveys

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.

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

Petrol filling station:

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

Travel Plan:

No	36 surveys
----	------------

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:

1b - Very poor	1 surveys
No PTAL Present	35 surveys

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

COVID-19 Restrictions:

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

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

1	AN-02-F-05	SEAFOOD DISTRIBUTION	ANTRIM
BLACKSTAFF ROAD BELFAST ANDERSONSTOWN Suburban Area No Sub Category Gross floor area: 700 sqm Survey date: Thursday 26/11/2020			
			Survey Type: Manual
2	AR-02-F-01	ELECTRICAL DIST.	ARMAGH
MAHON ROAD PORTADOWN Edge of Town Industrial Zone Gross floor area: 1900 sqm Survey date: Wednesday 11/11/2009			
			Survey Type: Manual
3	BF-02-F-01	COLD STORAGE	BRACKNELL FOREST
DOWNMILL ROAD BRACKNELL WESTERN IND. ESTATE Suburban Area Industrial Zone Gross floor area: 4590 sqm Survey date: Wednesday 20/11/1991			
			Survey Type: Manual
4	BG-02-F-01	LOGISTICS COMPANY	BRIDGEND
PARC CRESCENT BRIDGEND WATERTON IND. EST. Edge of Town Industrial Zone Gross floor area: 3050 sqm Survey date:			
			Survey Type: Manual
5	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020			
			Survey Type: Manual
6	CR-02-F-02	PNEUMATIC CENTRE	CORK
TRAMORE ROAD CORK BALLYPHEHANE Edge of Town Commercial Zone Gross floor area: 4650 sqm Survey date: Friday 26/06/2009			
			Survey Type: Manual
7	CR-02-F-03	FURNITURE DISTRIBUTION	CORK
POULADUFF ROAD CORK SOUTHSIDE IND. ESTATE Edge of Town Industrial Zone Gross floor area: 4800 sqm Survey date: Tuesday 15/10/2019			
			Survey Type: Manual
8	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND



Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024				Survey Type: Manual
9	DL-02-F-03	BATHROOM TILES & TIMBER	DUBLIN	
MAPLE AVENUE DUBLIN SANDYFORD Suburban Area Industrial Zone Gross floor area: 650 sqm Survey date: Thursday 26/09/2019				Survey Type: Manual
10	DL-02-F-04	LOGISTICS COMPANY	DUBLIN	
SWORDS ROAD DUBLIN Edge of Town Industrial Zone Gross floor area: 3990 sqm Survey date: Wednesday 19/05/2021				Survey Type: Manual
11	DL-02-F-05	WAREHOUSING & DISTRIBUTION	DUBLIN	
PROMENADE ROAD DUBLIN DUBLIN PORT Edge of Town Industrial Zone Gross floor area: 2300 sqm Survey date: Tuesday 30/05/2023				Survey Type: Manual
12	EG-02-F-03	BREWERY DISTRIB.	EALING	
OLD OAK LANE HARLESDEN Suburban Area Industrial Zone Gross floor area: 5000 sqm Survey date: Thursday 24/10/1991				Survey Type: Manual
13	EG-02-F-04	VIDEO DISTRIBUTION	EALING	
OLD OAK LANE HARLESDEN Suburban Area Industrial Zone Gross floor area: 3000 sqm Survey date: Tuesday 29/10/1991				Survey Type: Manual
14	EG-02-F-06	GARDEN FURNITURE. DIST.	EALING	
CHANDOS ROAD NORTH ACTON PILOT INDUSTRIAL ESTATE Suburban Area Industrial Zone Gross floor area: 1000 sqm Survey date: Wednesday 30/10/1991				Survey Type: Manual
15	EG-02-F-07	CABLE DISTRIBUTION	EALING	
STANDARD ROAD NORTH ACTON BUSH INDUSTRIAL ESTATE				



Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

Suburban Area Industrial Zone Gross floor area: 1393 sqm Survey date: Thursday 03/10/1991				Survey Type: Manual
16 FAIRWAY DRIVE GREENFORD KELVIN INDUSTRIAL EST. Suburban Area Industrial Zone Gross floor area: 3900 sqm Survey date: Tuesday 05/11/1991	EG-02-F-08	SEALING MATERIALS DIST.	EALING	Survey Type: Manual
17 FAIRWAY DRIVE GREENFORD KELVIN INDUSTRIAL EST. Suburban Area Industrial Zone Gross floor area: 1420 sqm Survey date: Tuesday 05/11/1991	EG-02-F-09	CABLE DISTRIB.	EALING	Survey Type: Manual
18 HALIFAX ROAD GREENFORD THE METROPOLITAN CEN. Suburban Area Industrial Zone Gross floor area: 2787 sqm Survey date: Thursday 14/11/1991	EG-02-F-10	VALVES DISTRIB.	EALING	Survey Type: Manual
19 DERBY ROAD GREENFORD THE METROPOLITAN CEN. Suburban Area Industrial Zone Gross floor area: 950 sqm Survey date: Tuesday 12/11/1991	EG-02-F-14	WAREHOUSING	EALING	Survey Type: Manual
20 DERBY ROAD GREENFORD THE METROPOLITAN CEN. Suburban Area Industrial Zone Gross floor area: 1045 sqm Survey date: Tuesday 12/11/1991	EG-02-F-15	WAREHOUSING	EALING	Survey Type: Manual
21 THE VALE EAST ACTON Suburban Area Residential Zone Gross floor area: 3248 sqm Survey date: Wednesday 20/11/1991	EG-02-F-16	SANITARY WARE DISTRIB.	EALING	Survey Type: Manual
22 WARSASH ROAD PARK GATE Edge of Town Industrial Zone	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE	

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

Gross floor area: 3665 sqm
Survey date:

Survey Type: Manual

23	LC-02-F-02	WAREHOUSING	LANCASHIRE
CHORLEY ROAD PRESTON WALTON-LE-DALE Suburban Area Residential Zone Gross floor area: 1200 sqm Survey date: Friday 22/06/2007			
Survey Type: Manual			

24	ML-02-F-01	WINDOWS	MIDLOTHIAN
UNIT 53 DALKEITH MAYFIELD IND. ESTATE Edge of Town Industrial Zone Gross floor area: 750 sqm Survey date: Wednesday 04/05/2011			
Survey Type: Manual			

25	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750 sqm Survey date:			
Survey Type: Manual			

26	SC-02-F-04	WAREHOUSING	SURREY
PRETORIA ROAD CHERTSEY Edge of Town No Sub Category Gross floor area: 4460 sqm Survey date: Tuesday 27/11/2007			
Survey Type: Manual			

27	SE-02-F-01	WAREHOUSING & DISTRIBUTION	SHEFFIELD
PRESIDENT PARK SHEFFIELD Suburban Area Industrial Zone Gross floor area: 1125 sqm Survey date:			
Survey Type: Manual			

28	SF-02-F-01	PHARMACY DISTRIB.	SUFFOLK
BURRELL WAY THETFORD BARROW HILL Edge of Town Industrial Zone Gross floor area: 4550 sqm Survey date: Friday 27/09/2002			
Survey Type: Manual			

29	SF-02-F-03	ROAD HAULAGE	SUFFOLK
CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Gross floor area: 4700 sqm Survey date: Friday 18/09/2015			
Survey Type: Manual			

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

30 MAURETANIA ROAD SOUTHAMPTON NURSLING INDUSTRIAL ESTATE Edge of Town Industrial Zone Gross floor area: 4000 sqm Survey date: Wednesday 21/11/2007	SP-02-F-01	WAREHOUSING	SOUTHAMPTON	Survey Type: Manual
31 ALDERS WAY PAIGNTON Edge of Town Industrial Zone Gross floor area: 190 sqm Survey date: Friday 29/03/2019	TB-02-F-01	OPTICS WAREHOUSE	TORBAY	Survey Type: Manual
32 UNIT 8,NAVIGATOR COURT STOCKTON-ON-TEES Suburban Area Industrial Zone Gross floor area: 634 sqm Survey date: Tuesday 28/06/2011	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY	Survey Type: Manual
33 LINFORD STREET NINE ELMS Suburban Area Industrial Zone Gross floor area: 1676 sqm Survey date: Tuesday 24/06/2025	WH-02-F-01	WAREHOUSING & DISTRIBUTION	WANDSWORTH	Survey Type: Manual
34 POSEIDON WAY WARWICK HEATHCOTE Suburban Area Industrial Zone Gross floor area: 331 sqm Survey date: Wednesday 25/09/2024	WK-02-F-01	WAREHOUSING & DISTRIBUTION	WARWICKSHIRE	Survey Type: Manual
35 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON Edge of Town Commercial Zone Gross floor area: 3625 sqm Survey date:	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS	Survey Type: Manual
36 COTSWOLD WAY WORCESTER Edge of Town Industrial Zone Gross floor area: 3824 sqm Survey date: Tuesday 10/09/2002	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE	Survey Type: Manual

Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	3000	0.000	0.000	0.000
01:00-02:00	1	3000	0.000	0.000	0.000
02:00-03:00	1	3000	0.000	0.000	0.000
03:00-04:00	1	3000	0.000	0.000	0.000
04:00-05:00	1	3000	0.000	0.000	0.000
05:00-06:00	11	2358	0.104	0.046	0.150
06:00-07:00	12	2578	0.155	0.078	0.233
07:00-08:00	36	2621	0.201	0.126	0.327
08:00-09:00	36	2621	0.366	0.136	0.502
09:00-10:00	36	2621	0.240	0.163	0.403
10:00-11:00	36	2621	0.229	0.198	0.427
11:00-12:00	36	2621	0.171	0.174	0.345
12:00-13:00	36	2621	0.196	0.203	0.399
13:00-14:00	36	2621	0.270	0.243	0.513
14:00-15:00	36	2621	0.258	0.248	0.506
15:00-16:00	36	2621	0.194	0.263	0.457
16:00-17:00	36	2621	0.143	0.279	0.422
17:00-18:00	36	2621	0.092	0.317	0.409
18:00-19:00	32	2583	0.057	0.140	0.197
19:00-20:00	11	2358	0.019	0.042	0.061
20:00-21:00	11	2358	0.008	0.042	0.050
21:00-22:00	1	3000	0.067	0.033	0.100
22:00-23:00	1	3000	0.000	0.067	0.067
23:00-00:00	1	3000	0.000	0.000	0.000
Total Rates:			2.770	2.798	5.568

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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Audit Code: 3723bafc-27ae-456f-bae2-b94d9c6e6796

Parameter Summary:

Trip rate parameter range selected:	190 - 5000 (units: sqm)
Survey date date range:	03/10/1991 - 24/06/2025
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

ENCLOSURE 8

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013 © Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
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Filename: T-Junction - Industrial Estate - North Street, Emsworth.j9

Path: S:\PROJECTS pre 6150\Admin-Projects\6051-6100\6096\Junction Modelling

Report generation date: 12/02/2026 10:51:32

»Site Access/North Street, AM

»Site Access/North Street, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Site Access/North Street						
Stream B-AC	0.0	9.52	0.03	0.1	8.69	0.07
Stream C-AB	0.2	4.96	0.08	0.0	4.27	0.02

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

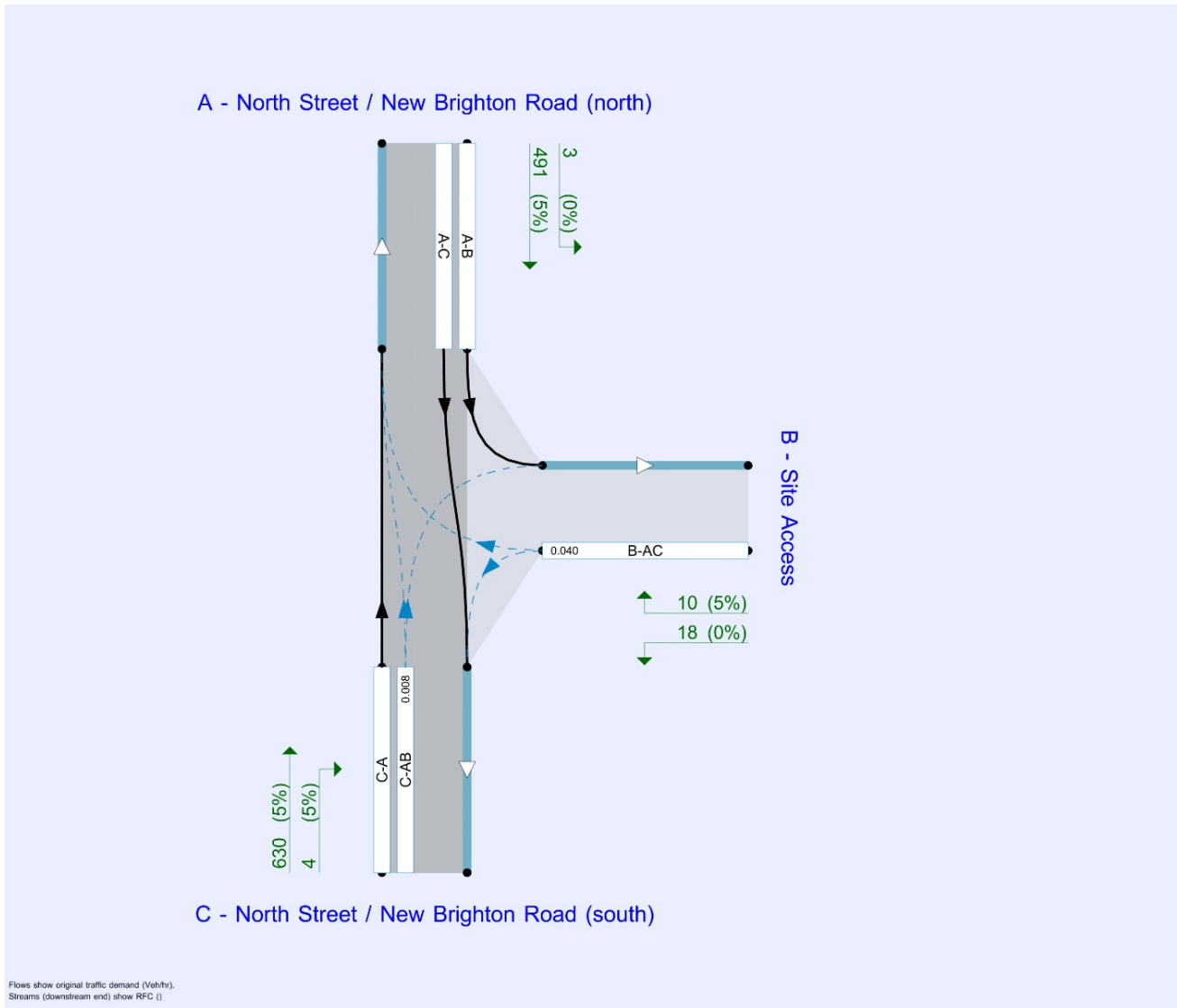
File summary

File Description

Title	Interbridges T-Junction
Location	
Site number	
Date	07/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	5986
Enumerator	BR\RoseKleingeld
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Site Access/North Street	AM	ONE HOUR	07:45	09:15	15	✓
D7	Site Access/North Street	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Site Access/North Street, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North Street / New Brighton Road (north)		Major
B	Site Access		Minor
C	North Street / New Brighton Road (south)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - North Street / New Brighton Road (south)	6.90			111.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.80	36	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	592	0.104	0.262	0.165	0.374
B-C	755	0.111	0.281	-	-
C-B	638	0.238	0.238	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Site Access/North Street	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street / New Brighton Road (north)		ONE HOUR	✓	711	100.000
B - Site Access		ONE HOUR	✓	12	100.000
C - North Street / New Brighton Road (south)		ONE HOUR	✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - North Street / New Brighton Road (north)	B - Site Access	C - North Street / New Brighton Road (south)
	A - North Street / New Brighton Road (north)	0	11	700
	B - Site Access	4	0	8
	C - North Street / New Brighton Road (south)	513	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - North Street / New Brighton Road (north)	B - Site Access	C - North Street / New Brighton Road (south)
	A - North Street / New Brighton Road (north)	0	0	5
	B - Site Access	5	0	0
	C - North Street / New Brighton Road (south)	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	9.52	0.0	0.5	A	11	17
C-AB	0.08	4.96	0.2	1.0	A	49	74
C-A						441	661
A-B						10	15
A-C						642	963

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	487	0.019	9	0.0	0.0	7.525	A
C-AB	32	8	759	0.042	32	0.0	0.1	4.952	A
C-A	370	92			370				
A-B	8	2			8				
A-C	527	132			527				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	448	0.024	11	0.0	0.0	8.233	A
C-AB	45	11	795	0.057	45	0.1	0.1	4.802	A
C-A	435	109			435				
A-B	10	2			10				
A-C	629	157			629				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	392	0.034	13	0.0	0.0	9.514	A
C-AB	70	17	848	0.082	69	0.1	0.2	4.624	A
C-A	518	130			518				
A-B	12	3			12				
A-C	771	193			771				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	391	0.034	13	0.0	0.0	9.517	A
C-AB	70	17	848	0.082	70	0.2	0.2	4.629	A
C-A	518	130			518				
A-B	12	3			12				
A-C	771	193			771				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	448	0.024	11	0.0	0.0	8.237	A
C-AB	45	11	795	0.057	46	0.2	0.1	4.806	A
C-A	435	109			435				
A-B	10	2			10				
A-C	629	157			629				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	487	0.019	9	0.0	0.0	7.529	A
C-AB	32	8	759	0.043	32	0.1	0.1	4.957	A
C-A	370	92			370				
A-B	8	2			8				
A-C	527	132			527				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.15	0.03	0.27	0.49	1.02			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Site Access/North Street, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Site Access/North Street	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street / New Brighton Road (north)		ONE HOUR	✓	494	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - North Street / New Brighton Road (south)		ONE HOUR	✓	634	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - North Street / New Brighton Road (north)	B - Site Access	C - North Street / New Brighton Road (south)
From	A - North Street / New Brighton Road (north)	0	3	491
	B - Site Access	10	0	18
	C - North Street / New Brighton Road (south)	630	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - North Street / New Brighton Road (north)	B - Site Access	C - North Street / New Brighton Road (south)
From	A - North Street / New Brighton Road (north)	0	0	5
	B - Site Access	5	0	0
	C - North Street / New Brighton Road (south)	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.69	0.1	0.5	A	26	39
C-AB	0.02	4.27	0.0	0.5	A	11	16
C-A						571	857
A-B						3	4
A-C						451	676

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	522	0.040	21	0.0	0.0	7.189	A
C-AB	7	2	850	0.008	7	0.0	0.0	4.268	A
C-A	470	118			470				
A-B	2	0.56			2				
A-C	370	92			370				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	490	0.051	25	0.0	0.1	7.742	A
C-AB	10	2	903	0.011	10	0.0	0.0	4.030	A
C-A	560	140			560				
A-B	3	0.67			3				
A-C	441	110			441				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	445	0.069	31	0.1	0.1	8.689	A
C-AB	15	4	979	0.015	15	0.0	0.0	3.735	A
C-A	683	171			683				
A-B	3	0.83			3				
A-C	541	135			541				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	445	0.069	31	0.1	0.1	8.693	A
C-AB	15	4	979	0.016	15	0.0	0.0	3.735	A
C-A	683	171			683				
A-B	3	0.83			3				
A-C	541	135			541				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	490	0.051	25	0.1	0.1	7.746	A
C-AB	10	2	903	0.011	10	0.0	0.0	4.032	A
C-A	560	140			560				
A-B	3	0.67			3				
A-C	441	110			441				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	522	0.040	21	0.1	0.0	7.194	A
C-AB	7	2	850	0.008	7	0.0	0.0	4.270	A
C-A	470	118			470				
A-B	2	0.56			2				
A-C	370	92			370				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A