



FORMER LITTLEFOLD FAMILY RESOURCE CENTRE, WATERLOOVILLE

TRANSPORT STATEMENT

July 2024

Nightingale Apartments Ltd.

RESIDENTIAL SCHEME
FORMER LITTLEFOLD FAMILY RESOURCE CENTRE
WATERLOOVILLE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**RESIDENTIAL SCHEME
FORMER LITTLEFOLD FAMILY RESOURCE CENTRE
WATERLOOVILLE**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Nightingale Apartments Ltd. to support a planning application for a residential development comprising 10 flats at Linnet Close, Waterlooville.
- 1.2 The location of the proposed development is outlined within **Figure 1**, with the proposed site plan attached within **Appendix A**.



Figure 1: Site Location

- 1.3 The scope of this TS will consider the existing conditions, local road network and site accessibility including a review of the Personal Injury Accident (PIA) data, along with reviewing the proposed development in regard to access arrangements and parking, along with trip generation and servicing.

2. SITE LOCATION

- 2.1 The application site is accessed from the eastern side of Linnet Close, which is currently in use as a residential access for various properties. The site is bound by residential properties to the north and south, a Public Right of Way (PRoW) to the east, and Linnet Close to the west. The existing conditions within the vicinity of the site are pictured in **Photographs 1** and **2**.



Photograph 1: Existing Site Access



Photograph 2: Existing Conditions along Linnet Close

Local Road Network

- 2.2 Linnet Close is a single carriageway residential access road measuring approximately 5.5m wide and is subject to a 30mph speed limit. There are currently no parking restrictions along Linnet Close within the vicinity of the site and as outlined within **Photograph 2** on-street parking appears to occur. Approximately 120m along Linnet Close to the southwest of the site, Linnet Close is served by the Linnet Close / Eagle Avenue priority junction. Eagle Avenue is a single carriageway loop road measuring approximately 7.5m wide and is also subject to a 30mph speed limit. There are currently no parking restrictions along the northern side of Eagle Avenue within the vicinity of the Linnet Close / Eagle Avenue priority junction however, double-yellow restrictions are present along the southern side of the carriageway, which are illustrated in **Photograph 3** below.



Photograph 3: Existing Parking Restrictions Along Eagle Avenue

Pedestrian and Cycle Network

- 2.3 Within the vicinity of the site, segregated footways measuring approximately 1.5m-2m wide are provided along the northern and eastern sides of Linnet Close, which provide safe pedestrian connections to the site. These footways connect to a wider network of footways which provide access to the Linnet Close / Eagle Avenue priority junction, which is served by segregated footways to both the east and the west, which subsequently provide safe pedestrian connection to the majority of the local amenities from the site.
- 2.4 The eastern side of the site is bounded by a PRoW which connects to the Eagle Avenue segregated footway in the south and a network of Bridleways in the north, which facilitate pedestrian and cycle connection to Woodcroft Primary School and other local amenities in the east, and Anmore Village in the west. The PRoW within the vicinity of the site is illustrated in **Photographs 4** and **5** below.



Photograph 4: PRoW along site's eastern boundary



Photograph 5: PRoW providing connection to the north

- 2.5 **Figure 2** contains the Hampshire Map of Public Rights of Way, which illustrates the pedestrian and cycle infrastructure present in the local area.

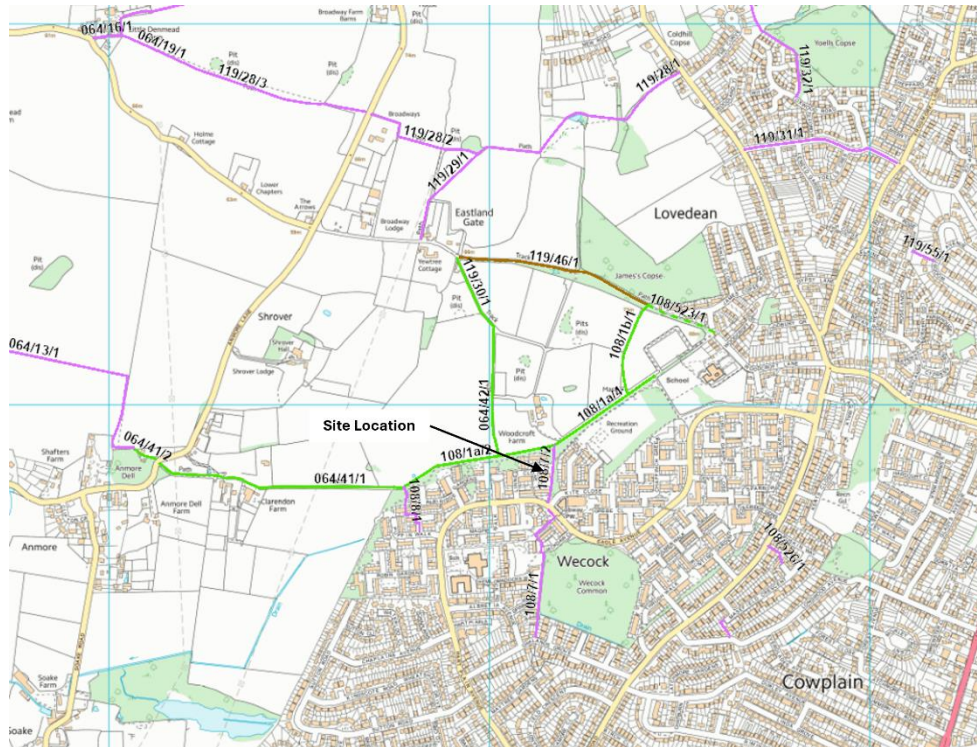


Figure 2: Hampshire PRoW Map

Facilities

2.6 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 1** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 1: CIHT Guidance for 'Providing for journeys on foot' (2000)

2.7 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1.7km. The average duration also increased from 15 minutes to 17 minutes.

2.8 The site is positioned within walking/cycling distance of several local amenities and services within Waterlooville and the wider area. A summary of the site's proximity to these facilities and the associated walking and cycling times is provided in **Table 2**.

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Alligator Park Playground	80m	<1 minutes	<1 minute
Jackdaw Close Bus Stop (Eastbound)	110m	<1 minutes	<1 minute
Church (Wecock Church)	170m	2 minutes	1 minute
The Acorn Community Centre	190m	3 minutes	1 minute
Takeaway (New Golden Leaf)	200m	3 minutes	2 minutes
Wecock Recreation Ground and Skate Park	270m	4 minutes	2 minutes
Jackdaw Close Bus Stop (Westbound)	300m	5 minutes	2 minutes
Rachel Madocks Special Education School	500m	6 minutes	3 minutes
Woodcroft Primary School	700m	9 minutes	4 minutes
Takeaway (Sam's Fish Bar)	900m	11 minutes	6 minutes
Superstore (Premier)	900m	11 minutes	6 minutes
Superstore (Tesco Express)	980m	12 minutes	7 minutes

Table 2: Proximity to Local Amenities

- 2.9 As displayed within **Table 2** and referring to **Table 1**, there are several amenities and services within the 'desirable' and 'acceptable' walking distances. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development. Additionally, in line with the guidance provided in 'Planning for Walking' (April 2015) walking and cycling to local amenities is realistic for future site occupants given all the facilities listed in **Table 2** are within the average walking time.

Public Transport

- 2.10 The closest bus stop to the site is located approximately 110m south, along Eagle Avenue. This stop is serviced by eastbound services while the westbound services stop is located approximately 300m southeast of the site, also along Eagle Avenue. Both bus stops are provided with timetabling information and sheltered seating. A summary of the key services is provided in **Table 3**.

Service	Nearest Stop	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
7	Jackdaw Close (EB & WB)	Portsmouth – QA Hospital - WaterlooVille	First Portsmouth, Fareham & Gosport	Every 12 minutes	Every 20 minutes	Every 20 minutes
39	Jackdaw Close (EB & WB)	Havant – Leigh – Purbrook - WaterlooVille	Stagecoach	Every 15 minutes	No service	

Table 3: Summary of Local Bus Services

- 2.11 In addition to the two services outlined in **Table 3**, both bus stops mentioned previously are serviced by a school bus service, the 652, which provides connection to and from Cowplain Community School once a day, Monday-Friday.

Rail Services

- 2.12 The closest Railway Station to the site is Bedhampton train station, located approximately 7.6km southeast of the site. Bedhampton train station is accessible via bus service 39 from Jackdaw Close Bus Stop followed by an approximate 1.0km journey or via bus service 7 from Jackdaw Close Bus Stop to eastern Cosham, where bus service 23 can be used to access Bedhampton train station. Bedhampton train station is equipped with a ticket machine, passenger information systems, as well as 20 cycle spaces. Bedhampton train station provides direct services to Portsmouth (17 minutes), Guildford (53 minutes), Woking (1 hour 7 minutes) and London Waterloo (1 hour 34 minutes).

Personal Injury Accident (PIA) Data

- 2.13 Personal Injury Accident (PIA) data was obtained from the Hampshire Constabulary on 9th June 2024, recording accident data from 01/01/19 to 31/12/23 within the local area. The plan acquired from the Hampshire Constabulary and the subsequent collision report is contained within **Appendix B**.
- 2.14 The PIA data obtained from the Hampshire Constabulary included a total of one collision within the five-year period, which occurred within the vicinity of eastern side of the Eagle Avenue / Jackdaw Close mini-roundabout. The collision was serious in nature and involved a van travelling southeast along Eagle Avenue colliding with an e-scooter travelling southwest along Eagle Avenue.
- 2.15 A total of one accident in a five-year period equates to 0.2 accidents a year and as such there is not considered to be an accident issue in the local area.

3. PROPOSED DEVELOPMENT

- 3.1 The development proposals comprise 10 residential flats at the former Littlefolds Family Resource Centre, Linnet Close, in Waterloooville. As part of the proposals the existing building, which was most recently used as a children's centre called Squirrels Daycare, will be converted to enable the construction of 10 residential flats.

Access Arrangements

- 3.2 The access proposals involve maintaining the same access arrangements that are existing, which comprises a gate measuring approximately 7m wide, which is sufficient width to accommodate the two-way movement of a car at the same time.

Visibility

- 3.3 As the access proposals include the use of the existing access arrangement, it is not considered necessary to undertake formal visibility splay assessments. This is due to the fact that the existing access arrangement has not resulted in any collisions along Linnet Close and is simply a continuation from the end of the cul-de-sac carriageway.

Parking Provision

- 3.4 Havant Borough Council (HBC) has produced a number of Supplementary Planning Documents. Those relevant to this application are: - Parking Supplementary Planning Document (SPD) (27th July 2016) - with section 3 being updated on 25th September 2019. This document sets out guidelines for the number of car parking and cycle parking spaces that are required to be provided as part of a new development.

- 3.5 The car parking standards outlined within the HBC Parking SPD are reproduced in **Table 4**.

Size of Dwelling	Minimum Car Parking Requirement
1 bed unit	0.9 space
2 bed unit	1.3 spaces

Table 4: Car Parking Standards

- 3.6 Within the car parking requirements section in the SPD, it is stated that:
"With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated"
- 3.7 The car parking provision is proposed to comprise 12 unallocated parking spaces and 2 unallocated parking spaces for visitors. The 12 unallocated parking spaces are considered to be in accordance with

the HBC SPD however, it is acknowledged that the provision of 2 spaces is 0.4 spaces below the provision based on a minimum of 20% of all allocated parking. Despite this, the provision of two visitor car parking spaces is considered to be acceptable due to the small nature of the proposed development. In addition, the site is in close proximity of two bus stops which are both regularly serviced by two bus services from, and to, large destinations within the local area.

3.8 The cycle parking standards outlined within the HBC Parking SPD are reproduced in **Table 5**.

Size of Dwelling	Long Stay Requirement	Short Stay Requirement
1 bed unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standards
2 bed unit	2 spaces per unit	

Table 5: Cycle Parking Standards

3.9 The cycle parking provision is proposed to comprise 16 secure long-stay spaces and 4 short-stay parking spaces for visitors. This is considered to be in accordance with the cycle parking standards outlined within the HBC SPD.

Servicing Arrangements

- 3.10 It is proposed that refuse collection will continue as per the current arrangement for existing site, which involves collection from the eastern side of Linnet Close. The refuse store is located to the southwest of the car park, within short drag distance of Linnet Close, which is facilitated by a footpath provided to Linnet Close from the site, in accordance with refuse worker drag distances within Manual for Streets, with a footpath provided from Linnet Close within the site to enable movement of refuse workers.
- 3.11 In addition, a fire appliance can also get within 45m of all parts of the site by utilising the proposed car park and the Linnet Close, which in accordance with Building Regulations Document B.

4. HIGHWAY IMPACT

Existing Trip Generation

4.1 In order to determine the likely trips that will be generated from the site, the TRICS database has been consulted. It is noted that the previous use for the site was a children's centre. A TRICS assessment has been undertaken to determine the number of trips generated when the children's centre was previously in use. The following parameters were used:

- Use Class 'Education' and sub category 'Nursery';
- Parameter of 0-50 pupils;
- Sites in England and Wales (excluding Greater London);
- Weekday surveys only; and
- 'Suburban Area', 'Edge of Town' & 'Neighbourhood Centre' locations only.

4.2 The outputs from the TRICS database are shown below in **Table 6**, with the full outputs attached in **Appendix C**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 1 unit	0.354	0.221	0.575	0.133	0.133	0.266	3.236
Trip Generation (20 pupils)	7	3	12	3	3	5	65

Table 6: Existing Development Trip Generation (TRICS)

4.3 The TRICS assessment concludes that the previous use of the site is likely to generate in the order of 12 trips in the AM peak, 5 trips in the PM peak, and 65 trips across a 12-hour period.

Proposed Trip Generation

4.4 In order to determine the likely trips that will be generated from the proposed development, the TRICS database has been consulted using the following parameters:

- Use Class 'Residential' and sub category 'Flats';
- Parameter of 0 - 20 units;
- Sites in England and Wales (excluding Greater London);
- Weekday surveys only; and
- 'Suburban Centre, 'Edge of Town' and 'Neighbourhood Centre' location only.

4.5 The outputs from the TRICS database are shown below in **Table 7**, with the full outputs attached in **Appendix D**.

Private Dwelling	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 1 unit	0.017	0.103	0.120	0.190	0.086	0.276	2.497
Trip Generation (10 units)	0	1	1	2	1	3	25

Table 7: Proposed Development Trip Generation (TRICS)

4.6 The TRICS assessment concludes that the proposed development is likely to generate in the order of 1 trip in the AM peak, 3 trips in the PM peak and 25 trips generated across a 12-hour period.

Trip Generation Net Impact Assessment

4.7 The TRICS outputs have been used to inform the net trip generation assessment. A summary of the assessment is provided below in **Table 8**.

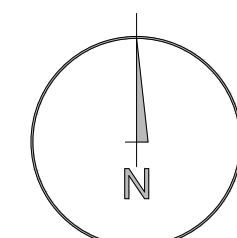
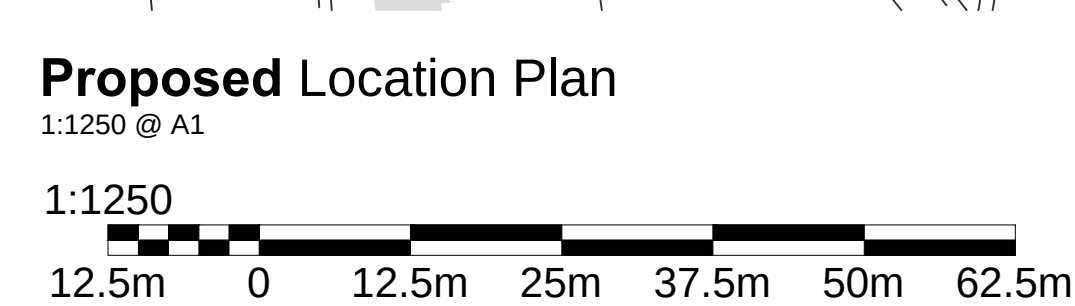
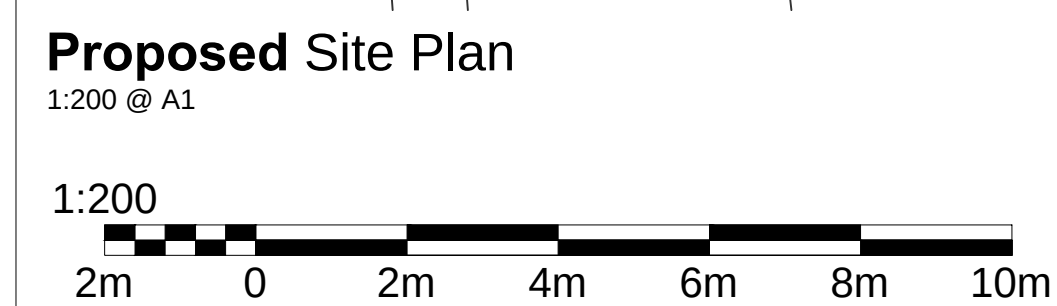
Net Impact	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Previous Trip Generation	7	3	12	3	3	5	65
Trip Generation (10 units)	0	1	1	2	1	3	25
Net Impact	-7	-2	-11	-1	-2	-2	-40

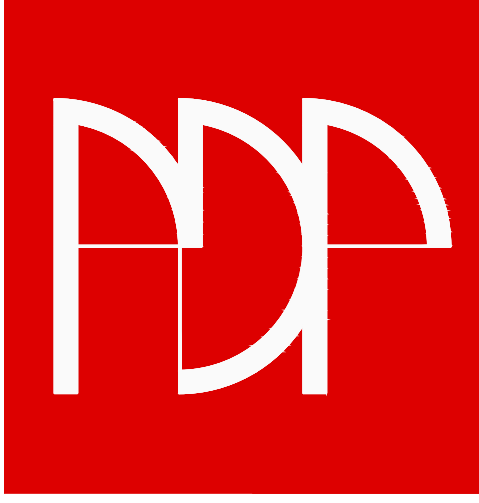
Table 8: Trip Generation Net Impact Assessment

4.8 It is anticipated that the proposals would result in a reduction of 40 trips across a 12-hour period, with a decrease increase of 11 trips in the AM peak and 2 trips in the PM peak. As such, it is not anticipated to have any negative impact on the local road network.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Nightingale Apartments Ltd. to support a planning application for a residential development comprising 10 flats at Linnet Close, Waterlooville.
- 5.2 The application site is accessed from the eastern side of Linnet Close, which is currently in use as a residential access for various properties. The site is bound by residential properties to the north and south, a PRoW to the east, and Linnet Close to the west.
- 5.3 Linnet Close is a single carriageway residential access road measuring approximately 5.5m wide and is subject to a 30mph speed limit.
- 5.4 There are several amenities and services within the 'desirable' and 'acceptable' walking distances. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development.
- 5.5 The closest bus stop to the site is located approximately 110m south, along Eagle Avenue. This stop is serviced by eastbound services while the westbound services stop is located approximately 300m southeast of the site, also along Eagle Avenue.
- 5.6 PIA data indicates that there has been one accident recorded within the vicinity of the site between 2019 – 2023 and as such, there is not considered to be an accident issue in the local area.
- 5.7 The car parking provision is proposed to comprise 12 unallocated parking spaces and 2 unallocated parking spaces for visitors.
- 5.8 The cycle parking provision is proposed to comprise 16 secure long-stay spaces and 4 short-stay parking spaces for visitors
- 5.9 It is anticipated that the proposals would result in a reduction of 40 trips across a 12-hour period, with a decrease of 11 trips in the AM peak and 2 trips in the PM peak. As such, it is not anticipated to have any negative impact on the local road network.
- 5.10 We would therefore encourage Hampshire County Council highways officers to look favourably on this application.



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revision	notes	date		drawn	checked
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PRELIMINARY					
					
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project	Former Link's Children's Centre, Linnet Close Waterlooville				
detail	Proposed Site & Location Plan				
drawn	MP		checked	HM	
date	Jun '24		status	Planning	
a1 scale	a3 scale	18177-PD011		rev	
1:200	1:400				

Appendix B

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW EAGLE AVENUE, WATERLOOVILLE BACS/SR/0624/116")

Selected Polygon:AW EAGLE AVENUE, WATERLOOVILLE BACS/SR/06:

4423049694701/12/2023Time1652Vehicles2Casualties1Serious

E:468232N:111665First Road:URoad TypeSingle carriageway

Speed limit: 30Junction Detail: Mini roundaboutGive way or controlledUnclassified

Crossing: Control NoneFacilities: Central reservationRoad surfaceWet/Damp

Darkness: street lights present and litRaining without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: ElsewhereDfT Special Projects:

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

VEH1 (VAN) TRAVELLING SE ALONG EAGLE AVENUE COLLIDED WITH VEH2 (PRIVATE E-SCOOTER) TRAVELLING SW ACROSS EAGLE AVENUE

Occurred onEAGLE AVENUE AT ROUNDABOUT WITH JACKDAW CLOSE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference1Van or Goods 3.5 tonnes mgw and underGoing ahead other

Vehicle movement fromNW to SENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactCleared junction or waiting/parkFirst impactFrontHit vehicle:

Hit object in roadNoneOff road:None

Did not leave carrAge of DriverNot traced

Hit and runBreath testDriver not contacted

Left hand drive: No

Vehicle Reference2Other VehicleGoing ahead other

Vehicle movement fromNE to SWNo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactOffsideHit vehicle:

Hit object in roadNoneOff road:None

Did not leave carrAge of Driver12Female

Not hit and runBreath testDriver not contacted

Left hand drive: No

Casualty Reference: 1Vehicle: 2Age: 12FemaleDriver/riderSeverity: Serious

Not a pupil

SeatbeltNot ApplicableCycle helmet: Not a cyclist

Accidents between dates **01/01/2019 and 31/12/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 EAGLE AVENUE, WATERLOOVILLE BACS/SR/0624/116")

Notes:

Accidents involving:

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

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	0	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1

Calculation Reference: AUDIT-247601-240703-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	NW NEWPORT	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 25 to 49 (units:)
Range Selected by User: 0 to 50 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/10/22

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

Selected survey days:

Tuesday 1 days
Wednesday 1 days
Friday 3 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 4
Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(f) 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-04-D-01	NURSERY		BRIGHTON & HOVE
	CONNAUGHT ROAD			
	BRIGHTON			
	HOVE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	45		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
2	LN-04-D-01	NURSERY		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	SWALLOW BECK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	49		
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL	
3	NW-04-D-01	NURSERY		NEWPORT
	CHEPSTOW ROAD			
	NEAR NEWPORT			
	LANGSTONE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	46		
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL	
4	TV-04-D-01	NURSERY		TEES VALLEY
	COTSWOLD DRIVE			
	REDCAR			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	25		
	Survey date: FRIDAY	19/05/17	Survey Type: MANUAL	
5	WM-04-D-02	NURSERY		WEST MIDLANDS
	BERTRAM ROAD			
	BIRMINGHAM			
	SMALL HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	30		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.205	5	39	0.138	5	39	0.343
08:00 - 09:00	5	39	0.354	5	39	0.221	5	39	0.575
09:00 - 10:00	5	39	0.154	5	39	0.123	5	39	0.277
10:00 - 11:00	5	39	0.092	5	39	0.056	5	39	0.148
11:00 - 12:00	5	39	0.056	5	39	0.036	5	39	0.092
12:00 - 13:00	5	39	0.087	5	39	0.190	5	39	0.277
13:00 - 14:00	5	39	0.113	5	39	0.164	5	39	0.277
14:00 - 15:00	5	39	0.036	5	39	0.046	5	39	0.082
15:00 - 16:00	5	39	0.133	5	39	0.133	5	39	0.266
16:00 - 17:00	5	39	0.133	5	39	0.133	5	39	0.266
17:00 - 18:00	5	39	0.215	5	39	0.282	5	39	0.497
18:00 - 19:00	4	43	0.024	4	43	0.112	4	43	0.136
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.602			1.634			3.236

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

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

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Parameter summary

Trip rate parameter range selected: 25 - 49 (units:)
Survey date range: 01/01/16 - 12/10/22
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-247601-240704-0732

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 19 (units:)
Range Selected by User: 0 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 1 days
Wednesday 1 days
Friday 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Development Zone 1
Residential Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
20,001 to 25,000 4 days

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

Population within 5 miles:
75,001 to 100,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:
0.5 or Less 1 days
0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Travel Plan:
No 4 days

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

PTAL Rating:
No PTAL Present 4 days

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

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

LIST OF SITES relevant to selection parameters

1	LE-03-C-01 NEW STREET LEICESTER OADBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 19 Survey date: FRIDAY 16/10/20	BLOCK OF FLATS	LEICESTERSHIRE	Survey Type: MANUAL
2	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18	BLOCK OF FLATS	MERSEYSIDE	Survey Type: MANUAL
3	SH-03-C-02 ABBEY FOREGATE SHREWSBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 Survey date: FRIDAY 16/06/23	BLOCK OF FLATS	SHROPSHIRE	Survey Type: MANUAL
4	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 11/05/22	BLOCKS OF FLATS	WEST SUSSEX	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	15	0.052	4	15	0.155	4	15	0.207
08:00 - 09:00	4	15	0.017	4	15	0.103	4	15	0.120
09:00 - 10:00	4	15	0.155	4	15	0.138	4	15	0.293
10:00 - 11:00	4	15	0.052	4	15	0.172	4	15	0.224
11:00 - 12:00	4	15	0.069	4	15	0.069	4	15	0.138
12:00 - 13:00	4	15	0.086	4	15	0.034	4	15	0.120
13:00 - 14:00	4	15	0.155	4	15	0.172	4	15	0.327
14:00 - 15:00	4	15	0.086	4	15	0.103	4	15	0.189
15:00 - 16:00	4	15	0.086	4	15	0.052	4	15	0.138
16:00 - 17:00	4	15	0.207	4	15	0.103	4	15	0.310
17:00 - 18:00	4	15	0.190	4	15	0.086	4	15	0.276
18:00 - 19:00	4	15	0.086	4	15	0.069	4	15	0.155
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.241			1.256			2.497

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

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Parameter summary

Trip rate parameter range selected:

9 - 19 (units:)

Survey date date range:

01/01/16 - 16/06/23

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

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.