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Proposed Hotel and Café
The Former Emsworth Surgery, 6 North Street, Emsworth

Transport Statement
November 2022

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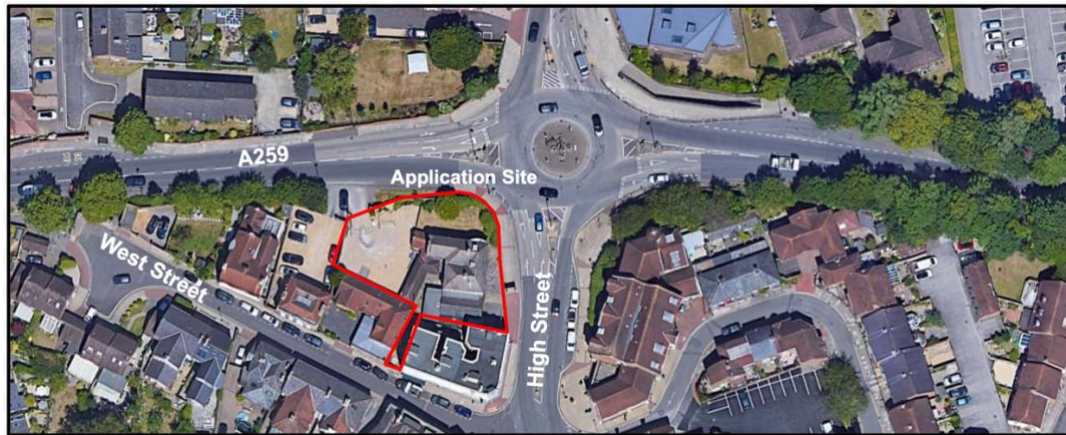
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1. Introduction

- 1.1. This Transport Statement has been commissioned by BG Doodles Holdings LTD in support of a planning application submission to Havant Borough Council for a 10-bedroom Hotel and Café at the former Emsworth Surgery, High Street, Emsworth PO10 7DD. The location of the site is shown below.



- 1.2. The site is located to the south and west of the A259. / High Street / North Street roundabout in the centre of Emsworth and benefits from an existing access onto High Street as well as the A259 Havant Road to the north.
- 1.3. The site is served by existing wide pedestrian footways which also benefit from tactile paving at various crossing points, together with street lighting.
- 1.4. This Transport Statement has regard to the requirements of the National Planning Policy Framework (NPPF) and has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport and planning policy.
- 1.5. Specifically, the TS has been prepared to consider the key tests outlined in paragraph 110 of the National Planning Policy Framework, these being:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and;
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
- 1.6. A pre-application submission was made to Havant Borough Council who gave general comments on the highway implications of the proposals and had particular regard to car parking for the development which is discussed further in this Statement.

1.7. Hampshire County Council as Local Highway Authority were also consulted who did not provide any specific advice other than to suggest that the development was of a scale where a full Transport Assessment (TA) would be required. In this instance, it is not considered that a full TA is warranted, however the application is supported with this Transport Statement.

1.8. The remainder of this Statement will comprise of:

- Section 2 – Proposed Development;
- Section 3 – Policy Context;
- Section 4 – Alternative Transport Provision;
- Section 5 – Site Access, Parking and Servicing Arrangements;
- Section 6 - Car and Cycle Parking
- Section 7 – Traffic Impact; and
- Section 8 – Summary and Conclusion

2. Proposed Development

- 2.1. The site is located in the centre of Emsworth Village, at the northern end of the High Street. The Surgery has now relocated to a nearby site, but previously served some 13,000 patients.
- 2.2. Parking was provided on site with a car park accessed via Havant Road, providing circa 12 parking spaces and secondary parking, accessed from the High Street, provided a further 2 parking spaces.
- 2.3. The current proposal seeks convert the existing listed building on the site to provide a 10-bed Hotel, whilst the existing single storey building to the south will be replaced with a purpose-built Café.
- 2.4. The existing vehicular access onto High Street will be removed and the existing dropped crossing will be replaced with full faced kerbs and the pavement reinstated.
- 2.5. The car park to the rear will be reconfigured to provide 9 car parking spaces, together with an adequate area to allow for daily servicing of the site.
- 2.6. The details of the site are shown on drawing numbered 2992 – 10K which is included as [Appendix 1](#) to this Statement.

3. Policy Context

- 3.1. To provide context for the TS, this section of the report provides an overview of relevant national and local transport planning policy.

3.2. National Planning Policy Framework

This Transport Statement (TS) assesses the acceptability of the proposed development in transport terms. In particular, the TS assesses the proposal against the four key tests identified in paragraph 110 of the National Planning Policy Framework (NPPF), which states:

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

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Furthermore, paragraph 111 of the NPPF goes on to state:

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

Therefore, development should provide opportunities for sustainable travel, achieve safe access, and should only be prevented where the residual cumulative impact is **‘severe’**.

3.3. Hampshire’s Local Transport Plan (LTP) (2011 – 2031) – April 2013

HCC’s transport strategy for the next 20 years is set out in its LTP. The document also outlines how the LTP will contribute to the Council’s corporate priorities and includes a three-year implementation plan.

Three main priorities are set out in the LTP for the next 20 years. These are:

“Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire;

Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and

Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods.”

The LTP identifies Havant as being within the South Hampshire Joint Strategy area and identifies its vision for the area to create:

“A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”

The LTP identifies many transport policies to deliver this objective. Policies relevant to Havant Borough include:

- To develop transport improvements that support sustainable economic growth and development within South Hampshire;
- To optimise the capacity of the highway network and improve journey time reliability for all modes;
- To achieve and sustain a high-quality, resilient and well-maintained highway network for all;
- To deliver improvements in air quality;
- To improve road safety across the sub-region;
- To promote active travel modes and develop supporting infrastructure;
- To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;
- To work with Local Planning Authorities to integrate planning and transport; and
- To safeguard and enable the future delivery of transport improvements within the TfSH area.

3.4. Havant Borough Transport Statement – December 2013

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

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

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

Facilitate and enable new development to come forward; and

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

3.5. Havant Borough Council Adopted Local Plan (2011)

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

Policy CS20 of the Core Strategy ‘Transport and Access Strategy’ states,

Development will be permitted that:

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

walking and cycling where appropriate. assesses the non-transport infrastructure requirements to support the proposed new development.

3.6. Havant Borough Council Parking Supplementary Planning Document (July 2016)

Car and Cycle parking standards for new residential development are provided within HBC's Parking Standards SPD (adopted July 2016). The development consists of an Hotel and a Café; therefore, the car and cycle parking requirements are:

Car and Cycle Parking Requirements			
	Car	Short Stay Cycle	Long Stay Cycle
Hotel	1 Space / Room	1 per 10 rooms	1 per 6 Staff
Café	1 space / 5 sqm	1 per 20sqm	1 per 6 Staff

3.7. Summary

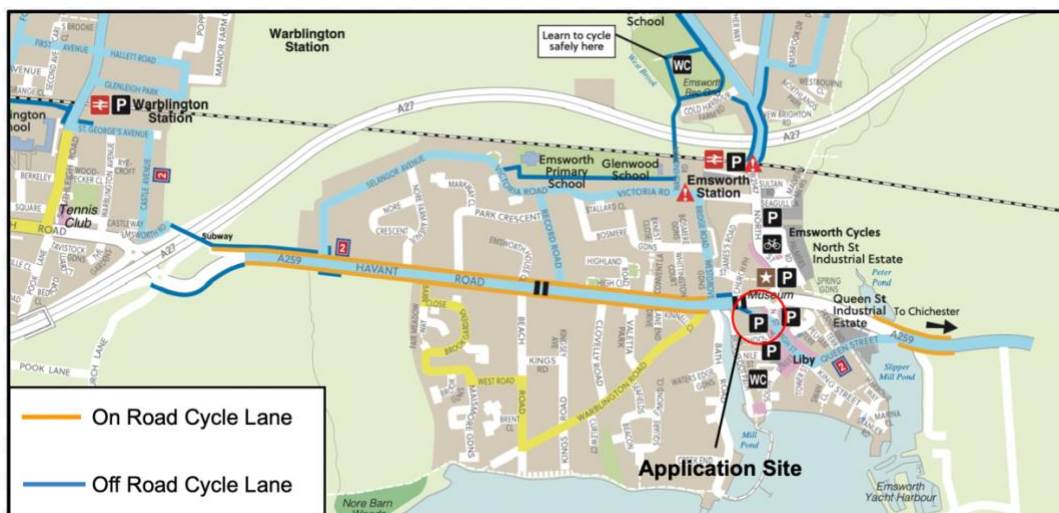
Taken together, national and local transport planning policy requires new development to be located where there is the opportunity for the development to be accessed by a choice of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to new developments should be achieved for all people.

National and local policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

This TS therefore describes how the proposed development complies with these transport planning policy considerations.

4. Alternative Transport Provision

- 4.1. Walking Facilities – The site is located within the centre of Emsworth which is well served by pedestrian facilities. Pavements are located on both sides of carriageways and dropped crossings all have tactile paving to aide partially sighted and blind users.
- 4.2. Cycle Facilities – Emsworth is well served by convenient and safe cycle facilities. The National Cycle Route Network 2 travels through Emsworth along the A329. Route 2 is a long-distance cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England. The route is currently 361 miles long. The only major gaps in this route are between Dawlish and Totnes, and Plymouth and St Austell. The diagram below shows the location of the site in relation to Route 2 and the more local cycle facilities.



- 4.3. Bus Facilities – Bus stops are located on Havant Road 75m from the site and on North Street 60m away. Bus routes 700 & 27 serve these stops. Route 700 operates from around 06:00 to 22:30 Monday to Friday at a frequency of up to twice per hour in each direction. The 700 also operates on Saturdays between approximately 06:00 to 20:30 and on Sundays between 07:30 and 21:30. The 27 operates between 09:00 and 17:30, Monday to Friday, with around 5 services per day in each direction.
- 4.4. Rail Facilities – Emsworth train station is located 420m north of the site and provides frequent services to Havant, Portsmouth & Southampton to the west and to Chichester, Horsham, Brighton and London to the east, as well as numerous other intermediate stops. A summary of the rail services operating from Emsworth Station is given below.

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Southampton Central	2	2	45mins
Brighton	2	2	1hr 3 mins
London Victoria	3	3	1hr 48 mins
Horsham	3	3	50 mins
Portsmouth Harbour	3	2	20 – 34 mins
Chichester	4	3	10 - 20 mins

- 4.5. The site is therefore considered to be located within a very sustainable location where genuine alternative measures of transport are available to users of the site other than the motor vehicle.

5. Site Access and Servicing Arrangements

- 5.1. The site benefits from two existing vehicular accesses, one from High Street and one from the A259 Havant Road. The High Street Access is in the form of a dropped footway crossing and served two car parking spaces although to egress the spaces, vehicles would have had to reverse out into the carriageway.

- 5.2. As part of this proposal, it is intended that these spaces will be replaced with an area of landscaping / seating, and that full faced kerbs will be reinstalled, and the footway reinstated.
- 5.3. The second access onto Havant Road is the main access and this is to remain in its current form of a wide dropped footway crossing, which is shared with the adjoining Solicitors Office Car Park. This is demonstrated below.



- 5.4. The access will serve a total of 9 car parking spaces, including one disabled space and will also allow for day to day serving of the site by a Transit sized delivery vehicle. Such a vehicle will be able to enter the site, turn and leave in forward gear, as demonstrated on drawing numbered NJC-001, included as [Appendix 2](#) to this Statement.
- 5.5. A pedestrian access is also present to the rear of the site which leads south into West Street. This access will be used for refuse collection, as happens at present. West Street is a cul de sac where the refuse freighter operates a kerbside collection service. The turning head at the western end of West Street ensures that such a vehicle is able to turn so to enter and leave High Street in forward gear.

6. Car and Cycle Requirements

- 6.1. During the pre-application consultation The LPA commented on car parking and suggested that the Hotel should provide a parking space for each room, although they felt that given the sustainable location of the site, a reduction in car parking spaces may be justified for the Café. This section therefore addresses the car and cycle parking requirements.
- 6.2. Taking the Café first, it is likely that the majority of these trips will not be Primary Trips but are more likely to be Secondary Trips. Arrival and departure trips from development fall into two main categories, primary trips and secondary trips. A primary trip is defined as a 'single purpose trip' whereby the journey is from an origin to a destination and back to the origin. A secondary trip is defined as a 'multi-purpose trip' whereby there are multiple destinations visited on a journey.
- 6.3. Secondary trips are made up of pass-by, diverted and transferred trips. These are outlined below.

- Pass-by trips are journeys that visit the development without having to make any significant diversion from their existing route;
- Diverted trips are journeys that deviate off their normal route to visit the new development; and
- Transfer trips are journeys that visit a similar destination elsewhere, but due to the new development the trip would transfer to the new development.

- 6.4. The Café use is likely to attract patrons who are already in Emsworth, whether this be shopping, working or socialising with others. It is unlikely that a person would take a primary trip to the Café unless they were employed by the use. The parking demand for the Café use would therefore be minimal as patrons would already be parked within one of the many public car parks in Emsworth or would have used an alternative method of travel, as outlined above to travel to the Village Centre.
- 6.5. With regard to the Hotel, 9 car parking spaces are proposed which is affectively 1 less than the adopted standards require. It is however unusual for a Village or Town Centre Hotel to have a car parking space for each room it provides. There are alternative parking facilities available if any shortfall takes place and nearby public parking is available at South Street (82 spaces), Palmers Road (118 spaces), Bridge Road (54 spaces) and North Street (14 spaces).
- 6.6. Given the above, it is considered that the shortfall of 1 parking space for the proposed Hotel will not give rise to any detriment in highway safety, given the sustainable location of the site, combined with the alternative parking and transport options that are available to Hotel Guests.
- 6.7. Notwithstanding the above, the site does benefit from a legal fallback of a Class D1 Doctors Surgery, which historically had 9 consulting rooms, together with other ancillary offices and 12 car parking spaces. The Havant parking standards for such a use required 3 spaces per consulting room, therefore a total of 27 spaces would have been required. When this is compared to the 12 spaces available, it is evident that there was a shortfall of 15 parking spaces.
- 6.8. Whilst it can be argued that some of the patients visits to the surgery would have been secondary trips, the majority would have been primary trips, therefore there would have been a greater shortfall of parking spaces for the existing use, than that now proposed.
- 6.9. With regards to cycle parking, a dedicated cycle store is to be provided at the rear of the Hotel, together with a locker for 4 cycles accessed from West Street. It is therefore concluded that the amount of car and cycle parking for the proposed uses is appropriate in this instance.
- 6.10. It should also be noted that there is a precedent set relating to a Hotel with 7 en-suite guest bedrooms with no on-site car parking which was granted planning consent under reference APP/15/00928. The site lies just 400m south of this current application site and in granting planning consent, regard was had to car parking when the LPA said:

“The proposal does not include any specified parking provision for visitors or staff. However, this is similar to the majority of other businesses within the town centre. Immediately to the rear of the site is a large public car park which can provide overnight parking (free from 6pm to 8am) with no barriers and on street parking and other car parks are within reasonable walking distance. Being located within a town centre, the site is also sustainable in terms of being accessible via bus and train. A bike store is provided in the rear external space with long stay cycle parking for staff. The bike and bin store would be accessible through the atrium. The Highways Officer has been consulted and does not raise any objections”.

6.11. It is therefore evident that the LPA accept that the area is sustainable, and on-street parking and car parks are located within reasonable walking distance, in order to mitigate the lack of any on-site car parking. Given the above, it is therefore considered that the 9 parking spaces now provided for this 10-bed Hotel is entirely reasonable.

7. Traffic Impact

7.1. The lawful use as a 9 Doctor Surgery generated a considerable number of traffic movements, although as this is no longer operating, in order to ascertain the likely number of movements it could have generated, a first principles approach can be taken. 9 doctors working a 7-hour day could see on average 6 patients per hour giving a total of 378 patients.

7.2. Whilst not all these would travel by car, a large percentage would have done. Alternatively, the TRICS database can be interrogated and the parameters used when searching the TRICS database were:

- Land Use – GP Surgeries
- Number of Doctors – 4 to 12
- Date Range - 01/01/12 to 03/04/19
- Areas – Edge of Town

7.3. Using the above criteria, 6 comparable sites were assessed, and a summary of the trip rates and likely traffic generation is given below.

Health – GP Surgeries			
	Arrivals	Departures	Total Two-way
AM Peak	2.745	1.618	4.363
PM Peak	1.109	1.909	3.018
Daily	24.542	25.083	49.625
Vehicle Trips Based on 9 Consulting Rooms			
AM Peak	24.7 (25)	14.56 (15)	40
PM Peak	9.98 (10)	17.18 (17)	27
Daily	220.88 (221)	225.75 (226)	447

7.4. From the above it can be seen that based on TRICS data, the existing surgery could have generated around 40 traffic movements in the AM peak, 27 in the PM peak and around 447 daily traffic movements.

7.5. This can be compared to the traffic that the proposed 10 bed Hotel will generate. The parameters used when searching the TRICS database for such a use were:

- Land Use – Hotels
- Number of Bedrooms – 4 to 99
- Date Range – 01/01/12 to 12/11/21
- Areas – Edge of Town

7.6. Using the above criteria, 5 comparable sites were assessed, and a summary of the trip rates and likely traffic generation is given below.

Hotels			
	Arrivals	Departures	Total Two-way
AM Peak	0.047	0.243	0.290
PM Peak	0.150	0.090	0.240
Daily	1.456	1.557	3/013
Vehicle Trips Based on 10 Bedrooms			
AM Peak	0.47 (0)	2.43 (2)	2
PM Peak	1.5 (2)	0.9 (1)	3
Daily	14.56 (15)	15.57 (16)	32

7.7. From the above it can be seen that the proposed Hotel will likely generate just 2 traffic movements in the AM peak, 3 in the PM peak and around 32 two-way daily traffic movements. When this is compared to the traffic generated by the existing permitted use of the site, it can be seen that there will be a significant reduction of traffic on the surrounding highway network and hence a reduction on the parking demand in this area. The TRICS Data is included as [Appendix 3](#) to this Statement.

8. Summary and Conclusion

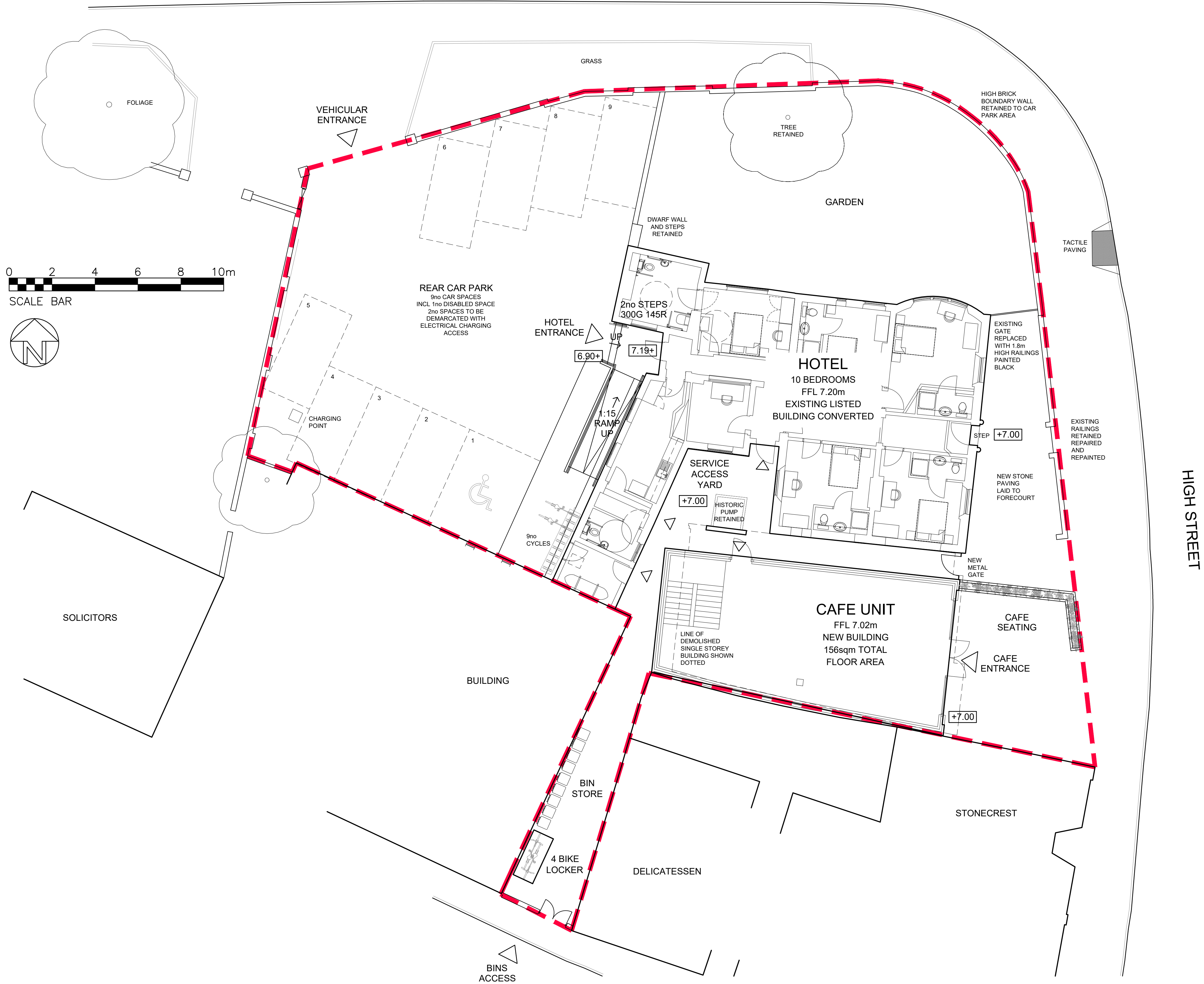
- 8.1. This Transport Statement has been commissioned to support a planning application for a 10-bedroom Hotel and Café at the former Emsworth Surgery, High Street, Emsworth. It follows a positive pre-application consultation with Havant Borough Council as Local Planning Authority.
- 8.2. The site is located within the centre of Emsworth Village, which is considered to be a highly accessible location, being served by a wealth of local services and facilities as well as public transport options, cycle and rail connections and pedestrian accessibility.
- 8.3. The site is to have 9 car parking spaces, together with a number of secure and undercover cycle parking spaces, which given the sustainable location, is deemed to be sufficient in this instance. This is reinforced with a planning application granted 400m south of the site for a 7 bed Hotel with no on-site parking.
- 8.4. It is considered that the proposed Café will not generate any significant Primary trips and that the majority will be secondary trips made by patrons who are already within Emsworth Village Centre.

- 8.5. Daily servicing will take place from within the car park, where provision is made for the turning requirements of a Transit type van. Weekly refuse collection will be taken from West Street, the cul de sack to the south of the side, where a kerbside collection already takes place.
- 8.6. Using TRICS Data, it has been demonstrated that if permitted, the proposed Hotel is likely to generate a significant reduction in traffic over the existing permitted use as a Doctors Surgery. As such car parking demand within the Village Centre would also be reduced.
- 8.7. The development is therefore considered to be in accordance with National, Regional and Local Planning policy, particularly in regard to the NPPF as the development will not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe.

Appendix 1

Proposed Site Plan

A259 HAVANT ROAD



NOTES

THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL DIMENSIONS AND NOTIFYING ALL DISCREPANCIES TO THE DESIGNER.

USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS.

ALL WORK TO BE IN ACCORDANCE WITH CURRENT BUILDING REGULATIONS.

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K	PARKING REVISED, GARDEN RETAINED	24/10/22
J	FLOOR PLANS ADDED	02/09/22
H	FLOOR PLAN REMOVED	02/09/22
G	CAFE USE SHOWN	01/09/22
F	HOTEL WALLS ADDED BACK TO FRONTAGE, PLANTERS ADDED	31/08/22
E	BUILDINGS' INTERNAL LAYOUTS ADDED, CAR PARK GATE REMOVED	25/08/22
D	PARKING SHOWN IN FORECOURT, BIKE STORE ADDED IN ALLEYWAY, CYCLE STANDS RELOCATED TO FORECOURT	23/08/22
C	TREE REMOVAL SHOWN, MOTORCYCLE SPACE ADDED, CYCLES SPACES / STANDS ADDED	10/08/22
B	NOTES ADDED, CAR PARK GATE ADDED, CAR PARK REDESIGNED, ELECTRIC POINTS ADDED, RAMP RELOCATED, CAFE FORECOURT SEATING AREA ADDED, HISTORIC PUMP ADDED, GREEN WALL ADDED	17/06/22

A	BIN STORE RELOCATED AND PARKING SPACES INCREASED	15/06/22
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REV	DESCRIPTION	DATE
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AMENDMENTS	
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CLIENT	
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BG DOODLES HOLDINGS LTD	
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JOB	
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DRAWING	
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JOB NO.	DRAWING NO.
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SCALE	
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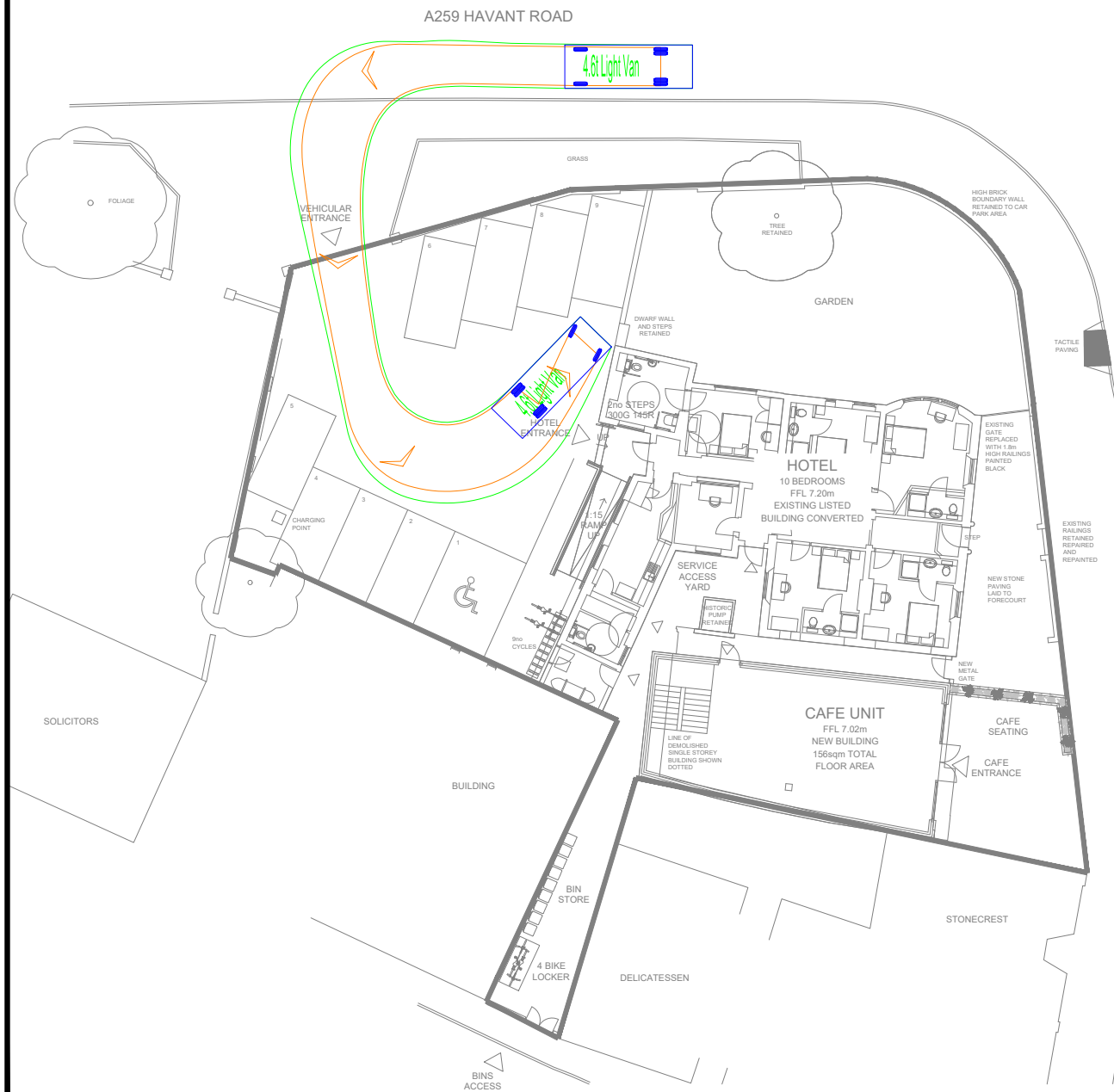
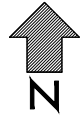
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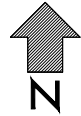
GIA LTD, 3 Foxglove Park, Common Road, Dunnington, York, YO19 5RZ.
t 01904 481 480 f 01904 486 730 e design@gia.co.uk w www.gia.co.uk
INCORPORATED IN ENGLAND REG. NO. 2781135

Appendix 2

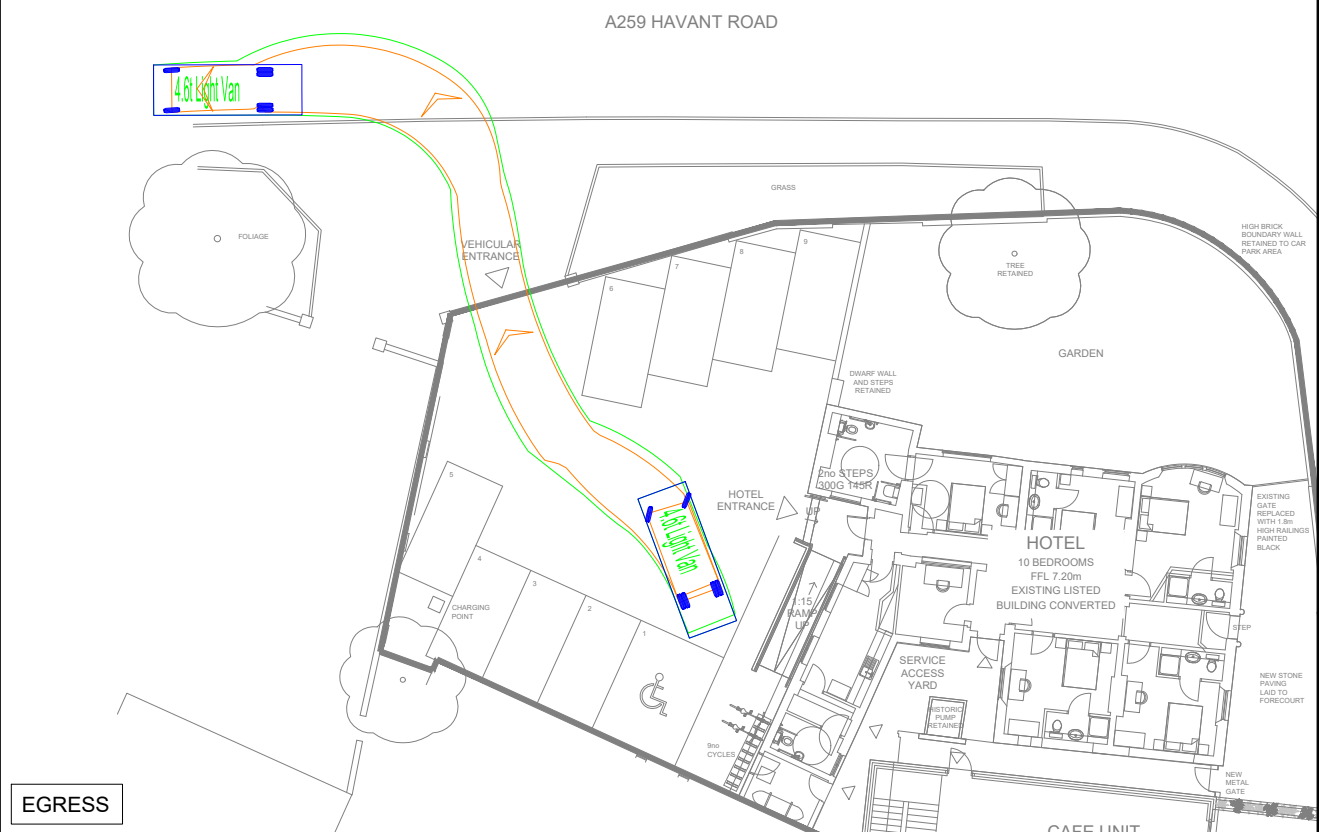
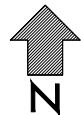
Swept Path Tracking



INGRESS

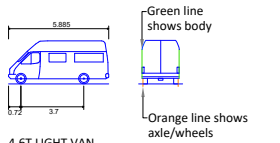


REVERSE



EGRESS

VEHICLE DETAILS:



4.6T LIGHT VAN

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client



Project

EMSWORTH SURGERY

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
DEC 2022	1:150	A1

Drawing No.	Rev
NJC-001	-

Appendix 3

TRICS Data

Calculation Reference: AUDIT-405201-221130-1148

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	AG ANGUS	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 bedrooms
 Actual Range: 4 to 99 (units:)
 Range Selected by User: 4 to 99 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/11/21

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	1
Out of Town	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1	6 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AG-06-A-01 CLIFFBURN ROAD ARBROATH HAYSHEAD Edge of Town Residential Zone Total Number of bedrooms: Survey date: TUESDAY	BOUTIQUE B&B 4 22/05/12	ANGUS Survey Type: MANUAL
2	BR-06-A-01 A38 BRIDGWATER ROAD BRISTOL Edge of Town Out of Town Total Number of bedrooms: Survey date: SUNDAY	HOTEL 36 27/09/15	BRISTOL CITY Survey Type: MANUAL
3	HC-06-A-07 COVE ROAD FLEET Edge of Town Out of Town Total Number of bedrooms: Survey date: THURSDAY	TRAVELODGE 40 09/09/21	HAMPSHIRE Survey Type: MANUAL
4	SW-06-A-01 FABIAN WAY SWANSEA PORT TENNANT Edge of Town Development Zone Total Number of bedrooms: Survey date: MONDAY	IBIS 99 07/10/19	SWANSEA Survey Type: MANUAL
5	WL-06-A-03 LAWRENCE HILL WINCANTON Edge of Town No Sub Category Total Number of bedrooms: Survey date: TUESDAY	TRAVELODGE 57 18/09/18	WILTSHIRE Survey Type: MANUAL
6	WO-06-A-04 GROVEWOOD ROAD MALVERN Edge of Town Industrial Zone Total Number of bedrooms: Survey date: FRIDAY	PREMIER INN 64 12/11/21	WORCESTERSHIRE 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 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	6	50	0.027	6	50	0.200	6	50	0.227
08:00 - 09:00	6	50	0.047	6	50	0.243	6	50	0.290
09:00 - 10:00	6	50	0.083	6	50	0.190	6	50	0.273
10:00 - 11:00	6	50	0.067	6	50	0.137	6	50	0.204
11:00 - 12:00	6	50	0.087	6	50	0.127	6	50	0.214
12:00 - 13:00	6	50	0.043	6	50	0.047	6	50	0.090
13:00 - 14:00	6	50	0.053	6	50	0.060	6	50	0.113
14:00 - 15:00	6	50	0.133	6	50	0.067	6	50	0.200
15:00 - 16:00	6	50	0.127	6	50	0.060	6	50	0.187
16:00 - 17:00	6	50	0.153	6	50	0.077	6	50	0.230
17:00 - 18:00	6	50	0.150	6	50	0.090	6	50	0.240
18:00 - 19:00	6	50	0.160	6	50	0.090	6	50	0.250
19:00 - 20:00	6	50	0.147	6	50	0.080	6	50	0.227
20:00 - 21:00	6	50	0.130	6	50	0.070	6	50	0.200
21:00 - 22:00	5	53	0.049	5	53	0.019	5	53	0.068
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.456			1.557			3.013

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: 4 - 99 (units:)
Survey date range: 01/01/12 - 12/11/21
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 1
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-405201-221129-1117

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	HI HIGHLAND	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 doctors
 Actual Range: 4 to 12 (units:)
 Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 03/04/19

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
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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	3
Built-Up Zone	2
No Sub Category	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.

Secondary Filtering selection:

Use Class:

E(e) 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-05-G-01 HOOL LANE CHESTER	GP SURGERY			CESHIRE WEST & CHESTER
	Edge of Town Centre Residential Zone Total Number of doctors:		6		
	Survey date: SUNDAY		13/05/12		Survey Type: MANUAL
2	DU-05-G-01 PRINCES STREET DUNDEE	GP SURGERY			DUNDEE CITY
	Edge of Town Centre Built-Up Zone Total Number of doctors:		5		
	Survey date: MONDAY		24/04/17		Survey Type: MANUAL
3	HI-05-G-01 BALLIFEARY LANE INVERNESS	GP SURGERY			HIGHLAND
	Edge of Town Centre No Sub Category Total Number of doctors:		12		
	Survey date: MONDAY		16/04/18		Survey Type: MANUAL
4	LN-05-G-01 95 MONKS ROAD LINCOLN	GP SURGERY			LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of doctors:		4		
	Survey date: TUESDAY		25/06/13		Survey Type: MANUAL
5	NY-05-G-02 ASH TREE ROAD KNARESBOROUGH	GP SURGERY			NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of doctors:		6		
	Survey date: WEDNESDAY		28/09/16		Survey Type: MANUAL
6	SM-05-G-02 COAL ORCHARD TAUNTON	GP SURGERY			SOMERSET
	Edge of Town Centre Built-Up Zone Total Number of doctors:		10		
	Survey date: WEDNESDAY		03/04/19		Survey Type: MANUAL
7	WK-05-G-01 COURT STREET LEAMINGTON SPA	GP SURGERY			WARWICKSHIRE
	Edge of Town Centre No Sub Category Total Number of doctors:		4		
	Survey date: THURSDAY		25/10/12		Survey Type: MANUAL
8	WY-05-G-02 BLACKBURN ROAD BIRSTALL BIRSTALL SMITHIES	GP SURGERY			WEST YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of doctors:		8		
	Survey date: MONDAY		15/10/18		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 05 - HEALTH/G - GP SURGERIES

TOTAL VEHICLES

Calculation factor: 1 DOCTOR

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	6	7	1.231	6	7	0.590	6	7	1.821
08:00 - 09:00	8	7	2.745	8	7	1.618	8	7	4.363
09:00 - 10:00	8	7	3.200	8	7	2.655	8	7	5.855
10:00 - 11:00	8	7	3.000	8	7	2.818	8	7	5.818
11:00 - 12:00	8	7	2.255	8	7	2.364	8	7	4.619
12:00 - 13:00	8	7	2.018	8	7	2.273	8	7	4.291
13:00 - 14:00	8	7	1.636	8	7	1.618	8	7	3.254
14:00 - 15:00	8	7	1.964	8	7	1.782	8	7	3.746
15:00 - 16:00	8	7	2.509	8	7	2.527	8	7	5.036
16:00 - 17:00	8	7	2.182	8	7	2.509	8	7	4.691
17:00 - 18:00	8	7	1.109	8	7	1.909	8	7	3.018
18:00 - 19:00	6	7	0.293	6	7	1.220	6	7	1.513
19:00 - 20:00	1	10	0.300	1	10	0.500	1	10	0.800
20:00 - 21:00	1	10	0.100	1	10	0.700	1	10	0.800
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.542			25.083			49.625

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

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

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Parameter summary

Trip rate parameter range selected:	4 - 12 (units:)
Survey date range:	01/01/12 - 03/04/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	1
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.