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**Proposed Residential Development
Land at 11 – 15 South Street Havant**

**Transport Statement
November 2022**

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1. Introduction

- 1.1. This Transport Statement has been commissioned by JNP developments and Investments LTD in support of a planning application submission to Havant Borough Council for a residential redevelopment of numbers 11 – 15 South Street Havant. The location of the site is shown below.



- 1.2. The site is located to the south of East Street and east of South Street in the centre of Havant and benefits from an existing access onto South Street as well as Twittens Way to the south.
- 1.3. The site is served by existing 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. 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 Havant Town, south of the junction of East Street / West Street and North Street.
- 2.2. The site current accommodates a mixture of residential and commercial uses including a Car Repair Garage, Offices, Commercial Printers, Joinery Workshop and Architects Practice.
- 2.3. The current proposal seeks to convert part of the existing structures and provide an element of new build to create a comprehensive residential development of 17 dwellings together with 11 car parking spaces.
- 2.4. The site is currently served by an existing access onto South Street which leads through a flying freehold opening to an internal parking courtyard. A secondary access is also present onto Twittens Way to the south, which historically served a lock up garage.
- 2.5. The car park in the centre of the courtyard will be reconfigured to provide 11 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 28150-PD111 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 Spaces (max)	Long Stay Cycle	Short Stay Cycle
1 Bed Units	0.5 spaces	1 space	20% of Long - term Standard
2 Bed Units	0.8 spaces	2 spaces	
3 Bed Units	1 space	2 spaces	

3.7. Summary

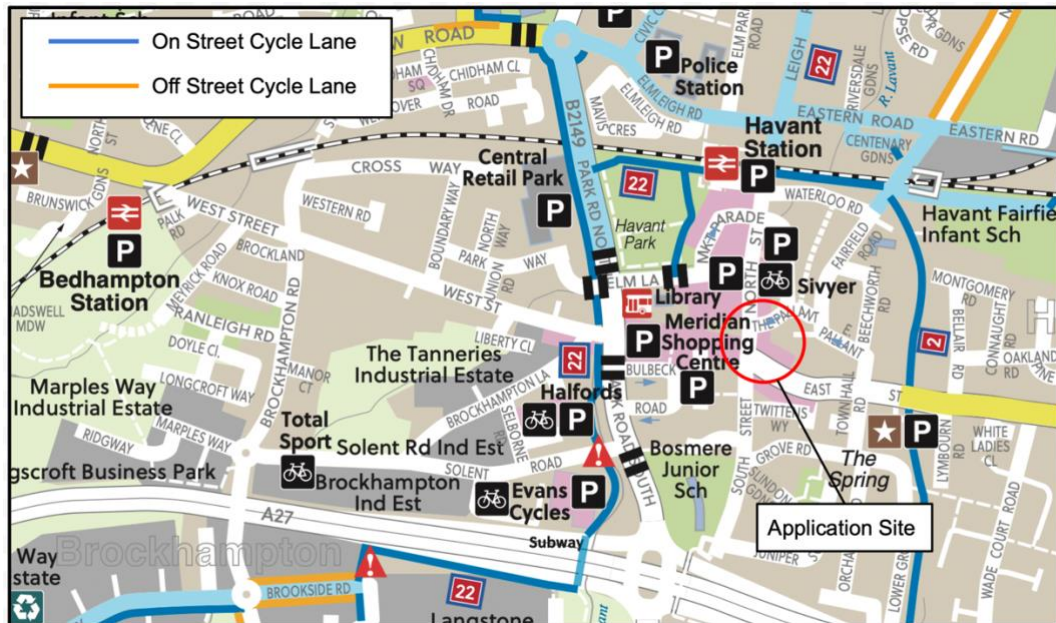
Taken together, national and local transport planning policy requires new development to be located where there is the opportunity for the development to be accessed by a choice of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. 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 Havant 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. The main shopping area is just to the north of the site which has been pedestrianised, to provide a safe environment for pedestrians.
- 4.2. Cycle Facilities – Havant is well served by convenient and safe cycle facilities. The National Cycle Route Network 22 travels through Havant to the north along the A329, where it then heads south and west. Route 22 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.
- 4.3. National Cycle Route 2 also travels along Emsworth Road to the east where it routes to the north to connect to NCN22. It also drops down to the south where it connects into Hayling Island. 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.
- 4.4. The diagram below shows the location of the site in relation to Routes 2 and 22 and the more local cycle facilities.



- 4.5. Bus Facilities – Bus stops are located on Emsworth Road some 260m from the site. These serve the Stagecoach bus route which 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 Firstbus 27 operates between 09:00 and 17:30, Monday to Friday, with around 5 services per day in each direction.
- 4.6. Rail Facilities – Havant train station is located 600m 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

- 4.8. 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 South Street and one from Twittens Way. The South Street access is in the form of a dropped footway crossing and previously served the many commercial activities within the site via a flying freehold. This has made deliveries for large vehicles difficult in the past, with a maximum head height of 2.7m. (see below).
- 5.2. As part of this proposal, it is intended that the existing access is to be retained in its current format, which will then serve a small courtyard accommodating 11 car parking spaces.



- 5.3. This access will also allow for day-to-day servicing 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.
- 5.4. A second access also exists onto Twittens Way, which is in the form of a dropped crossing, although as part of this proposal, this will become a pedestrian access as well as being used for refuse collection. Twittens Way is a lightly trafficked cul de sac where the refuse freighter operates a kerbside collection service. The turning head at the eastern end of Twittens Way ensures that such a vehicle is able to turn so to enter and leave South Street in forward gear.

6. Car and Cycle Requirements

- 6.1. Car and cycle requirements for new development are included with the document Parking – Supplementary Standards July 2016 (updated Sept 2019). It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private vehicle use and ownership has found to be less.

- 6.2. Havant Town Centre is the most accessible part of the Borough with the widest choice of shops, services and public transport options. The town Centre provides a wide range of shops and services, including supermarkets, which lessen the need for individual travel. Havant train station serves the widest variety of routes in southeast Hampshire, linking to Portsmouth, Southampton, Brighton and London. Havant Bus Station is one of the most well-served bus stations in Hampshire, providing services across the Borough, to Portsmouth, Chichester and beyond.
- 6.3. The table below therefore gives the parking requirement for new residential development within the Town Centre.

TABLE 4A			
C3 Dwelling Houses – Vehicle Parking			
Size of dwelling \ Zone	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
1 Bed Unit	1 space	Max 1 space	Max 1 space
2 Bed Unit	2 spaces	Max 1 space	Max 1 space
3 Bed Unit	2 spaces	Max 1 space	Max 2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	Max 2 spaces

- 6.4. The development consists of 1 number one-bed unit, 12 number two-bed units and 4 number three-bed units which based on the above standards would require a maximum of 14 car parking spaces. In this case development provides a total of 11 car parking spaces which, given the sustainable nature of the site, is deemed to be adequate.
- 6.5. Secure and undercover cycle parking is also being provided within two conveniently located stores within the development whilst 2 visitor cycle standards are also provided.

7. Traffic Impact

- 7.1. The site has a number of lawful uses which include a car repair garage which also undertakes MoT Tests, a Commercial Printers, a Joinery Workshop and an Architects Practice.
- 7.2. In order to assess the likely traffic generation that the permitted uses would generate, the TRICS database v 7.9.3 has been interrogated. Given the types of uses that are on site, TRICS data is fairly limited, however it does have details of Vehicle Repair Garages (slow fit) within edge of town and town centre locations of between 287 and 400 sqm. There is an example of a Joinery Workshop with a floor area of 110sqm within an edge of town location, whilst a Print and Graphic Design use with a floor area of 600sqm located in an edge of town locations is also available. Finally, an Architectural Practice with a floor area of 118 sqm located within a town centre has also been selected. The TRICS data and likely traffic generation for each existing uses is given in the tables below.

Vehicle Services – Vehicle Repair Garages (slow fit)			
	Arrivals	Departures	Total Two-way
AM Peak	1.535	0.819	2.354
PM Peak	0.145	0.580	0.725
Daily	10.759	10.859	21.618
Vehicle Trips Based on 132 sqm			
AM Peak	2.67 (3)	1.08 (1)	4
PM Peak	0.19 (0)	0.77 (1)	1
Daily	14.20 (14)	14.33 (14)	28

Employment – Joinery Workshop			
	Arrivals	Departures	Total Two-way
AM Peak	0.455	0.000	0.455
PM Peak	0.000	0.636	0.636
Daily	2.275	2.274	4.549
Vehicle Trips Based on 403sqm			
AM Peak	1.83 (2)	0.00 (15)	2
PM Peak	0.00 (0)	2.56 (3)	3
Daily	9.17 (9)	9.16 (9)	18

Employment – Print and Graphic Design			
	Arrivals	Departures	Total Two-way
AM Peak	0.500	0.000	0.500
PM Peak	0.333	1.166	1.499
Daily	4.168	4.167	8.335
Vehicle Trips Based on 117sqm			
AM Peak	0.585 (1)	0.00 (0)	1
PM Peak	0.39 (0)	1.36 (1)	1
Daily	4.88 (5)	4.88 (5)	10

Employment – Architects Practice			
	Arrivals	Departures	Total Two-way
AM Peak	1.695	0.000	1.695
PM Peak	0.000	1.695	1.695
Daily	9.319	9.321	18.640
Vehicle Trips Based on 145sqm			
AM Peak	2.46 (2)	0.00 (0)	2
PM Peak	0.00 (0)	2.46 (2)	2
Daily	13.51 (14)	13.51 (14)	28

- 7.3. From the above it can be seen that the existing permitted uses on site are likely to generate a combined total of 9 traffic movements in the AM peak, 7 in the PM peak and around 84 two-way daily traffic movements.
- 7.4. The current proposal seeks to provide a mixture of 17 houses and apartments, therefore the TRICS database has been interrogated to find similar sites of mixed privately owned flats and houses located within edge of town, edge of town centre and town centre locations. 4 such sites are available ranging from 15 to 40 dwellings, and the TRICS data and likely traffic generation is given in the table below.

Residential Mixed Private Flats and Houses			
	Arrivals	Departures	Total Two-way
AM Peak	0.049	0.176	0.225
PM Peak	0.196	0.098	0.294
Daily	1.274	1.343	0.294
Vehicle Trips Based on 17 Dwellings			
AM Peak	0.83 (1)	2.99 (3)	4
PM Peak	3.33 (3)	1.67 (2)	5
Daily	21.66 (22)	22.83 (23)	45

7.5. When this is compared to the traffic generated by the existing permitted uses of the site, it can be seen that there will be a significant reduction of traffic using the existing access and on the surrounding highway network. 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 residential redevelopment of 11 – 15 South Street to provide a mixture of 17 flats and apartments, with associated car parking.
- 8.2. The site is located within the centre of Havant, 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 11 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.
- 8.4. 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 Twittens Ways, the cul de sack to the south of the site, where a kerbside collection already takes place.
- 8.5. Using TRICS Data, it has been demonstrated that if permitted, the proposed residential use is likely to generate a significant reduction in traffic over the existing permitted uses.
- 8.6. 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.

Nick Culhane November 2022

Appendix 1

Proposed Site Plan



- schedule of accommodation
- 2nr 2-bed (4p) apartments in existing buildings
 - 1nr 2-bed (3p) apartments in existing buildings
 - 1nr new build 1-bed (2p) dwelling houses
 - 2nr new build 2-bed (4p) dwelling houses
 - 4nr new build 3-bed (5p) dwelling houses
 - 5nr new build 2-bed (3p) apartments
 - 2nr new build 2-bed (4p) apartments
- total units: 17**
11 car parking spaces
22 long term cycle spaces for apartments
cycle hoop for 2 cycles in rear garden sheds
4 visitor cycle spaces

notes

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all dimensions to be checked on site prior to commencement of construction works and the architect notified of any discrepancy.

figured dimensions are to be used in preference to scaled dimensions.

no deviation from this drawing will be permitted without prior consent of the architect.

all drawings are prepared subject to a full measured and structural survey of the buildings and site.

all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

os promap licence no. 100020449.

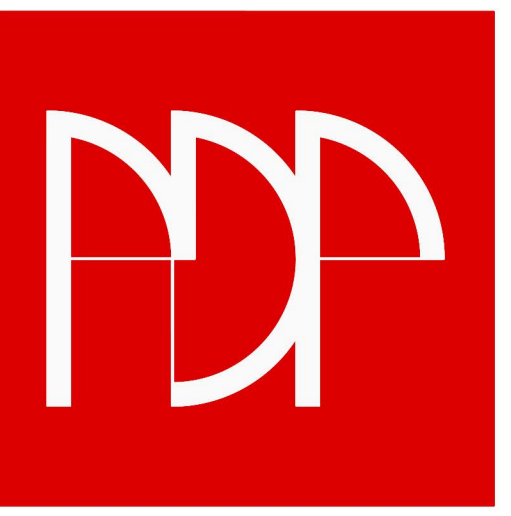
health & safety:
exceptional risks involving specific methods of construction or exceptional maintenance issues can be found within the designers risk assessment.

scale width 50 mm @ a1 - 25 mm @ a3

revision	notes	date	drawn	checked

client

PLANNING


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project **Proposed Development
Land at 11-15 South Street
Havant, Hants**

detail **Proposed Ground Floor Plan**

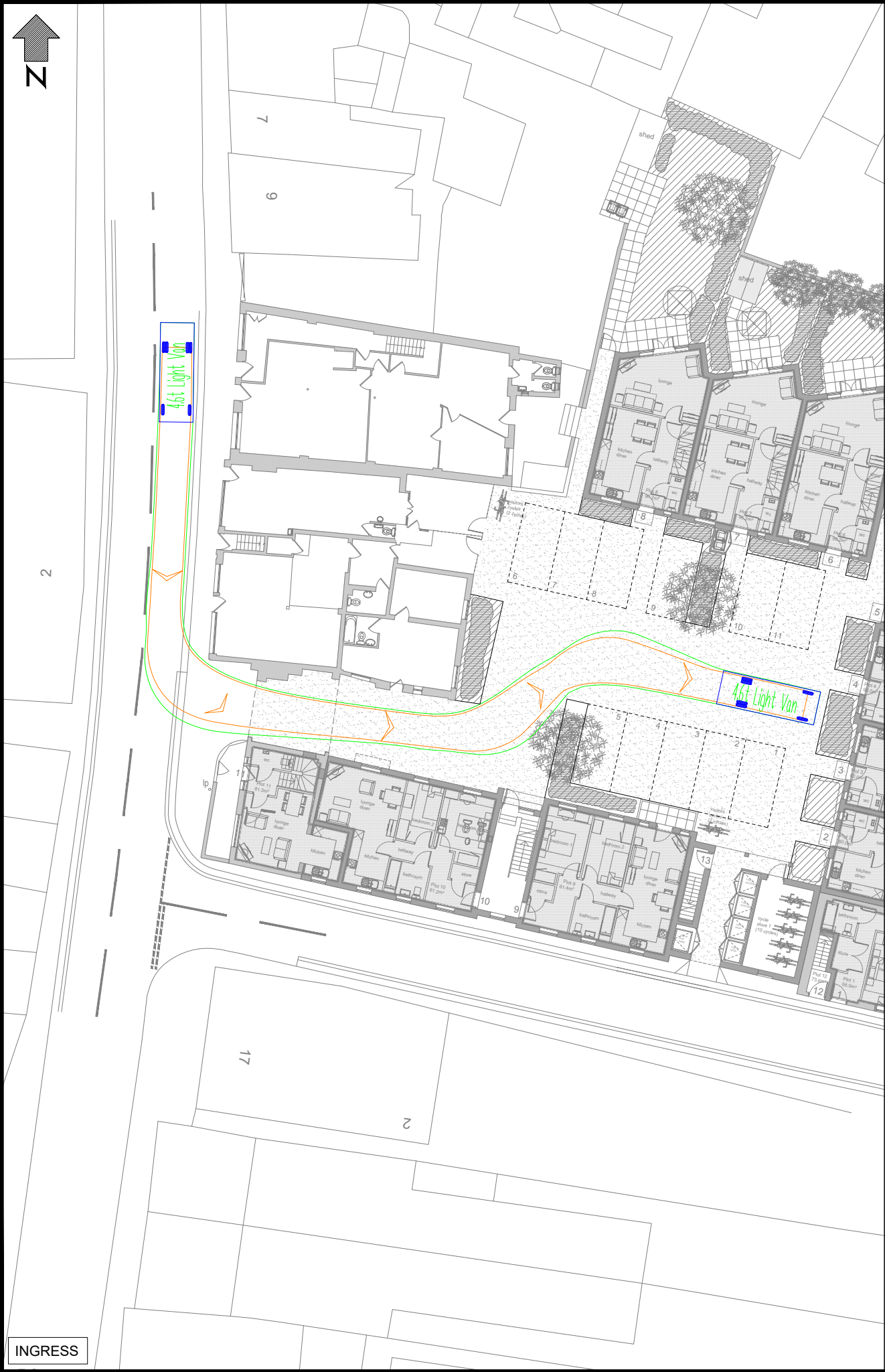
drawn	checked
MAS	JF

date	status
Sept 2022	Planning

a1 scale	a3 scale	rev
1:100	1:200	28150-PD111

Appendix 2

Swept Path Tracking



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

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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-405201-221201-1231

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 287 to 400 (units: sqm)
 Range Selected by User: 287 to 400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/11/21

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:

Friday	2 days
Saturday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	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:

Not Known

3 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:

10,001 to 15,000

1 days

15,001 to 20,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

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:

0.6 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

3 days

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

PTAL Rating:

No PTAL Present

3 days

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

LIST OF SITES relevant to selection parameters

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	HF-15-A-01 LEYDEN ROAD STEVENAGE	GARAGE	HERTFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	290 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
2	TW-15-A-01 HENDON STREET SUNDERLAND HENDON	COMMERCIAL VEHICLE GARAGE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
3	WM-15-A-01 CHEAPSIDE BIRMINGHAM DERITEND	GARAGE	WEST MIDLANDS
	Edge of Town Centre Industrial Zone Total Gross floor area:	287 sqm	
	Survey date: SATURDAY	20/11/21	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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.250	1	400	0.000	1	400	0.250
07:00 - 08:00	2	345	0.435	2	345	0.145	2	345	0.580
08:00 - 09:00	3	326	1.535	3	326	0.819	3	326	2.354
09:00 - 10:00	3	326	2.354	3	326	1.638	3	326	3.992
10:00 - 11:00	3	326	0.921	3	326	0.614	3	326	1.535
11:00 - 12:00	3	326	1.331	3	326	1.331	3	326	2.662
12:00 - 13:00	3	326	1.024	3	326	0.921	3	326	1.945
13:00 - 14:00	3	326	0.512	3	326	0.921	3	326	1.433
14:00 - 15:00	3	326	1.433	3	326	1.331	3	326	2.764
15:00 - 16:00	3	326	0.614	3	326	1.331	3	326	1.945
16:00 - 17:00	3	326	0.205	3	326	1.228	3	326	1.433
17:00 - 18:00	2	345	0.145	2	345	0.580	2	345	0.725
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.759			10.859			21.618

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:	287 - 400 (units: sqm)
Survey date range:	01/01/14 - 20/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
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-405201-221201-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
SF SUFFOLK 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1100 to 1100 (units: sqm)
Range Selected by User: 1100 to 1100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 12/07/13

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

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

Selected survey types:

Manual count 1 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 1

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

Selected Location Sub Categories:

Industrial Zone 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:

Not Known 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
1,001 to 5,000 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

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

Car ownership within 5 miles:
1.1 to 1.5 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 1 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 1 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	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	1100	0.091	1	1100	0.000	1	1100	0.091
07:30 - 08:00	1	1100	0.364	1	1100	0.000	1	1100	0.364
08:00 - 08:30	1	1100	0.273	1	1100	0.000	1	1100	0.273
08:30 - 09:00	1	1100	0.182	1	1100	0.000	1	1100	0.182
09:00 - 09:30	1	1100	0.000	1	1100	0.091	1	1100	0.091
09:30 - 10:00	1	1100	0.091	1	1100	0.000	1	1100	0.091
10:00 - 10:30	1	1100	0.091	1	1100	0.091	1	1100	0.182
10:30 - 11:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
11:00 - 11:30	1	1100	0.000	1	1100	0.091	1	1100	0.091
11:30 - 12:00	1	1100	0.091	1	1100	0.091	1	1100	0.182
12:00 - 12:30	1	1100	0.182	1	1100	0.000	1	1100	0.182
12:30 - 13:00	1	1100	0.091	1	1100	0.273	1	1100	0.364
13:00 - 13:30	1	1100	0.182	1	1100	0.273	1	1100	0.455
13:30 - 14:00	1	1100	0.273	1	1100	0.182	1	1100	0.455
14:00 - 14:30	1	1100	0.000	1	1100	0.000	1	1100	0.000
14:30 - 15:00	1	1100	0.182	1	1100	0.182	1	1100	0.364
15:00 - 15:30	1	1100	0.182	1	1100	0.000	1	1100	0.182
15:30 - 16:00	1	1100	0.000	1	1100	0.182	1	1100	0.182
16:00 - 16:30	1	1100	0.000	1	1100	0.000	1	1100	0.000
16:30 - 17:00	1	1100	0.000	1	1100	0.182	1	1100	0.182
17:00 - 17:30	1	1100	0.000	1	1100	0.545	1	1100	0.545
17:30 - 18:00	1	1100	0.000	1	1100	0.091	1	1100	0.091
18:00 - 18:30	1	1100	0.000	1	1100	0.000	1	1100	0.000
18:30 - 19:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.275			2.274			4.549

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

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

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Parameter summary

Trip rate parameter range selected:	1100 - 1100 (units: sqm)
Survey date date range:	01/01/13 - 12/07/13
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-405201-221201-1211

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

13 MUNSTER
 KE KERRY 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 600 to 600 (units: sqm)
 Range Selected by User: 600 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/10/19

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 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 1

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

Selected Location Sub Categories:

Industrial Zone 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:

Not Known 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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 1 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 1 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	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
	WOODLANDS ROAD		
	KILLARNEY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	600	0.000	1	600	0.000	1	600	0.000
07:30 - 08:00	1	600	0.167	1	600	0.000	1	600	0.167
08:00 - 08:30	1	600	0.167	1	600	0.000	1	600	0.167
08:30 - 09:00	1	600	0.333	1	600	0.000	1	600	0.333
09:00 - 09:30	1	600	0.500	1	600	0.167	1	600	0.667
09:30 - 10:00	1	600	0.000	1	600	0.167	1	600	0.167
10:00 - 10:30	1	600	0.000	1	600	0.000	1	600	0.000
10:30 - 11:00	1	600	0.167	1	600	0.000	1	600	0.167
11:00 - 11:30	1	600	0.500	1	600	0.833	1	600	1.333
11:30 - 12:00	1	600	0.167	1	600	0.167	1	600	0.334
12:00 - 12:30	1	600	0.167	1	600	0.167	1	600	0.334
12:30 - 13:00	1	600	0.333	1	600	0.333	1	600	0.666
13:00 - 13:30	1	600	0.333	1	600	0.333	1	600	0.666
13:30 - 14:00	1	600	0.167	1	600	0.167	1	600	0.334
14:00 - 14:30	1	600	0.333	1	600	0.333	1	600	0.666
14:30 - 15:00	1	600	0.167	1	600	0.167	1	600	0.334
15:00 - 15:30	1	600	0.167	1	600	0.167	1	600	0.334
15:30 - 16:00	1	600	0.000	1	600	0.000	1	600	0.000
16:00 - 16:30	1	600	0.000	1	600	0.000	1	600	0.000
16:30 - 17:00	1	600	0.167	1	600	0.000	1	600	0.167
17:00 - 17:30	1	600	0.333	1	600	0.833	1	600	1.166
17:30 - 18:00	1	600	0.000	1	600	0.333	1	600	0.333
18:00 - 18:30	1	600	0.000	1	600	0.000	1	600	0.000
18:30 - 19:00	1	600	0.000	1	600	0.000	1	600	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.168			4.167			8.335

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:	600 - 600 (units: sqm)
Survey date date range:	01/01/14 - 17/10/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-405201-221201-1239

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03 SOUTH WEST
 BR BRISTOL CITY 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 118 to 118 (units: sqm)
 Range Selected by User: 118 to 118 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

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

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

Selected survey types:

Manual count 1 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:

Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

Not Known 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

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

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

Population within 5 miles:
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 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 1 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 1 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	BR-02-A-03	ARCHITECTS	BRISTOL CITY
	COLSTON STREET		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	118 sqm	
	Survey date: MONDAY	15/11/21	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 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	118	0.000	1	118	0.000	1	118	0.000
07:30 - 08:00	1	118	0.000	1	118	0.000	1	118	0.000
08:00 - 08:30	1	118	0.000	1	118	0.000	1	118	0.000
08:30 - 09:00	1	118	1.695	1	118	0.000	1	118	1.695
09:00 - 09:30	1	118	0.000	1	118	0.000	1	118	0.000
09:30 - 10:00	1	118	0.847	1	118	0.000	1	118	0.847
10:00 - 10:30	1	118	0.847	1	118	0.000	1	118	0.847
10:30 - 11:00	1	118	0.847	1	118	0.847	1	118	1.694
11:00 - 11:30	1	118	0.000	1	118	0.000	1	118	0.000
11:30 - 12:00	1	118	0.000	1	118	0.000	1	118	0.000
12:00 - 12:30	1	118	0.847	1	118	2.542	1	118	3.389
12:30 - 13:00	1	118	0.847	1	118	0.000	1	118	0.847
13:00 - 13:30	1	118	0.000	1	118	0.000	1	118	0.000
13:30 - 14:00	1	118	0.000	1	118	0.000	1	118	0.000
14:00 - 14:30	1	118	1.695	1	118	1.695	1	118	3.390
14:30 - 15:00	1	118	0.847	1	118	0.000	1	118	0.847
15:00 - 15:30	1	118	0.000	1	118	1.695	1	118	1.695
15:30 - 16:00	1	118	0.000	1	118	0.000	1	118	0.000
16:00 - 16:30	1	118	0.000	1	118	0.000	1	118	0.000
16:30 - 17:00	1	118	0.847	1	118	0.847	1	118	1.694
17:00 - 17:30	1	118	0.000	1	118	0.000	1	118	0.000
17:30 - 18:00	1	118	0.000	1	118	1.695	1	118	1.695
18:00 - 18:30	1	118	0.000	1	118	0.000	1	118	0.000
18:30 - 19:00	1	118	0.000	1	118	0.000	1	118	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.319			9.321			18.640

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:	118 - 118 (units: sqm)
Survey date date range:	01/01/14 - 15/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-405201-221201-1210

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	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: 15 to 40 (units:)
 Range Selected by User: 15 to 40 (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: 01/01/11 to 15/10/21

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
Friday	1 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:

Town Centre	1
Edge of Town Centre	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	3
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:
C3 4 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 1 days
15,001 to 20,000 1 days
20,001 to 25,000 1 days

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

Population within 5 miles:
5,001 to 25,000 1 days
50,001 to 75,000 1 days
125,001 to 250,000 2 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 2 days
1.6 to 2.0 1 days

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

Travel Plan:
No 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.

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	CO-03-K-01 LIDDELL DRIVE LLANDUDNO	MIXED HOUSES & FLATS	CONWY
	Edge of Town Residential Zone Total No of Dwellings: 15 Survey date: TUESDAY 27/03/18		Survey Type: MANUAL
2	NY-03-K-02 HORSEFAIR BOROUGHBRIDGE	MIXED HOUSING	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 19 Survey date: MONDAY 10/10/11		Survey Type: MANUAL
3	PB-03-K-01 ALDERMANS DRIVE PETERBOROUGH	MIXED HOUSES & FLATS	PETERBOROUGH
	Town Centre Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 16/12/14		Survey Type: MANUAL
4	TW-03-K-02 TYNEMOUTH ROAD TYNEMOUTH	FLATS & TOWN HOUSES	TYNE & WEAR
	Edge of Town Centre No Sub Category Total No of Dwellings: 28 Survey date: FRIDAY 15/10/21		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 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 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	26	0.039	4	26	0.069	4	26	0.108
08:00 - 09:00	4	26	0.049	4	26	0.176	4	26	0.225
09:00 - 10:00	4	26	0.078	4	26	0.108	4	26	0.186
10:00 - 11:00	4	26	0.108	4	26	0.147	4	26	0.255
11:00 - 12:00	4	26	0.157	4	26	0.118	4	26	0.275
12:00 - 13:00	4	26	0.108	4	26	0.088	4	26	0.196
13:00 - 14:00	4	26	0.078	4	26	0.108	4	26	0.186
14:00 - 15:00	4	26	0.049	4	26	0.108	4	26	0.157
15:00 - 16:00	4	26	0.118	4	26	0.108	4	26	0.226
16:00 - 17:00	4	26	0.147	4	26	0.137	4	26	0.284
17:00 - 18:00	4	26	0.196	4	26	0.098	4	26	0.294
18:00 - 19:00	4	26	0.147	4	26	0.078	4	26	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.274			1.343			2.617

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Parameter summary

Trip rate parameter range selected:	15 - 40 (units:)
Survey date range:	01/01/11 - 15/10/21
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.