



B R I G H T P L A N

**3 LONDON ROAD, PURBROOK,
HAVANT, PO7 5LQ**

PROPOSED CAR WASH FACILITY

Transport Statement

Prepared on Behalf of

Tim Ferati

6164

February 2020



DOCUMENT CONTROL

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Proposed Car Wash Facility

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Client: Tim Ferati

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Plan 01 Accessibility Plan

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- 002** Visibility Splay and Parking Swept Path Analysis
- 003** Vehicle Swept Path Analysis Estate Car Swept Path Analysis
- 004** Emergency Access

APPENDICES

- Appendix A** PIA Data
- Appendix B** Site Layout
- Appendix C** TRICS Data



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan Ltd on behalf of Tim Ferati to support a planning application for a car wash facility on land at no. 3 London Road, Purbrook, Havant. The site's location within the context of the local road network is demonstrated in **Figure 1.1**.

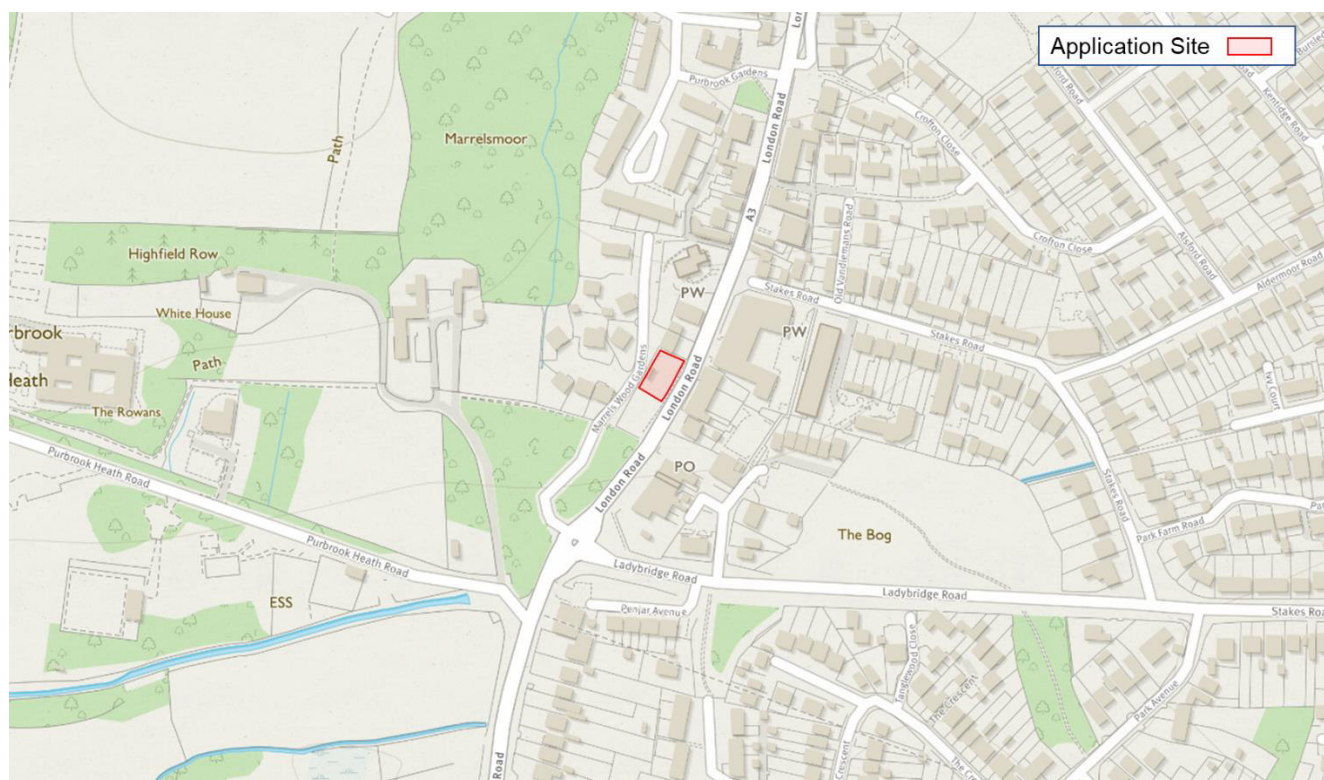


Figure 1.1: Site Location

- 1.1.2 The application site is located on the western side of London Road in Purbrook village centre. The site encompasses an area of approximately 829sqm, comprised of a redundant site formerly used for car sales which ceased in September 2019.
- 1.1.3 The remainder of this report is comprised of the following: -
- Section 2** provides an overview of the site's transport planning context, the local road network conditions, and highway safety;
 - Section 3** provides an assessment of the proposed development including the proposed access, internal layout;
 - Section 4** considers the proposed developments anticipated impact on the local highway network supported by trip generation assessment;
 - Section 5** provides a summary of the report's main conclusions.

2 SITE CONTEXT

2.1 Existing Site & Access

- 2.1.1 The existing site is located on the western side of the A3 London Road opposite to Purbrook's local shops and amenities. A business premises is located to the north of the site and wooded area to the south of the site. The site's context is demonstrated in **Figure 2.1**.



Figure 2.1: Site Context

- 2.1.2 The existing site is served by two vehicular accesses adjoining the A3 London Road. The accesses take the form of vehicular crossovers, the southern crossover is c.7m in width, the northern crossover serves the application site and the business premises to the north and has a combined length of c.21.5m. The site's previous owners infrequently used the northern access, with its use controlled by temporary bollards. The existing site and access arrangements are shown in **Figure 2.1**.



Northern Access



Southern Access

Figure 2.2: Existing Access Points



2.2 Local Road Network

- 2.2.1 The A3 London Road is subject to a 30mph speed limit in the vicinity of the site and double yellow line parking restrictions are present on the west side of the carriageway. On-street parking bays and a layby are provided on the eastern side of the carriageway serving the local shops and amenities in the vicinity of the site. The bays are subject to a 1-hour parking restriction.
- 2.2.2 The junction of The A3 London Road / Marrels Wood Gardens / Ladybridge Road is located 70m to the south of the site and takes the form of a mini-roundabout. The access to The Woodman Pub car park access is located opposite the site's southern access. The carriageway features in the vicinity of the site are shown in **Figure 2.3**.



Mini-Roundabout to the South



Adjacent Shops and Street Parking

Figure 2.2: Carriageway Features

2.1 Accessibility

- 2.1.1 The A3 London Road is supported by lit footways along either side of the carriageway. Signalised crossing facilities are provided c.45m to the north of the site. The pedestrian infrastructure provide access to local bus stops, local shopping facilities and nearby residential areas. There is an on-street cycleway on the A3 London Road providing connectivity to adjacent towns of Waterlooville and Cosham.
- 2.1.2 Local Bus services are available from Purbrook bus stop in the immediate vicinity of the site. The stop is supported by frequent service to Portsmouth, Havant and Hordean.

2.2 Accident Data

- 2.2.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period from January 2014 to January 2019 using the Crash Map online data portal. The area considered extends along the A3 London Road approximately 400m to the north and south of the site.
- 2.2.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injury sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to identify underlying highways design issues that require a more detailed investigation. The distribution of the incidents relative to the site is displayed on **Figure 2.6**.

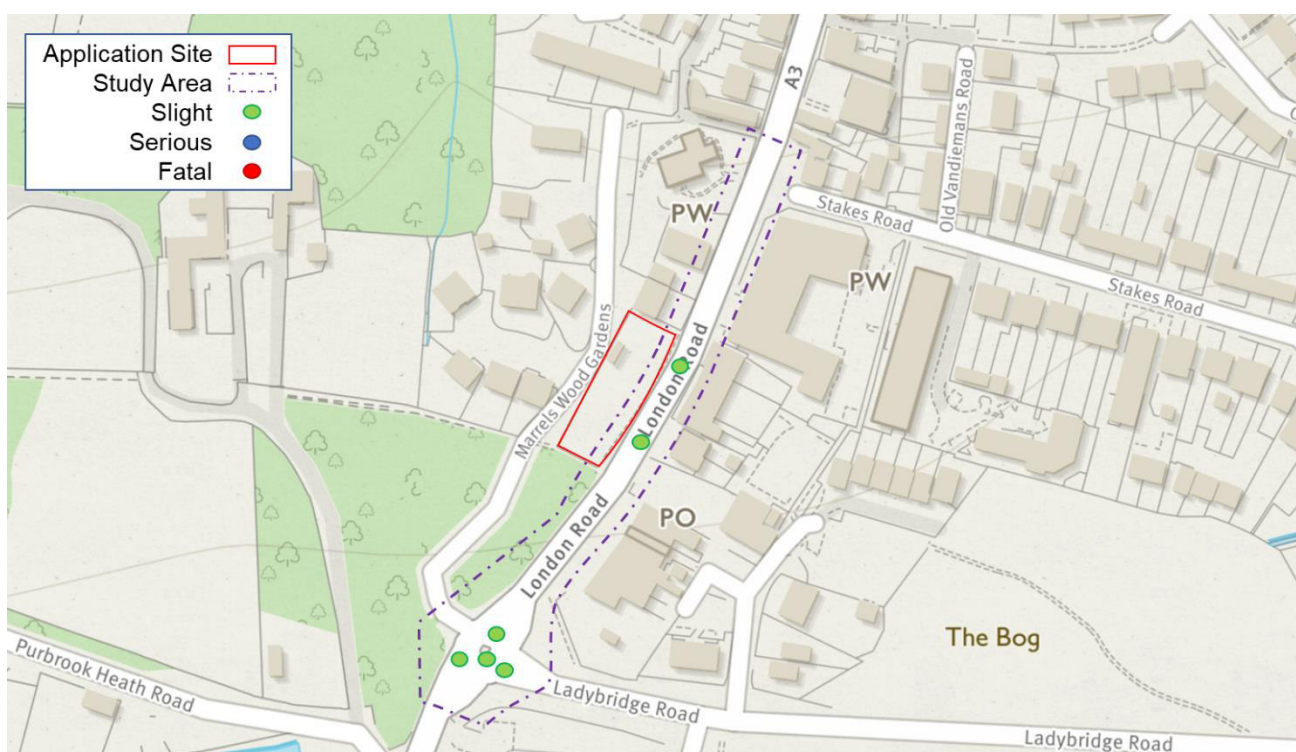


Figure 2.6: PIA Distribution

- 2.2.3 The study revealed 6 slight incidents in the study area. A cluster of 4 incidents is located at the A3 London Road / Ladybridge Road / Marrels Wood Gardens Mini Roundabout. The cluster of the incidents is not atypical for a roundabout junction that accommodates relatively high traffic volumes.
- 2.2.4 Neither of the recorded incidents on the A3 London Road in the vicinity of the site are not related to the use of the site access. The accident reports for the incidents on the A3 London Road have been obtained and are attached at **Appendix A**.
- 2.2.5 The recorded PIA incidents do not reveal pattern in terms of distribution, frequency, severity or cause that can be attributed to an underlying highway safety issues on the local road network.

3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the provision of a hand car wash and valet facility. The site would be served from a single access adjoining the western side of the A3 London Road. The car wash would occupy the northern half of the site. The proposed site layout is demonstrated in **Figure 3.1** and **Appendix B**.



Figure 3.1: Proposed Site Layout

3.2 Proposed Access

- 3.2.1 The proposed car wash would be served from the site's existing northern access. The site's southern access would not be utilised. The form of the northern access would be unaltered, taking the form of a vehicle crossover. The crossover is shared with the neighbouring business and has a total length of 21.5m and a dept of 2.3m. The proposed access is demonstrated in **Drawing 2020/6164/001**.
- 3.2.2 The access geometries would enable two large estate cars to pass concurrently at the access. larger light goods vehicles such as a panel van would also be able to negotiate the access. A vehicle swept path analysis demonstrating access manoeuvres has been undertaken in **Drawing 2020/6164/002**.



Visibility Requirements

- 3.2.3 The A3 London Road is subject to 30mph speed limit although vehicle speeds are considered to be lower than this owing to the proximity of the mini-roundabout to the south and the traffic calming effect on-street parking along the road. Using Manual for Street's (MfS) calculation coefficients a stopping site distance of 43.0m in the lead and trail direction would be required.
- 3.2.4 The proposed access arrangements accordingly achieved the necessary visibility splays of 2.4m x 43.0m in the lead direction and trail direction. It is notable that splays of 60m+ would be achievable from the access, well in excess of the MfS design requirements. The proposed visibility splays and sightlines are demonstrated in **Drawings 2020/6164/002**.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access would be provided via a shared surface arrangement. The proposed pedestrian facilities are demonstrated in **Drawing 2020/6164/001**.

3.4 Internal Layout

- 3.4.1 The site proposes an internal circulatory route with separate lanes for cars requiring either washing or valet. The cars would be washed in stages as they progress along the circulatory route. Separate spaces are provided for cars being valeted and for people leaving their cars on the site while washing is being undertaken. The site's internal carriageway arrangement is demonstrated in **Figure 3.1**.
- 3.4.2 The internal circulatory lanes would provide a width of 2.9m enabling vehicles to pass each other. A vehicle swept path analysis demonstrating vehicle negotiation of the circulatory road and undertaking parking manoeuvres is shown in **Drawing 2020/6164/002** and **Drawing 2020/6164/003**.

3.5 Car Parking Provision

- 3.5.1 In the absence of LPA parking standards for car wash facilities, customer parking / waiting capacity requirements have been derived per hour based on the trip generation assessment addressed in **Section 4** of this TS. The site's anticipated parking accumulation is shown below in **Figure 3.2**.

	Arrivals	Departures	Max. Parking Accumulation
07:00-08:00	1	0	1
08:00-09:00	0	0	1
09:00-10:00	2	2	3
10:00-11:00	2	2	3
11:00-12:00	8	6	11
12:00-13:00	6	6	9
13:00-14:00	8	7	12
14:00-15:00	9	11	11
15:00-16:00	5	6	6
16:00-17:00	6	4	9
17:00-18:00	4	5	6
18:00-19:00	2	4	2
19:00-20:00	0	1	-1*

*Discrepancies due to rounding

Figure 3.2: Max Parking Accumulation

- 3.5.2 The site could accommodate up to 24 vehicles within designated bays (not including staff bays) and waiting along circulatory carriageway. This is in excess of the maximum parking accumulation identified within **Figure 3.2**.



- 3.5.3 The staff parking provision has been based on site specific staffing requirements identified by the applicant. Accordingly, 5 staff parking spaces have been provided.

3.6 Emergency Access

- 3.6.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed accesses and internal carriageways. A minimum carriageway width of 3.7m is maintained throughout the site in accordance with Building Regulation requirements. Fire tenders would not be required to undertake reversing manoeuvres in excess of 20.0m in accordance with Building Regulations.
- 3.6.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access and performing turning manoeuvres in **Drawing 2020/6164/004**.

3.7 Servicing Arrangements

- 3.7.1 Refuse collection would take place from the A3 London Road. Bin carry distances between bins and refuse collectors would be within the maximum thresholds set out in MfS (25.0m for refuse collectors).



4 TRIP GENERATION AND TRAFFIC IMPACT

4.1 Overview

- 4.1.1 To determine the trip generation associated with the proposed car wash, a vehicle trip generation assessment has been undertaken using the TRICS database. A TRICS assessment has also been carried out on the site's previous car sales use allowing the net vehicle trip impact on the local road network to be identified.

4.2 Trip Generation - Car Sales

- 4.2.1 To establish the number of the trips generated by the previous site use, the parameters identified in **Figure 4.1** have been used to filter the TRICS database: -

TRICS (Version 7.6.4)	
Filtering Parameter:	Criteria Selected:
i. Land use	Car Show Rooms
ii. Regions	England (excluding Greater London)
iii. Development Scale	500 to 4000 (units: sqm)
iv. Date Range	01/01/11 to 09/07/18
v. Count Type	Manual Count
vi. Selected Days	Weekdays
vii. Selected Locations	Edge of Town Centre, Neighbourhood Centre, Suburban Area

Figure 4.1: TRICS Filtering Parameters – Car Sales

- 4.2.2 The TRICS output is provided at **Appendix C**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the previous car sales use is provided in **Figure 4.2**.

TRICS Trip Rate per 100sqm			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.397	0.144	0.541
PM Peak Hour	0.262	0.271	0.533
Daily Traffic	2.422	2.673	5.095
TRICS Vehicle Trip Generation – 1255sqm			
AM Peak Hour	5	2	7
PM Peak Hour	3	3	7
Daily Traffic	30	34	64

Figure 4.2: Anticipated Trip Generation – Car Sales

- 4.2.3 The TRICS assessment suggests the previous car sales use would have generate 64 vehicle trips per day, with 7 trips during the AM peak period (08:00 – 09:00) and 7 trips during the PM peak period (17:00 – 18:00).



4.3 Trip Generation - Car Wash

4.3.1 To establish the number of the trips generated by the proposed car wash, the parameters identified in **Figure 4.3** have been used to filter the TRICS database: -

TRICS (Version 7.6.4)	
Filtering Parameter:	Criteria Selected:
i. Land use	Car Services - Car Wash
ii. Regions	England (excluding Greater London)
iii. Development Scale	0.04 to 0.18 (units: hect)
iv. Date Range	01/01/11 to 28/06/19
v. Count Type	Manual Count
vi. Selected Days	Weekdays
vii. Selected Locations	Residential Zone, Suburban Area

Figure 4.3: TRICS Filtering Parameters – Car Wash

4.3.2 The TRICS output is provided at **Appendix C**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the development is provided in **Figure 4.4**.

TRICS Trip Rate per Hectare			
	Arrivals	Departures	Two-way Total
AM Peak Hour	4.762	4.762	9.524
PM Peak Hour	47.619	61.905	109.524
Daily Traffic	636.799	649.785	1286.584
TRICS Vehicle Trip Generation – 0.08Ha			
AM Peak Hour	0	0	1
PM Peak Hour	4	5	9
Daily Traffic	51	52	103

Figure 4.4: Anticipated Trip Generation – Car Sales

4.3.3 The TRICS assessment suggests the proposed development would have generate 103 vehicle trips per day, with 1 trip during the AM peak period (08:00 – 09:00) and 9 trips during the PM peak period (17:00 – 18:00).

4.4 Net Traffic Generation

4.4.1 The previous car sales and proposed car wash trip generation figures have been compared to establish the net traffic generating potential of the proposal in **Figure 4.5**.



	Arrivals	Departures	Two-way Total
AM Peak Hour	-5	-2	-6
PM Peak Hour	+1	+2	+2
Daily Traffic	+21	+18	+39

Figure 4.5 Net Trip Generation

- 4.4.2 The proposed development would result in an increase in vehicle trips by 39 movements per day, a net reduction of 6 trips during the AM peak hour and a minor increase by 2 trips during the PM peak hour. The net traffic impact would not have a material impact on the local road networks capacity and operation.
- 4.4.3 It is worth noting that that a significant proportion of the car wash trips would be 'Pass-by', 'linked' or 'Diverted' trips. This means that trips associated with the car wash are unlikely to be the primary reason for the journey and that the trips are already present on the local road network.



5 SUMMARY AND CONCLUSIONS

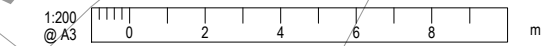
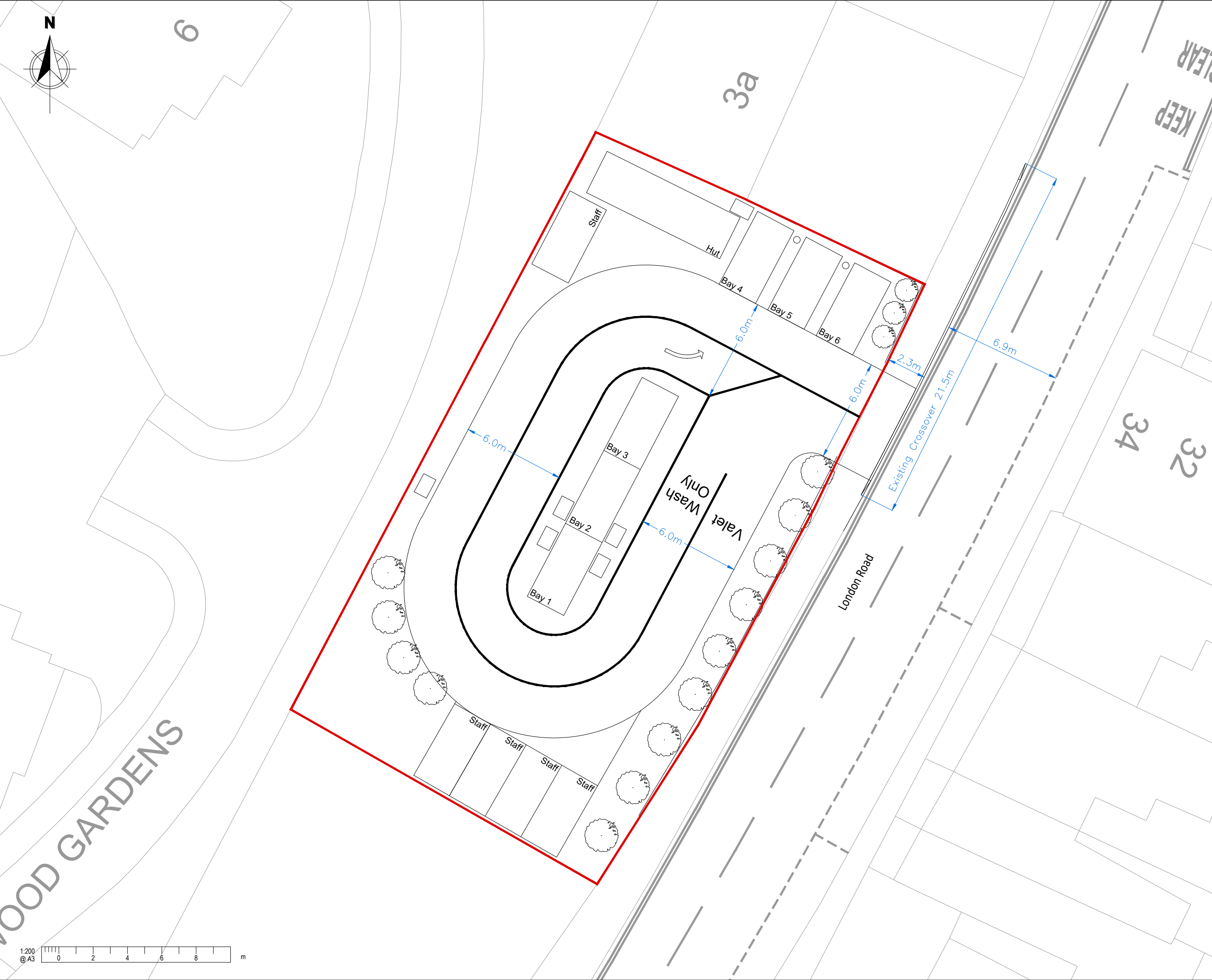
- 5.1.1 This TS has been prepared by Bright Plan Ltd on behalf of Tim Ferati to support a planning application for a car wash facility on land at no. 3 London Road, Purbrook, Havant.
- 5.1.2 The findings from this report are as follows: -
- i. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety on the local road network;
 - ii. The site would be served from an existing vehicle crossover located to the north of the site adjoining the A3 London Road;
 - iii. A vehicle swept path analysis has been undertaken demonstrating the negotiation of the accesses by cars and emergency vehicles;
 - iv. The proposed vehicle accesses achieve visibility splays in accordance with MfS requirements based on the A3 London Road's 30mph speed limit;
 - v. The site's internal circulatory carriageway has been subject to vehicle swept path analysis demonstrating appropriate operation.
 - vi. Bin collection would be undertaken from the A3 London Road as per adjacent businesses carry distances between properties and refuse collectors would accord with MfS design guidance;
 - vii. Pedestrian access would be served via a shared surface arrangement.
 - viii. The proposed development would result in a net increase in vehicle trips. The net traffic impact on the local road networks capacity / operation would be negligible.
 - ix. Many of the site's trips would be linked / diverted / pass-by in nature and already present on the local road network.



DRAWINGS

- 001 Site Overview
- 002 Visibility Splay and Parking Swept Path Analysis
- 003 Vehicle Swept Path Analysis Estate Car Swept Path Analysis
- 004 Emergency Access
- 005 **Error! Reference source not found.**

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NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

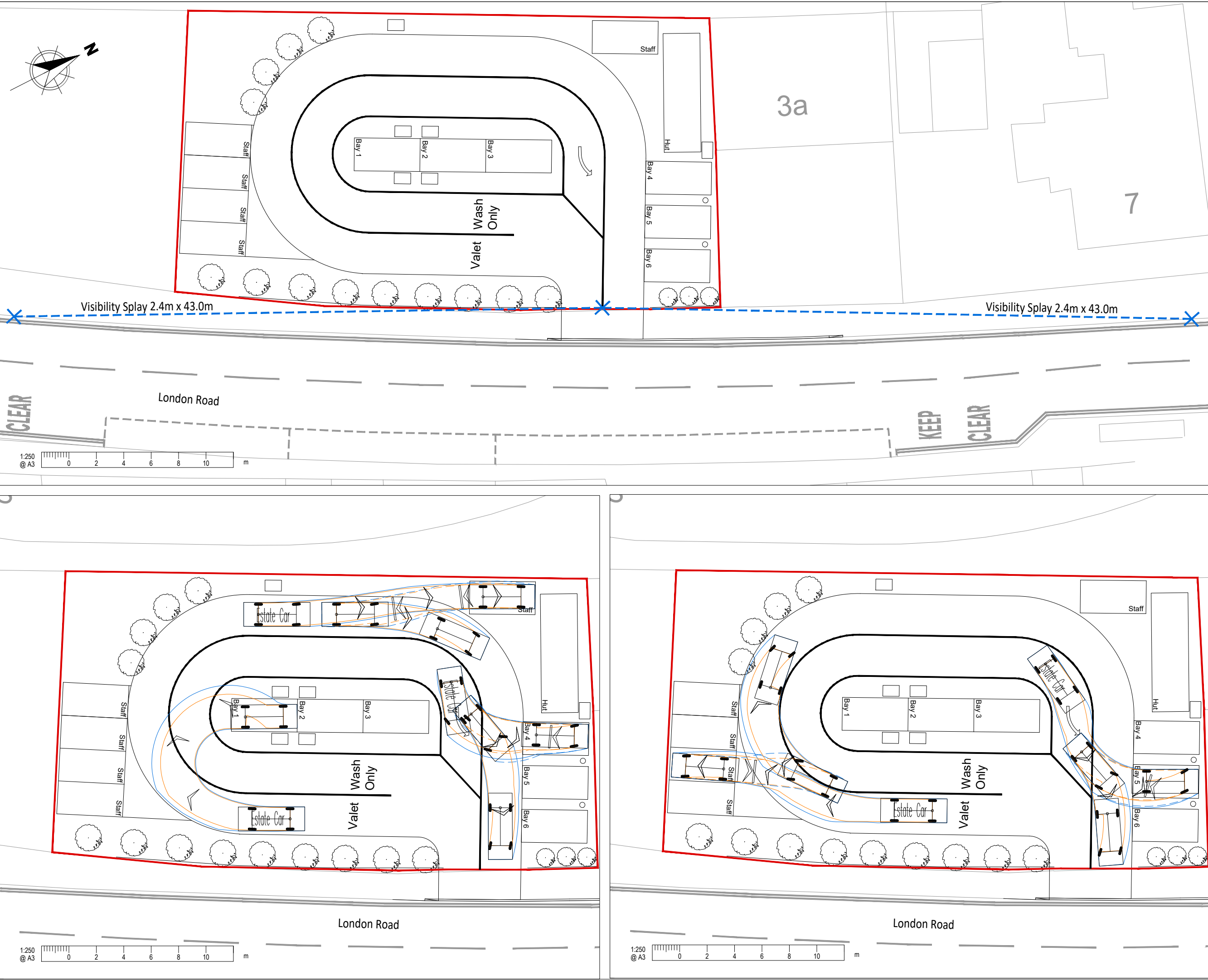
- Site Boundary
- Existing Road Markings

Rev.	Original Issue	-/-
Rev.	Amendments	Date



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Client	Fitim Ferati		
Project	London Road, Purbrook, Havant		
Drawing Title	Site Overview		
Scale	1:200	Date	Feb 2020
Drawn By	SMO	Checked By	ALB
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-LEGEND-

Site Boundary

Existing Road Markings

Visibility Splays

Swept Path

Wheel Track

Over Swing

4.845

1.750

1.424

0.189

1.655

4.005

4.950

Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

Original Issue

-/-

Rev.	Amendments	Date
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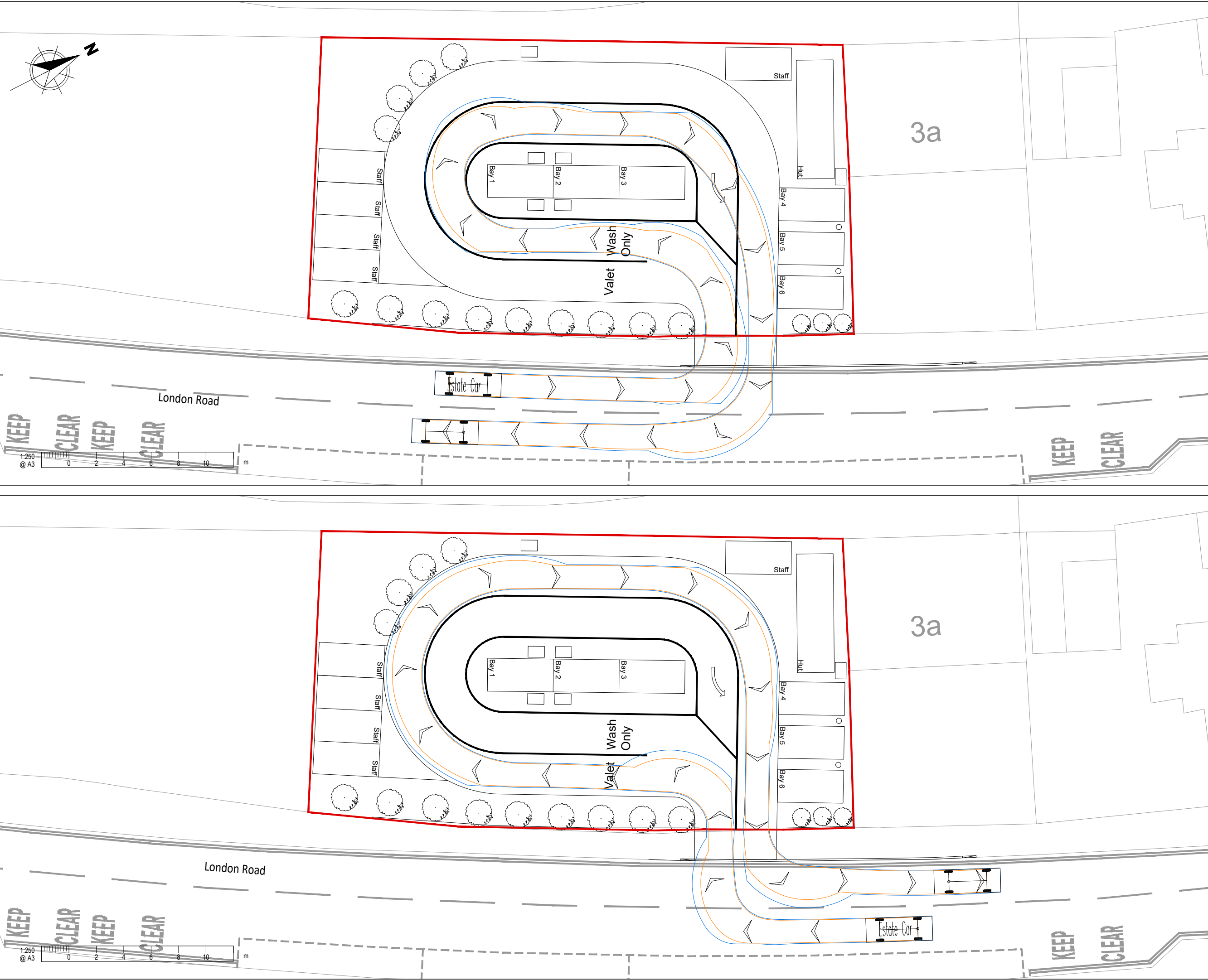
London Road, Purbrook, Havant

Drawing Title

Visibility Splay and Parking Swept Path Analysis

Scale	Date	Drawn By	Checked By
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-LEGEND-

Site Boundary

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

4.845

2.77

2.005

Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.845m

1.750m

1.424m

0.189m

1.655m

4.00s

4.950m

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Drawing Title

Vehicle Swept Path Analysis
Estate Car Swept Path Analysis

Scale

1:250

Date

Feb 2020

Drawn By

SMO

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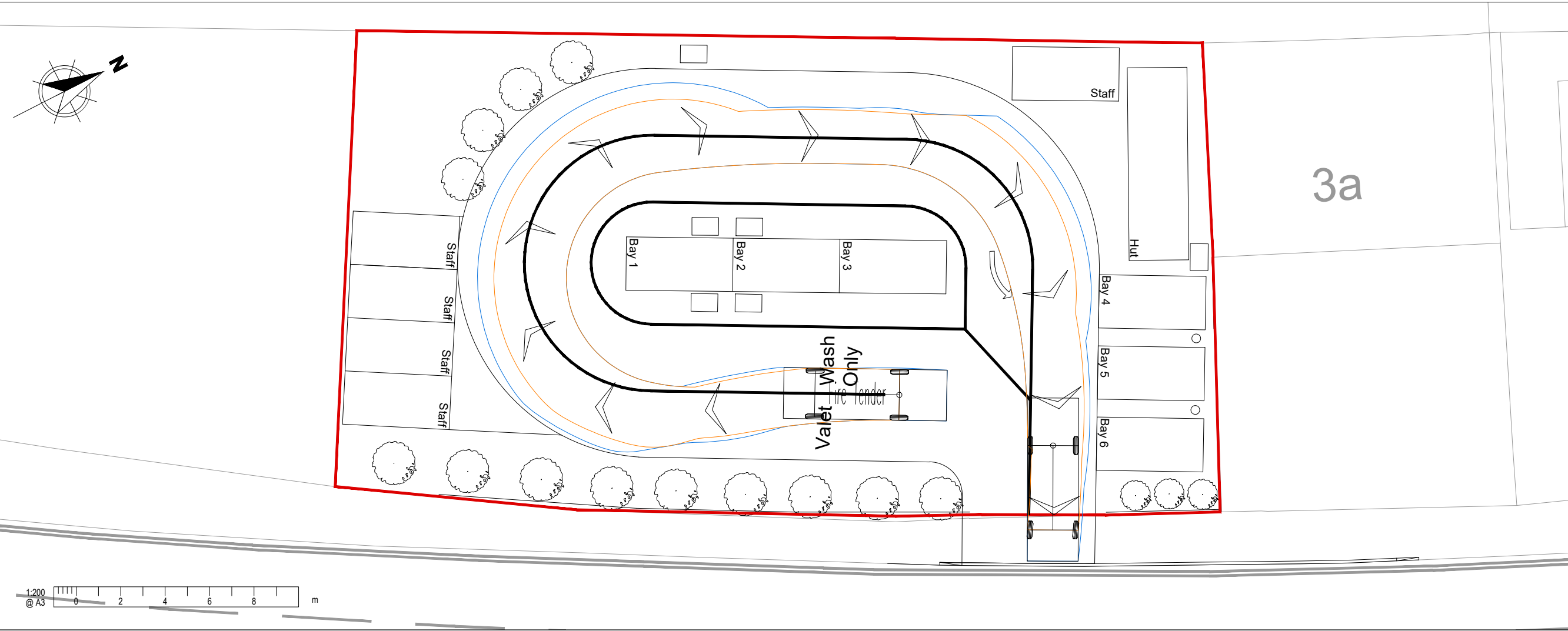
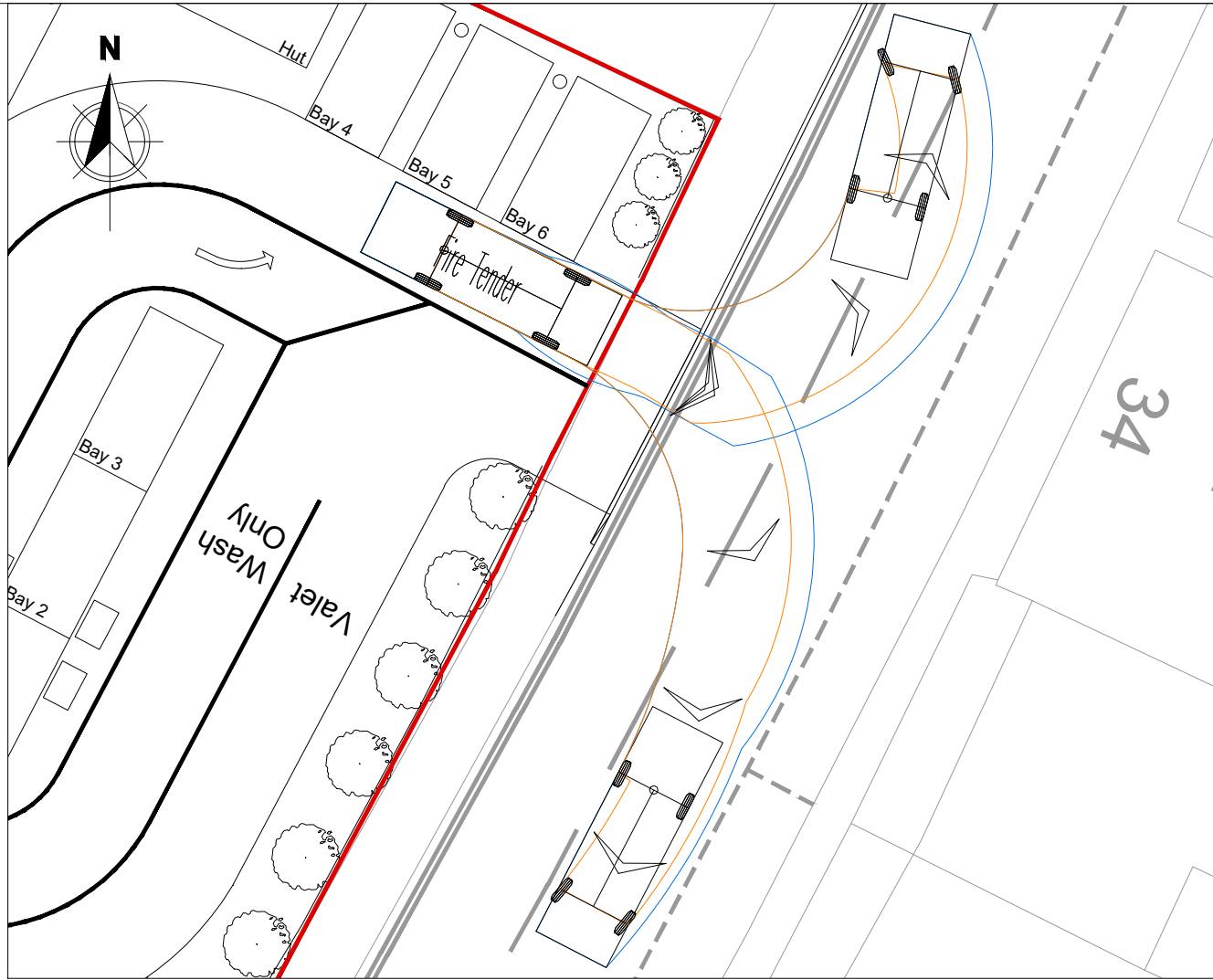
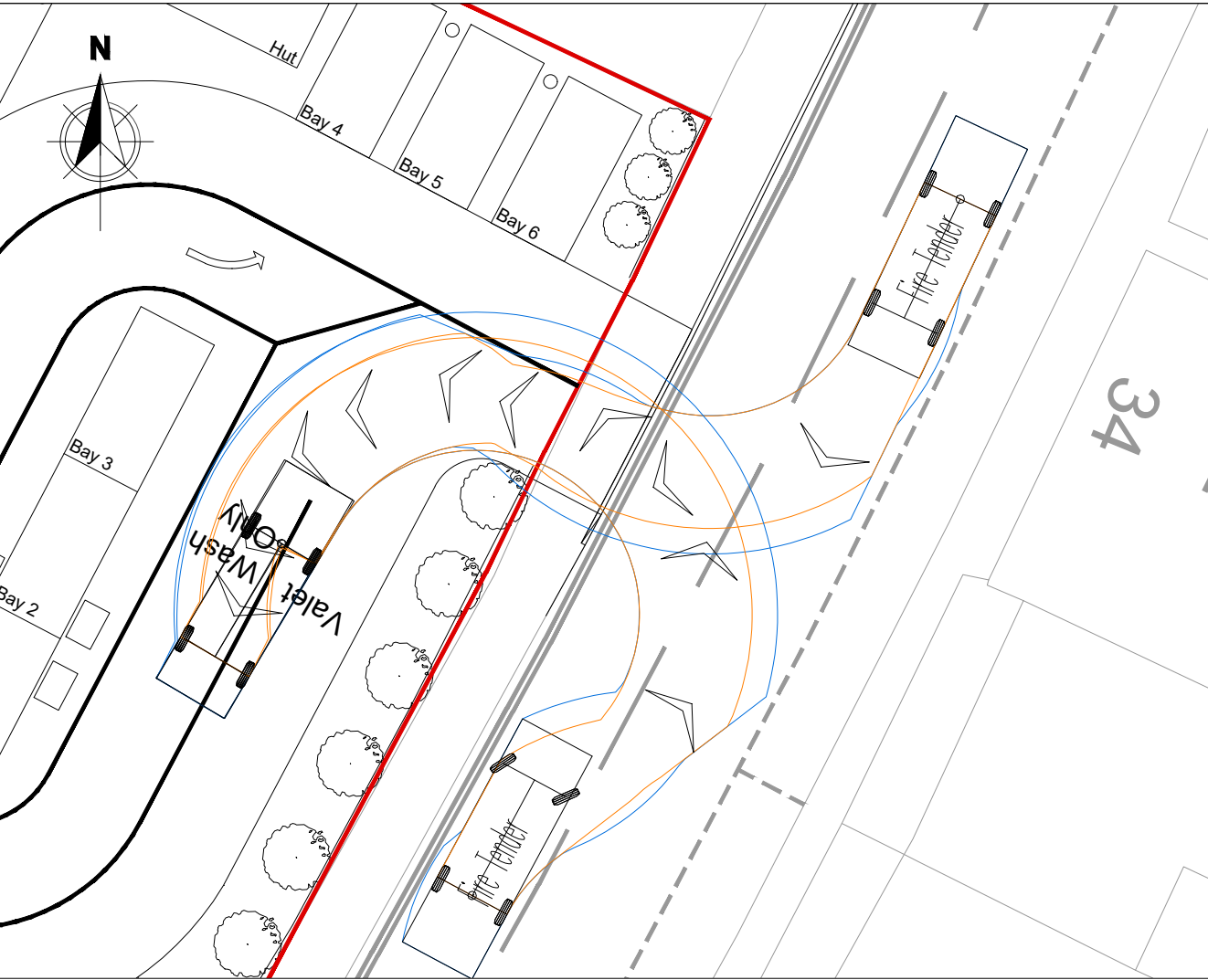
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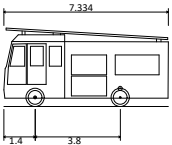
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-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path
- Wheel Track
- Over Swing



Fire Tender	7.334m
Overall Length	2.286m
Overall Width	3.495m
Overall Body Height	0.380m
Min Body Ground Clearance	2.286m
Track Width	5.00s
Lock to lock time	8.000m
Kerb to Kerb Turning Radius	

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Client	Fitim Ferati
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Project	London Road, Purbrook, Havant
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Drawing Title	Emergency Access
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Scale	1:200	Date	Mar 20	Drawn By	SMO	Checked By	ALB
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Drawing No.	2020-6164-004	Rev.	-
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APPENDICES

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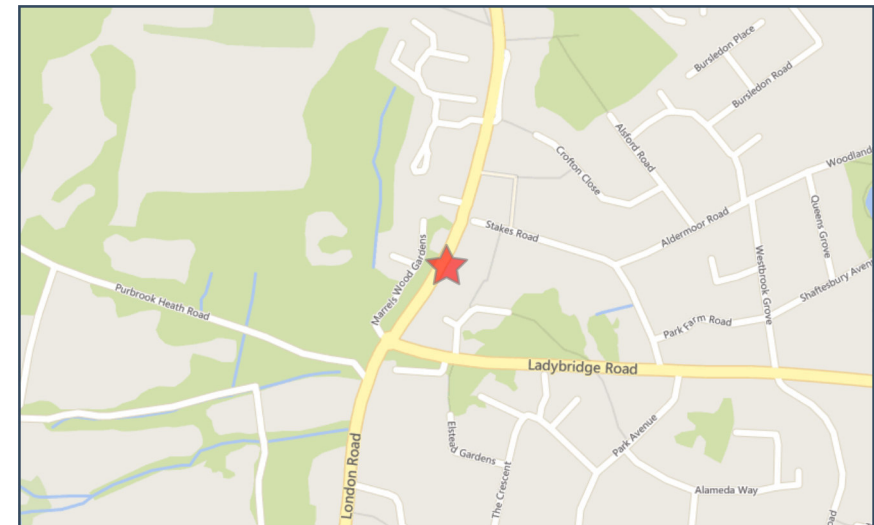
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crashmap.co.uk

Crash Date:	Tuesday, August 19, 2014	Time of Crash:	8:31:00 AM	Crash Reference:	2014440299734
Highest Injury Severity:	Slight	Road Number:	A3	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	3
Local Authority:	Havant District (B)			OS Grid Reference:	467306 107946
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None
2	Car (excluding private hire)	6	Female	26 - 35	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

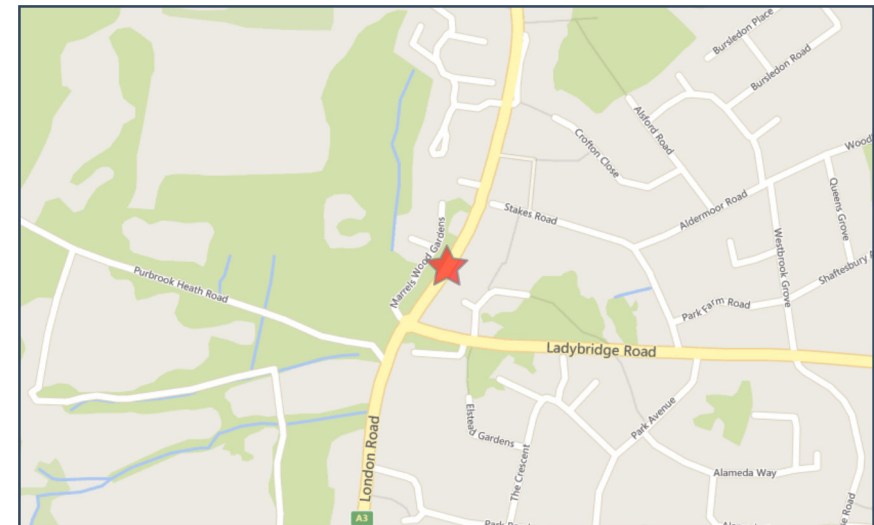
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Crash Date:	Tuesday, July 11, 2017	Time of Crash:	6:52:00 PM	Crash Reference:	2017440266234
Highest Injury Severity:	Slight	Road Number:	A3	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	467279 107908
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
1	Car (excluding private hire)	-1	Male	Unknown	Vehicle is passing another moving vehicle on its offside	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix B Error! Reference source not found.

DRAFT



Proposed Site Plan



Location Plan

- Boundary Treatments
- A-B 1.8m Close Boarded Fence (Existing)
 - B-C 2.4m Green Palisade fence
 - D-E Existing 5.6m opening/ Dropped Kerb, with recessable Bollards
 - E-F 2.4m Green Palisade fence
 - F-A 2.4m Green Palisade fence

- Pre-Wash
- Jet Wash/Foam
- Dry
- Menu Sign

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Solent Design Ltd
5 The old Railway
Spring Garden Lane
Gosport
PO12 1FQ
tel: 02392 580745 mob: 07771 355742 e-mail: info@solentplans.com



SOLENT DESIGN.

PROJECT DESCRIPTION:
New Car Wash
DRAWING TITLE:
Site& Location Plans

ADDRESS:
London Road
Purbrook
Havant

CLIENT:
Mr T Ferrati

FIRST DRAWN:
February 2020

DRAWING No:
SD-2019-01

drawing status: Issued for Comment

SCALE:
1:100
1:1250

NORTH



Appendix C TRICS

DRAFT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 825 to 6623 (units: sqm)
 Range Selected by User: 45 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 28/06/19

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:

Tuesday	1 days
Wednesday	1 days
Thursday	1 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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:Use Class:

A1

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 1 mile:

5,001 to 10,000

2 days

25,001 to 50,000

2 days

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

Population within 5 miles:

25,001 to 50,000

1 days

125,001 to 250,000

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

2 days

1.1 to 1.5

2 days

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

Travel Plan:

No

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2028	0.000	1	2028	0.000	1	2028	0.000
08:00 - 09:00	4	2771	0.397	4	2771	0.144	4	2771	0.541
09:00 - 10:00	4	2771	0.217	4	2771	0.162	4	2771	0.379
10:00 - 11:00	4	2771	0.189	4	2771	0.208	4	2771	0.397
11:00 - 12:00	4	2771	0.244	4	2771	0.271	4	2771	0.515
12:00 - 13:00	4	2771	0.235	4	2771	0.262	4	2771	0.497
13:00 - 14:00	4	2771	0.217	4	2771	0.153	4	2771	0.370
14:00 - 15:00	4	2771	0.217	4	2771	0.244	4	2771	0.461
15:00 - 16:00	4	2771	0.153	4	2771	0.162	4	2771	0.315
16:00 - 17:00	4	2771	0.171	4	2771	0.244	4	2771	0.415
17:00 - 18:00	4	2771	0.262	4	2771	0.271	4	2771	0.533
18:00 - 19:00	4	2771	0.054	4	2771	0.171	4	2771	0.225
19:00 - 20:00	3	3159	0.021	3	3159	0.095	3	3159	0.116
20:00 - 21:00	1	6623	0.045	1	6623	0.075	1	6623	0.120
21:00 - 22:00	1	6623	0.000	1	6623	0.211	1	6623	0.211
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.422			2.673				5.095

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:	825 - 6623 (units: sqm)
Survey date range:	01/01/11 - 28/06/19
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:	1

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-305901-200302-0337

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES

Category : D - CAR WASH

VEHICLESSelected regions and areas:**09 NORTH**

TW TYNE & WEAR

2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Site area
 Actual Range: 0.10 to 0.11 (units: hect)
 Range Selected by User: 0.04 to 0.18 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 28/06/19

*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:

Tuesday 1 days
 Thursday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Suburban Area (PPS6 Out of Centre) 2

*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 2

*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:

n/a 1 days
 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

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:

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 1 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 2 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 2 days

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

VEHICLES**Calculation factor: 1 hect****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.11	9.091	1	0.11	0.000	1	0.11	9.091
08:00 - 09:00	2	0.11	4.762	2	0.11	4.762	2	0.11	9.524
09:00 - 10:00	2	0.11	23.810	2	0.11	23.810	2	0.11	47.620
10:00 - 11:00	2	0.11	23.810	2	0.11	23.810	2	0.11	47.620
11:00 - 12:00	2	0.11	90.476	2	0.11	71.429	2	0.11	161.905
12:00 - 13:00	2	0.11	71.429	2	0.11	76.190	2	0.11	147.619
13:00 - 14:00	2	0.11	100.000	2	0.11	80.952	2	0.11	180.952
14:00 - 15:00	2	0.11	114.286	2	0.11	133.333	2	0.11	247.619
15:00 - 16:00	2	0.11	61.905	2	0.11	71.429	2	0.11	133.334
16:00 - 17:00	2	0.11	71.429	2	0.11	47.619	2	0.11	119.048
17:00 - 18:00	2	0.11	47.619	2	0.11	61.905	2	0.11	109.524
18:00 - 19:00	1	0.11	18.182	1	0.11	45.455	1	0.11	63.637
19:00 - 20:00	1	0.11	0.000	1	0.11	9.091	1	0.11	9.091
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			636.799			649.785			1286.584

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:	0.10 to 0.11 (units: hect)
Survey date range:	01/01/11 - 28/06/19
Number of weekdays (Monday-Friday):	2
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.