

Project Name:	Elm Grove, Hayling Island
Document Reference:	143.007/TN/1
Document Name:	Technical Note
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1. INTRODUCTION

1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Hamlets Homes to address the comments raised by Hampshire County Council (HCC) in response to application reference: 20/00015 for the demolition of the existing vacant retail units and construction of 1no. retail unit, 4no. one-bedroom flats and a 39-unit assisted living accommodation at 108-110 Elm Grove Hayling Island.

1.2 The comments raised in the consultation response by HCC were in response to the Transport Statement (ref: 143.0007/TS/2) prepared by Paul Basham Associates. A copy of the comments raised in the consultation response from HCC dated 2 June 2020 are included in **Appendix A**, however a summary of the main points raised is set out below:

- Additional analysis of Personal Injury Accident (PIA) data is required;
- Amendments to the site access arrangement for the construction of a vehicle crossover rather than a simple priority junction;
- Updated swept path analysis of revised site access arrangement;
- Investigation into extending Traffic Regulation Order (TRO) for the layby to the south of the proposed access, to address issues relating to the visibility splays;
- Confirmation regarding retention of parking and servicing arrangements for the vets;
- Additional information relating to the servicing arrangements for the site; and
- A TRICS assessment for Assisted Living Units.

- 1.3 Each of the points identified will be addressed in turn throughout this Technical Note, and has been informed by further discussion with the highways officer who made these comments.

2. PERSONAL INJURY ACCIDENT DATA

- 2.1 HCC have identified that they require further analysis of the PIA data which was reviewed as part of the Transport Statement. From discussing this with HCC, it is understood that review of the pedestrian accidents is required. The data available from Crashmap for the period between January 2015 to December 2019 has therefore been interrogated, focussing only on pedestrian accidents. There have been two pedestrian accidents (one slight and one serious) within this timeframe.

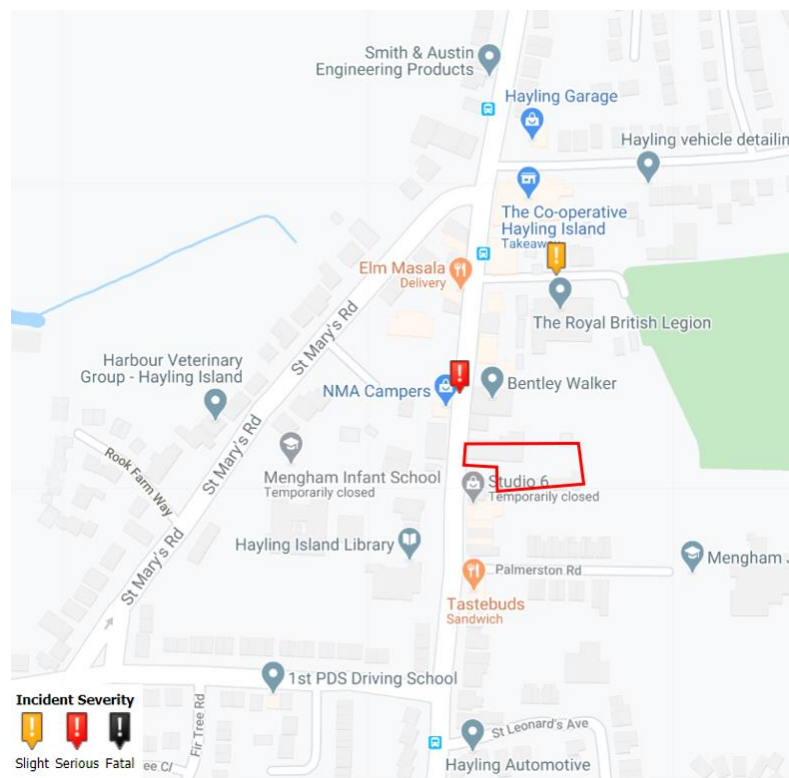


Figure 1: Pedestrian PIA Data (2015-2019) obtained from Crashmap.co.uk

- 2.2 The serious accident occurred on Elm Grove at the location of the zebra crossing, occurring in 2017. The alignment of Elm Grove is straight and therefore benefits from excellent intervisibility between pedestrians and road users at the crossing. Therefore, this incident appears to be an unfortunate occurrence and not one that could be attributed to deficient highway design.

- 2.3 The slight accident occurred on Legion Road, approximately in the location of the junction with Gable Mews (a private road) in 2016 Legion Road is a cul-de-sac, which serves the British Legion, Gable Mews and parking for retail units and allotments. The location at which the accident occurred benefits from good forward visibility for vehicles on Legion Road. This therefore again appears to be an unfortunate incident rather than substandard highway design.
- 2.4 Further to the above, the assessment of the PIA data needs to be considered in the context of the scale of the development proposal. Whilst the two incidents outlined above were unfortunate, they do not identify a pattern which would be exacerbated by the proposed development. This is pertinent as the proposal will result in a reduction of vehicle trips on the highway network when compared to the existing use of the site, which could be brought back into use without planning.
- 2.5 In summary, whilst the two pedestrian accidents are regrettable, their occurrence would not increase as a result of the development proposal.

3. SITE ACCESS ARRANGEMENT

- 3.1 HCC have requested that the access into the site from Elm Grove is retained as a vehicle crossover, rather than provide a simple priority junction as proposed in our Transport Statement (ref: 143.0007/TS/2).
- 3.2 The revisions to the access arrangement are illustrated on drawing number 143.0007.001A included in **Appendix B**. The swept path analysis for a refuse vehicle and two large cars is illustrated on drawing number 143.0007.002B and 143.0007.003 included in **Appendix C**.

4. SITE ACCESS VISIBILITY

- 4.1 From the site access, the visibility splay to the south passes through the existing parking layby located on Elm Grove. Parking within the layby is restricted to 30-minutes with no return within 30-minutes. The layby therefore provides an important function for shoppers visiting the existing retail units on Elm Grove.

- 4.2 Within the response, HCC have requested that an extension of the TRO for the existing double yellow lines is investigated. Through further discussions, it is understood that this relates to extending the double yellow lines over a short distance to cover the area within the layby where vehicles parking would protrude out into the carriageway.
- 4.3 From discussions with Havant Borough Council's Traffic Management team, it is understood that the extension of the double yellow lines will require a TRO, which will therefore be subject to a separate consultation process with relevant stakeholders. Given the function of the layby in supporting local business, it is highly unlikely that an extension of the double yellow lines would be supported as this would reduce the parking capacity of the layby.
- 4.4 The visibility splay to the south of the site, is in the secondary direction and therefore it would only be vehicles that are overtaking which could be partially obscured by parked vehicles in the layby. As noted in paragraph 10.7.1 of Manual for Streets:
- "Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice."*
- 4.5 The access has been in use previously and it is identified that no accidents have occurred at the access point, which corroborates with the guidance in Manual for Streets.
- 4.6 In light of the comments raised by HCC, a revised visibility splay drawing (ref:143.0007.001A) has been compiled and is included in **Appendix B**. The drawing demonstrates that by avoiding the layby it is possible to observe the full width of a vehicle when overtaking a cyclist at a distance of 1.5m. At this location keep clear markings are provided for the fire station, therefore the requirement to overtake a vehicle at the southern extent of the visibility splay is very limited. Furthermore, to the north of the access to the fire station, double yellow lines are provided, which again makes the requirement to overtake a stationary vehicle unlikely.
- 4.7 Therefore in accordance with the guidance in Manual for Streets and the updated visibility splay drawing, it is not necessary to predicate the development on the basis of the extension of the TRO, particularly as there is no identified safety issue with this junction and the proposed development will result in a reduction in traffic generated by the site.

5. PARKING AND SERVICING ARRANGEMENTS FOR THE VETS

- 5.1 HCC have requested confirmation that parking and servicing arrangements for the vets will remain unaffected by the proposed development. As identified on page 17 of the Design & Access Statement, there are nine parking bays which are allocated to the vets and the two flats above. As a result of the development proposals these parking spaces will be retained and servicing for the vets will not be affected by the development proposals.

6. SERVICING ARRANGEMENTS

- 6.1 Within the Transport Statement (ref: 143.0007/TS/2) submitted as part of the planning application, it was demonstrated that an 11.2m refuse vehicle could enter the site and exit in forward gear.
- 6.2 In response to the planning application, HCC have requested further information regarding the servicing arrangements for the assisted living units and the retail unit. At this stage, the end user of each of the proposals is not known, therefore the exact requirements cannot be identified currently.
- 6.3 Further swept path analysis has been undertaken using a rigid HGV and it is demonstrated that this could enter into the retail area and turn to exit the site in forward gear. This is illustrated on drawing number 143.0007.003 included at **Appendix C**.
- 6.4 As noted above, the servicing requirements will be subject to the end users and therefore it is recommended that a suitably worded pre-occupation condition is attached to the planning permission to require the submission of a servicing management plan for the assisted living units and retail unit.
- 6.5 It is expected that the servicing management plan will include (although not limited to) details on the following:
- Timing of deliveries/servicing;
 - Frequency of deliveries/servicing;
 - Type of vehicles used;
 - Duration of deliveries/servicing; and
 - Details of on-site management practices.

- 6.6 As noted above, the servicing management plan could be submitted and agreed prior to occupation of either of the proposed buildings.

7. TRIP GENERATION ANALYSIS

- 7.1 Within the Transport Statement, an analysis of the expected trip generation of the site was undertaken using a combination of the previously agreed trip rates from application 15/00950 and data from the TRICS database (7.7.1)

- 7.2 The existing retail unit is still present on-site and therefore could be re-occupied without planning permission, thus the trip generation of the Pullingers Store remains relevant and the trip generation of the current proposal should be considered in the context of the existing store.

- 7.3 HCC have requested that the trip generation for Assisted Living Units should be provided, as previously within our Transport Statement we used Retirement Flats. The Assisted Living category has only recently been added to the TRICS database (July 2018) and therefore there is limited data contained within this category, which is why the Retirement Flats category was previously selected, to provide a greater number of surveyed sites.

- 7.4 Notwithstanding this, an assessment of the trip generation has been undertaken using the following parameters:

- Land use: '03 - RESIDENTIAL/P – ASSISTED LIVING';
- Surveys taken: Weekdays only;
- Range of dwelling numbers: 11-58;
- 'Edge of Town Centre'; and
- Survey locations; England (excluding Greater London) and Wales only.

- 1.1 The resultant trip rate averages have been used to calculate the proposed vehicle trip generation for a 39-unit development, with a summary of the trip rates at peak traffic periods provided in **Table 1**. The full TRICS data output is provided as **Appendix D**.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Trip Rate (per unit)	0.014	0.043	0.057	0.087	0.072	0.159	1.835
Trip Generation (39 units)	1	2	2	3	3	6	72

Table 1: Assisted Living Trip Generation

7.5 Based on the trip generation assessment using the Assisted Living category in TRICS, the proposed development is expected to generate two trips during the morning peak, six trips during the evening peak and 72 trips throughout the day. This is lower than the trip generation previously identified in Table 6 of our Transport Statement when considering Retirement Flats trip rates.

7.6 As noted above, the traffic impact of the proposed development should be considered in the context of the existing retail unit. **Table 2** below provides a summary of the net trip generation, accounting for the updated trip rates for the Assisted Living units

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
Use	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Existing Use	2	1	3	10	11	21	275
Proposed Use	1	3	4	6	6	12	131
Net Traffic Generation (Proposed – Existing)	-1	+2	+1	-4	-5	-9	-144

Table 2: Net Traffic Generation

7.7 Overall, the proposed development will result in a negligible increase in traffic during the morning peak and a decrease during the evening peak and throughout the day.

7.8 Even if the previous use were not to be taken into account (a position which we fundamentally disagree with), an increase of four trips during the morning peak and 12 trips during the evening peak, equating to a maximum increase one vehicle every five-minutes, would not result in a detrimental impact upon the operation of the local highway network.

7.9 In terms of highway safety, these traffic flow increases are highly unlikely to materially impact highway safety, albeit the reality is that the existing retail unit could be reoccupied and would generate more traffic than the proposed development.

8. SUMMARY AND CONCLUSIONS

- 8.1 This TN has been prepared by Paul Basham Associates of behalf of Hamlet Homes Ltd to address the issues raised in HCC's consultation response to application 20/00015.
- 8.2 A review of the pedestrian PIA data within the vicinity of the site has been undertaken and it is identified that two accidents involving pedestrians occurred in the most recent five-year period. Whilst the two pedestrian accidents are regrettable, their occurrence would not increase as a result of the development proposal.
- 8.3 The proposed site access arrangements have been amended to provide a vehicle crossover rather than a simple priority arrangement. Swept path analysis demonstrates that the access can accommodate the turning movements of a refuse vehicle and two large cars.
- 8.4 HCC identified that the southern visibility splay passes through the parking layby on Elm Grove. In accordance with guidance in Manual for Streets, this is a common occurrence in urban areas, which does not result in significant problems in practice. Furthermore, it has been identified that when the splay is taken to an offset to avoid the layby it is possible to have unobstructed visibility to a car overtaking a cyclist. On this basis, it is not necessary to predicate the delivery of an extension of the existing TRO on Elm Grove.
- 8.5 Confirmation of the retention of the parking and servicing arrangements for the vets has been provided. It is also accepted that an appropriately worded condition to manage servicing and deliveries to the site would be accepted.
- 8.6 The trip generation of the Assisted Living units has been assessed using data for TRICS. It is demonstrated that the proposed development is expected to generate two trips during the morning peak, six trips during the evening peak and 72 trips throughout the day. This is lower than the trip generation previously identified in our Transport Statement when assessing based on the Retirement Flats trip rates and the combined trip generation of the development proposal, is lower than that of the existing retail unit. The proposed development will therefore not result in a detrimental impact upon the operation of the highway network.

- 8.7 Each of the points raised in HCC's consultation response has been dealt with in the Transport Statement and it is concluded that the proposal does not result in a severe impact upon the local highway network in accordance with the National Planning Policy Framework. On this basis, there would be no justification to refuse the proposed development on highway and transport grounds.

Appendix A

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Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

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0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 01962 846877
Date 2 June 2020

My reference 028546
Your reference APP/20/00015
Email havantdc@hants.gov.uk

Dear Sir,

108-110 Elmgrove, Hayling Island PO11 9EN

Demolition of retail unit and associated outbuildings and construction of 3 storey building consisting of 1No retail unit with 4No one bedroom flats fronting Elm Grove and a 3 storey, sheltered housing, building consisting of 19No one bedroom and 20No two bedroom assisted living accommodation with associated car parking and external works to the rear.

Thank you for re-consultation on the above planning application. The applicant has now submitted an updated Transport Statement to address the transport implications of the proposed development. Following a review of this document, the Highway Authority have the following comments to make.

Existing Conditions

The site of the proposed development is currently occupied by a retail unit known as the Pullingers. Parking for the shop is provided to the rear of the property via a car park, whilst additional parking spaces are provided adjacent to the vets, to the south of the site. Vehicular access is provided via a vehicle crossover onto Elm Grove.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered between January 2015 and December 2019. The applicant has reviewed the accident data and concluded that there is no observed concentration of accidents along Elm Grove. However, an

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

analysis of the data has not been undertaken to expand on the accidents which have taken place.

Given the proposed form of development, the Highway Authority requires an analysis of the accident data to identify the nature of the accidents along Elm Grove.

Proposed Development

The development proposal involves the demolition of the existing Pullingers store to implement a three-storey building which will provide 39 assisted living apartments and a three-storey building fronting Elm Grove to provide a retail unit and 4 1 bedroom flats.

Access to the site is proposed via a priority junction in the current location of the existing vehicle crossover. The access proposal is addressed below.

Vehicular Access

Drawing number 143.0007.001 details the proposed priority junction into the development, with visibility splays of 2.4m x 43m shown.

The Highway Authority has reviewed the access proposal and believes that the existing vehicle crossover should be maintained and made fit for purpose by the proposed development. This will remain in-keeping with other vehicular accesses along the route whilst also suitably catering for the level of anticipated traffic to and from the development.

To formalise this arrangement, dropped kerb should be provided across the entire length of the access and constructed to an appropriate standard to accommodate HGV movements. Swept path analyses will be required to demonstrate that a refuse vehicle can safely enter and exit the site in a forward gear and two family cars can safely pass. Visibility splays for vehicles and pedestrians are also required.

The visibility splays indicated in drawing number 143.0007.001 currently indicate that southbound visibility is obstructed by vehicles waiting in the existing layby. To improve the southbound visibility splay, the applicant should investigate extending the existing double yellow lines on Elm Grove to prevent obstructive parking within the aforementioned layby.

Parking Provision

One of the reasons for refusal raised in the Inspector's report for application reference 15/00950 related to the level of parking provision associated with the development. The Inspector requested a minimum parking ratio of 0.4 spaces for the assisted living units when the previous application was proposing a ratio of 0.25.

The updated application proposes 16 parking bays for the 39 assisted living units,

Director of Economy, Transport and Environment
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equating to a ratio of 0.41 spaces per unit. This has been proposed in accordance with the Inspector's review of the previous application and the level of parking which is required.

To facilitate parking for the retail unit and one bedroom flats, a total of 8 parking spaces are provided, falling 2 spaces short of HBC's parking standards. It is unclear from the current site plan as to whether the existing parking bays for the vets shop to the south will be retained or utilised as parking for the proposed retail unit and flats. The Highway Authority requires clarity around this point before the proposed parking provision for the site is considered further.

Confirmation is also required from the applicant as to how deliveries will be made to the site in the absence of visitor parking bays and/or a dedicated servicing area for the assisted living units and retail area.

Trip Generation

To forecast the vehicular trip generation for the proposed development, the applicant has undertaken a TRICS assessment for retirement flats, flats and the retail unit.

Totalling the 3 land uses assessed results in total two way trips of 8 in the AM and 11 in the PM. These trips have then been net off against the existing retail unit which has been closed for a number of years. Given the length of time the existing unit has been closed, the Highway Authority does not agree that any trip netting should be applied, with all trips generated by the development considered as 'new' on the network.

Within TRICS, a separate land use search is available for Assisted Living units. A comparative TRICS assessment should be carried out to confirm that the trip rates proposed above are robust for the form of development.

Recommendation

The Highway Authority requires further information to address a number of outstanding concerns with the application:

- Analysis of the PIA data;
- Updates to the site access as noted above;
- Updated tracking for the site access;
- Investigation into extending the TRO for the layby to the south of the proposed access;
- Confirmation as to whether the existing parking bays servicing the vets will be retained for their current usage;
- Further information regarding the servicing arrangement for the site; and
- TRICS assessment for Assisted Living Units.

Director of Economy, Transport and Environment
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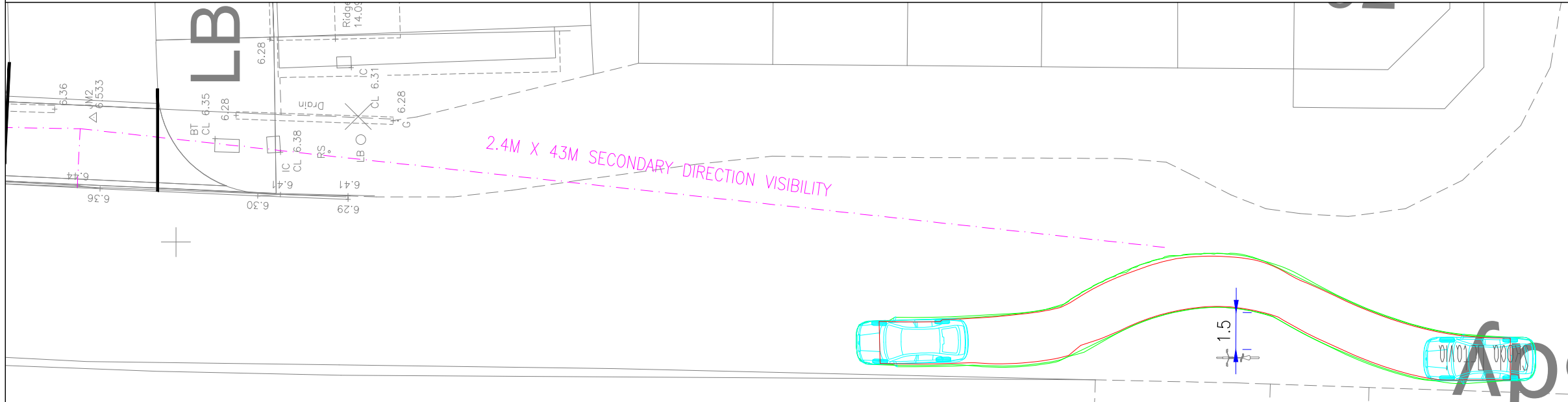
I trust the above is clear. Should you have any queries, please feel free to contact Chris Hirst on the number noted above.

Yours sincerely,

Chris Hirst

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Appendix B

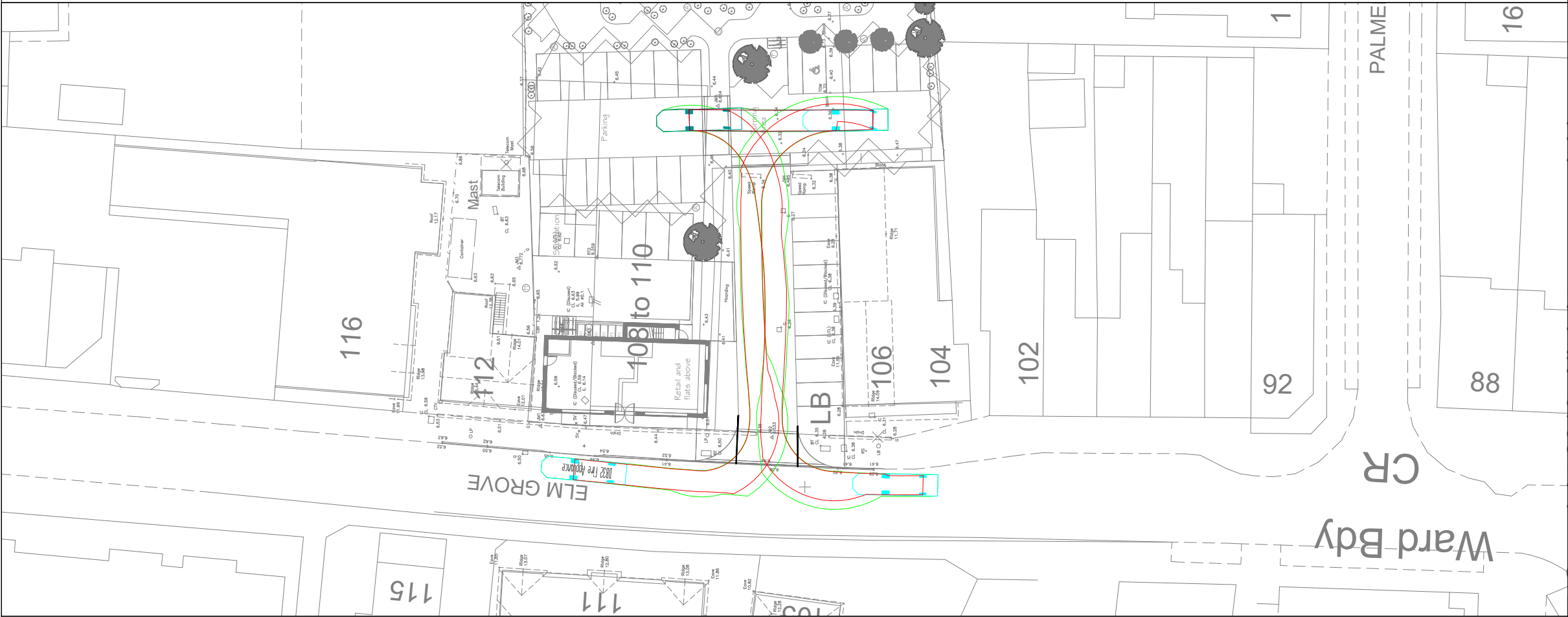


Project Name	Title	 Paul Basham Associates Ltd Lancaster Court, 6 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale		
ELM GROVE HAVANT				RH	06.04.20	(AT A3 SIZE)		
Project Phase	VISIBILITY SPLAYS		HAMLET HOMES LTD	Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY				WF	06.05.20	-	143.0007.001	A

Appendix C



REFUSE VEHICLE TRACKING

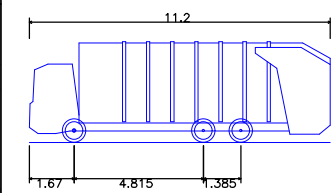


FIRE TENDER VEHICLE TRACKING

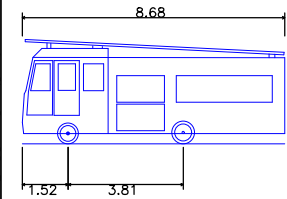
- GENERAL NOTES
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VEHICLE PROFILES



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



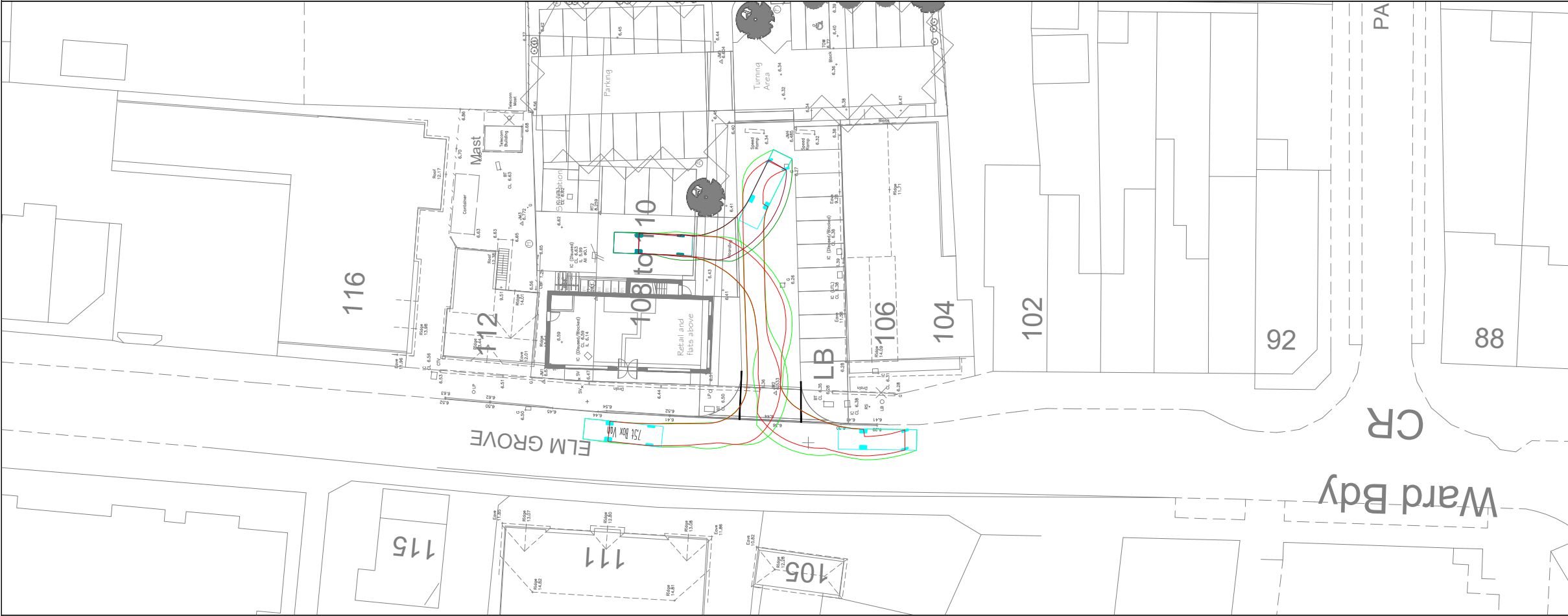
DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

A	HCC COMMENTS	11.06.20	LF	RH
Rev	Description	Date	By	Chkd

Project Name ELM GROVE HAVANT	Title REFUSE AND FIRE TENDER VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com paulbashamassociates.com	Client HAMLET HOMES LTD	Checked By RH	Checked Date 06.05.20	Scale 1:200 (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By WF	Drawn Date 06.05.20	Client Drawing No. - PBA Drawing No. 143.0007.002 Revision A



PRIVATE VEHICLE TRACKING (SCALE – 1:250)



DELIVERY VEHICLE TRACKING (SCALE – 1:500)

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VEHICLE PROFILES

Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

A	HCC COMMENTS	11.06.20	LF	RH
Rev	Description	Date	By	Chkd

Project Name

ELM GROVE
HAVANT

Project Phase

PRELIMINARY

Title

PRIVATE VEHICLE AND DELIVERY VEHICLE TRACKING

paulbasham

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Client

HAMLET HOMES LTD

Checked By

RH

Checked Date

11.06.20

Scale

AS SHOWN

Client Drawing No.

-

PBA Drawing No.

143.0007.003

Revision

A

(AT A3 SIZE)

Appendix D

Calculation Reference: AUDIT-247601-200611-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 11 to 58 (units:)
Range Selected by User: 11 to 58 (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: 01/01/12 to 14/06/19

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:

Friday	2 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:

Edge of Town 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	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:

C3	2 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	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:

50,001 to 75,000	1 days
125,001 to 250,000	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	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:

Yes	1 days
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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-P-01 CHESTER WAY NORTHWICH	ASSISTED LIVING		CESHIRE
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:	58		
	Survey date: FRIDAY	14/06/19		Survey Type: MANUAL
2	DV-03-P-01 GARFIELD ROAD PAIGNTON	ASSISTED LIVING		DEVON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	11		
	Survey date: FRIDAY	29/03/19		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 03 - RESIDENTIAL/P - ASSISTED LIVING
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	2	35	0.029	2	35	0.000	2	35	0.029
08:00 - 09:00	2	35	0.014	2	35	0.043	2	35	0.057
09:00 - 10:00	2	35	0.072	2	35	0.101	2	35	0.173
10:00 - 11:00	2	35	0.116	2	35	0.116	2	35	0.232
11:00 - 12:00	2	35	0.101	2	35	0.101	2	35	0.202
12:00 - 13:00	2	35	0.101	2	35	0.087	2	35	0.188
13:00 - 14:00	2	35	0.116	2	35	0.101	2	35	0.217
14:00 - 15:00	2	35	0.101	2	35	0.116	2	35	0.217
15:00 - 16:00	2	35	0.058	2	35	0.101	2	35	0.159
16:00 - 17:00	2	35	0.101	2	35	0.087	2	35	0.188
17:00 - 18:00	2	35	0.087	2	35	0.072	2	35	0.159
18:00 - 19:00	2	35	0.000	2	35	0.014	2	35	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.896			0.939			1.835

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: 11 - 58 (units:)
 Survey date range: 01/01/12 - 14/06/19
 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.