



5 - 7 STATION ROAD, HAYLING ISLAND

Mixed-Use Development

Transport Statement

Prepared on behalf of
PWP Architects

PWPA/18/4652s
February 2019

RGP - Transport Planning and Infrastructure Design Consultants

Head Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY
South Coast Suite 2, West Barn, Norton Lane, Chichester PO20 3AF
London 22 Upper Ground, London SE1 9PD

E: enquiries@rgp.co.uk

T: 01483 861681
T: 01243 210418
T: 020 7078 9662

www.rgp.co.uk



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1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of PWP Architects to support a planning application for a proposed mixed-use development at 5-7 Station Road, Hayling Island, Hampshire. The site location is shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.2 The existing site comprises of a car dealership, tyre shop and residential dwelling. The proposed development would involve the demolition of the existing buildings to be replaced by 19 residential units and 2 commercial units.

Scope of Transport Statement

- 1.1.3 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.1.4 The remainder of this report comprises the following sections:
- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;
 - (ii) **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, and the site's servicing arrangements;

- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
- (iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Existing Site

- 2.1.1 The existing site encompasses an area of 0.44ha currently occupied by a car dealership, a car tyre shop and a residential dwelling. **Plan 01** attached, highlights the location of the application site in relation to the local area and highway network. The site is bordered by Water Road to the north, commercial units and garages to the east, a recreation ground to the south, and a public car park to the west. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Existing Site Context

- 2.1.2 The site is currently served from 2 access points adjoining Station Road. The accesses comprise a c.10m wide crossover accessing the western side of the site, and a c.40m wide crossover serving the eastern side of the site and the adjacent commercial properties.

2.2 Local Road Network

- 2.2.1 The site fronts onto Station Road which runs east-west along the northern border of the site. Station Road comprises a c.6.5m wide 2-way single carriageway flanked by footways on either side. The road is subject to a 30mph speed limit in the vicinity of the site and is parking restricted on both sides enforced by double yellow lines. Station Road's highway features are shown in **Figure 2.2**.



Figure 2.2: Water Lane Heading Northeast

2.3 Wider Highway Network

- 2.3.1 The A3023 is situated c.50m to the east of the site and runs north-south through Hayling Island providing access to the A27 and A259. The A27 runs east-west along the south coast and provides access locally to Southampton, Portsmouth, Chichester and Worthing. The A259 provides an alternative east-west route and provides access to Emsworth, Nutbourne and Bognor Regis. The site's location in the context of the wider highway network is shown in **Figure 2.3**.



Figure 2.3: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

- 2.4.1 Pedestrian access to the site is currently served from a c.2m wide footway flanking Station Road. The footway connects with the wider footway network providing continuous pedestrian links throughout the local area and providing access to local services and amenities on-foot. The existing pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.4**.



Footway Flanking Station Road



Pedestrian Crossing to the West of the Site

Figure 2.4: Pedestrian Infrastructure in the Vicinity of the Site

- 2.4.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.

Cycle Accessibility

- 2.4.3 The National Cycle Route no.2 is situated c.500m to the west of the site and can be accessed via Station Road. The route runs north-south along the western side of Hayling Island providing continuous off-road cycle access to Havant town centre. In addition, local cycle routes provide cycle access along the southern coast and throughout Hayling Island. The local cycle routes are shown on **Plan 01**.
- 2.4.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Havant and Portsmouth (via the Hayling Ferry) are therefore accessible from the site by cycle.

Accessibility by Bus

- 2.4.5 The application site is within a desirable walking distance of a number of local bus stops, the closest being the 'Tesco Express' stops c.80m to the west of the site. The stops serve the no.30 and no.31 which provide regular services to Havant, Purbrook and Eastoke. Details of the services are provided in **Figure 2.5**.

Service	Route Summary	Typical Frequency	Hours of Operation
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 05:39 – 21:15 Sat: 06:08 – 21:15 Sun: 08:20 – 19:50
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:20 – 22:37 Sat: 07:10 – 22:37 Sun: 09:42 – 19:12

Figure 2.5: Bus Services Available from Local bus Stops

Accessibility by Rail

- 2.4.6 Havant railway station is located c.7km to the north of the site and is accessible via the no.30 and no.31 bus services. The station provides services to Southampton, Portsmouth, Chichester, Barnham, Brighton, Horsham, London Victoria, and London Waterloo. A summary of services available from Havant railway station is provided in **Figure 2.6**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth	Havant – Fratton – Portsmouth	12 min	6 every hour
Chichester	Havant – Emsworth – Southbourne – Chichester	13 min	5 every hour
Barnham	Havant – Emsworth – Southbourne – Chichester – Barnham	21 min	5 every hour
Southampton	Havant – Cosham – Fareham – Swanwick – Southampton Central	40 min	2 every hour
Horsham	Havant – Chichester – Horsham	48min – 1hr 1min	3 every hour
Brighton	Havant – Chichester – Worthing – Shoreham-by-Sea – Brighton	1hr 5min – 1hr 11min	2 every hour
London Waterloo	Havant – Petersfield – Haslemere – Guildford – Woking – London Waterloo	1hr 17min – 1hr 33min	3 every hour
London Victoria	Havant – Chichester – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 43min – 1hr 51min	5 every hour

Figure 2.6: Services Available from Havant Railway Station

Accessibility by Ferry

- 2.4.7 The Hayling Island – Eastney ferry crossing is situated c.2.6km to the west of the site, providing convenient pedestrian/cycle access to Portsmouth. A summary of Hayling Ferry service is provided in **Figure 2.7**.

Day	Typical Frequency	Operating Hours
Monday – Friday	1 every 30min	06:45 – 18:45
Saturday – Sunday	1 every hour	08:45 – 18:30

Figure 2.7: Hayling Island Ferry Service

2.5 Accident Data

- 2.5.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2013 to December 2017 using the CrashMap online data portal. The area considered includes Station Road, the A3023 and St Mary's Road.

- 2.5.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The location of the incidents relative to the site is displayed on **Figure 2.8**.

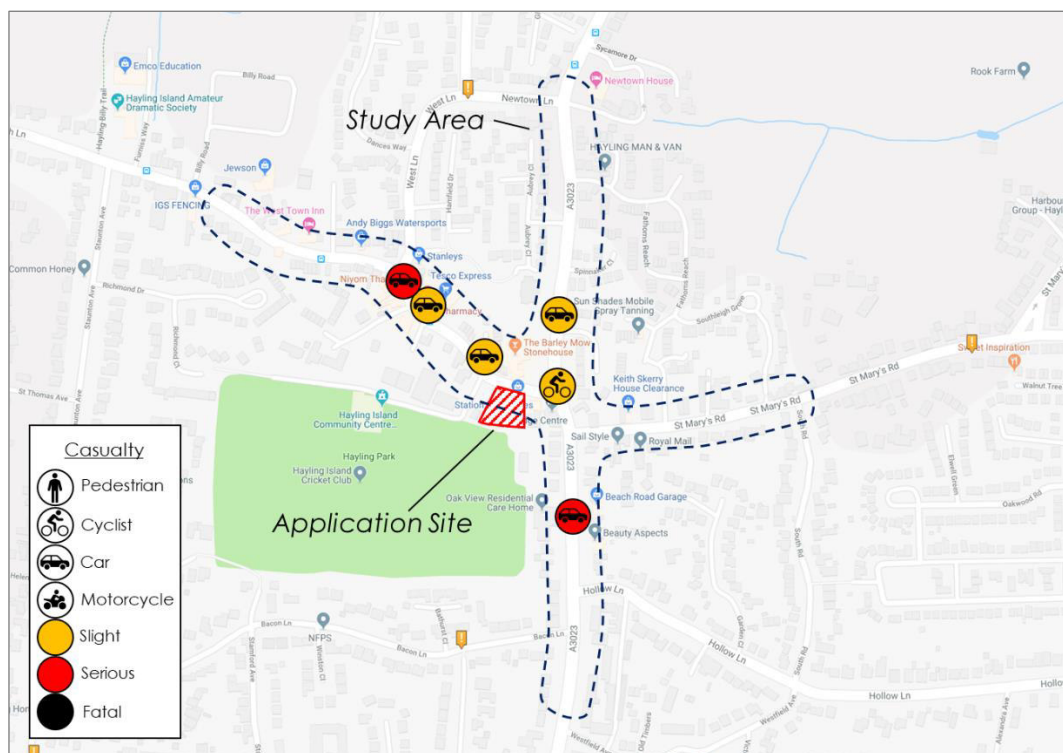


Figure 2.8: PIA Distribution

- 2.5.3 A total of 6 PIAs have been recorded in the 5-year period, comprising of 2 'serious' incident and 4 'slight' incidents. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that would be exacerbated by the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1.1 The proposed development would involve the construction of 19 residential units and 2 commercial units, served from 2 reformed access points. The proposed layout is attached at **Appendix A** and the accommodation schedule is provided in **Figure 3.1**.

Unit		No. of units / GFA
Residential	1 Bed Apartment	4
	2 Bed Apartment	15
	Total	19
Commercial	Unit 1	60sqm
	Unit 2	60sqm
	Total	120sqm

Figure 3.1: Proposed Development

3.2 Vehicle Access

- 3.2.1 The application site would be served from 2 reformed access points adjoining Station Road.

Western Access

- 3.2.2 Vehicle access to the main parking court would be served from the existing vehicle crossover serving the western side of the site. The crossover would be reduced in width to 6.0m. The western access is shown in **Drawing 2018/4652/001**.
- 3.2.3 The western access geometries can comfortably accommodate access by private cars and delivery vehicles associated with the proposed dwellings and commercial units. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2018/4652/003**.

Eastern Access

- 3.2.4 Vehicle access to the 5 car parking spaces on the eastern side of the site would be served from the existing vehicle crossover serving the eastern side of the site. The crossover would be 5.0m wide allowing private cars to comfortably negotiate the access. The eastern access is shown in **Drawing 2018/4652/001** and a vehicle swept path analysis has been undertaken demonstrating vehicle negotiation of the access manoeuvres in **Drawing 2018/4652/003**.

Visibility

- 3.2.5 Visibility requirements from both accesses have been based on a 30mph design speed in accordance with the posted speed limit on Station Road. Using the calculation coefficients set out in 'Manual for Streets' (MfS) guidance, a stopping site distance (adjusted for bonnet length) of 43.0m would be required in both the lead and trailing directions. Visibility from the access accordingly achieves the necessary sightlines in both directions as demonstrated in **Drawing 2018/4652/002**.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the site would be served from an internal footpath flanking the western access, connecting with the existing footways on Station Road. The proposed pedestrian infrastructure is shown in **Drawing 2018/4652/001**.

3.4 Emergency Access

- 3.4.1 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 3.7m is maintained throughout the site in accordance with Building Regulation requirements.

3.5 Servicing Arrangements

- 3.5.1 Deliveries to the site would be undertaken via the western access. The proposed access geometries can accommodate delivery vehicles requiring access to the site, and the parking court would allow delivery vehicles to perform turning manoeuvres, allowing vehicles to access and egress the site in a forward gear. A vehicle swept path analysis has been undertaken demonstrating access and turning manoeuvres by delivery vehicles in **Drawing 2018/4652/004**.
- 3.5.2 Refuse collection would be undertaken on Station Road's carriageway from bin stores situated within the proposed parking courts. Bin carry distances for residents/staff and collectors are in line with the maximum thresholds set out in MfS (30m for residents/staff, 25m for collectors).

3.6 Stage 1 Road Safety Audit

- 3.6.1 The proposed access arrangements were subject to a Stage 1 Road Safety Audit (RSA) undertaken by Road Safety Answers in February 2019. The audit identified 4 issues with the proposed access design. A copy of the Stage 1 RSA including the Designer's Response is attached at **Appendix B**.

3.7 Cycle Parking Provision

- 3.7.1 The cycle parking requirement for the site has been determined using the council's cycle parking standards as set out in Havant Borough Council's (HBC) "Parking" SPD (July 2016). A summary of the required and proposed cycle parking provision is shown in **Figure 3.2**.

		HBC Cycle Parking Standard		Required Parking		Proposed Provision
Unit	No. of Units/ GFA	Long Stay	Short Stay	Long Stay	Short Stay	
office	120	1 per 150sqm	1 per 500sqm	0.8	0.24	37 Long Stay + 8 Short Stay
1BF	2	1 space	20% of Long Stay Provision	2	0.4	
2BF	17	2 spaces		34	6.8	
			Total	37 Long Stay	8 Short Stay	

Figure 3.2: Car Parking Provision

- 3.7.2 Cycle parking would take place within a secure cycle store located on the ground floor of the proposed flats. Short stay visitor cycle parking would take place on Sheffield stands located within the parking court and to the front of the commercial units.

4 CAR PARKING PROVISION

- 4.1.1 The car parking requirement for the site has been determined using the council's car parking standards as set out in Havant Borough Council's (HBC) "Parking" SPD (July 2016). A summary of the required and proposed parking provision is shown in **Figure 4.1**.

Unit	Units/ GFA	HBC Standard (unallocated)	Required Parking	Proposed Provision
1BF	2	0.9 spaces	1.8	20
2BF	17	1.3 spaces	22.1	
Office	120	1 per 30sqm	4	0
		Total	28	20

Figure 4.1: Car Parking Provision

- 4.1.2 All bays would use minimum dimension of 2.4m x 4.8m with reversing distance of 6.0m in accordance with MfS guidance. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2018/4652/001**.

Car Parking Survey

- 4.1.3 As shown in **Figure 4.1**, the site proposes a shortfall of 4 spaces associated with the commercial units, and 4 spaces associated with the residential units when compared with HBC's standards. It is expected that overspill parking would take place within the public car park to the west of the site. The car park is free to use and has no time restrictions or opening times.
- 4.1.4 Peak car parking demand for commercial and residential uses typically occur at different times of the day. Consequently, the site is unlikely to generate parking demand of 8 spaces at one time. It is anticipated that the site would generate a peak demand of 4 spaces associated with the commercial uses in the morning, and 4 spaces associated with the residential units overnight.
- 4.1.5 In order to assess the existing parking demand and available capacity within the adjacent public car park, an independent parking survey has been undertaken by 'Phoenix Traffic Surveys'. A copy of the survey data is attached at **Appendix C**.

Methodology

- 4.1.6 Parked vehicle counts were recorded at intervals on Wednesday 6th and Thursday 7th February 2019 as follows:
- (i) **09:00am** – to establish available capacity when staff of the commercial units would arrive for work.

- (ii) **19:00pm** – to establish available capacity during popular times for nearby attractors such as the community centre and public house.
- (iii) **01:00am** – to establish available capacity during peak residential parking hours.

Results

- 4.1.7 The results of the car parking survey are summarised in **Figure 4.2**. The parking counts have been compared to the total capacity in the car park to determine the parking stress as a percentage.

Day	Time	Capacity	Cars Parked	Remaining Capacity	Parking Stress
Wed 6 th	01:00	38	3	35	8%
	09:00	38	10	28	26%
	19:00	38	8	30	21%
Thurs 7 th	01:00	38	2	36	5%
	09:00	38	14	24	37%
	19:00	38	6	32	16%
2-day average	01:00	38	2.5	35.5	7%
	09:00	38	12	26	32%
	19:00	38	7	31	18%

Figure 4.2: Survey Results

Conclusion

- 4.1.8 The car parking survey identified a maximum parking stress of 37% at 09:00 on Thursday, equating to 24 available spaces. As such, it is concluded that the public car park could comfortably accommodate the additional car parking demand generated by the proposed development.

5 TRIP GENERATION AND TRAFFIC IMPACT

5.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.5.4) has been interrogated to anticipate the likely traffic volumes generated by the existing site and the proposed development. The trip rates have then been compared to establish the net vehicle trip generation resulting from the development.

5.2 Existing Site

Car Dealership

5.2.1 To establish the number of the trips generated by the existing car dealership, the parameters identified in **Figure 5.1** have been used to filter the TRICS database.

TRICS (Version 7.5.4)	
Filtering Parameter:	Criteria Selected:
i) Land use	Car Show Rooms
ii) Regions	England (Excluding Greater London)
iii) Site Area	0.07- 1 Hectares
iv) Date Range	01/01/10 – 29/11/17
v) Count Type	Manual Count
vi) Selected Days	Weekdays
vii) Selected Locations	- Suburban Area - Edge of Town

Figure 5.1: TRICS Filtering Parameters – Car Dealership

5.2.2 The TRICS output is provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the car dealership is provided in **Figure 5.2**.

TRICS Trip Rate per Hectare (0.14 ha)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	27.640	14.596	42.236
PM Peak Hour	13.043	18.012	31.055
Daily Traffic	187.705	216.191	403.896
TRICS Vehicle Trip Generation			
AM Peak Hour	4	2	6
PM Peak Hour	2	3	4
Daily Traffic	26	30	57

Figure 5.2: Existing Trip Generation – Car Dealership

Tyre Shop

- 5.2.3 To establish the number of the trips generated by the existing tyre shop, the parameters identified in **Figure 5.3** have been used to filter the TRICS database.

TRICS (Version 7.5.4)	
Filtering Parameter:	Criteria Selected:
i) Land use	Vehicle Services (Motorist Centre (Fast Fit))
ii) Regions	England (Excluding Greater London)
iii) Gross Floor Area	150 – 1878
iv) Date Range	01/01/10 – 22/11/17
v) Count Type	Manual Count
vi) Selected Days	Weekdays
vii) Selected Locations	- Suburban Area - Edge of Town

Figure 5.3: TRICS Filtering Parameters – Tyre Shop

- 5.2.4 The TRICS output is provided at **Appendix E**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the existing house is provided in **Figure 5.4**.

TRICS Trip Rate per 100sqm (95 sqm)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	1.231	0.225	1.456
PM Peak Hour	0.295	0.798	1.093
Daily Traffic	7.999	8.044	16.043
TRICS Vehicle Trip Generation			
AM Peak Hour	1	0	1
PM Peak Hour	0	1	1
Daily Traffic	8	8	15

Figure 5.4: Existing Trip Generation – Tyre Shop

Dwelling

- 5.2.5 To establish the number of the trips generated by the existing dwelling, the parameters identified in **Figure 5.5** have been used to filter the TRICS database.

TRICS (Version 7.5.4)	
Filtering Parameter:	Criteria Selected:
i) Land use	<i>Residential (Houses Privately Owned)</i>
ii) Regions	<i>England (Excluding Greater London)</i>
iii) Number of Dwellings	6 – 15
iv) Date Range	01/01/10 – 22/09/17
v) Count Type	<i>Manual Count</i>
vi) Selected Days	<i>Weekdays</i>
vii) Selected Locations	• <i>Suburban Area</i> • <i>Edge of Town</i>

Figure 5.5: TRICS Filtering Parameters – House

5.2.6 The TRICS output is provided at **Appendix F**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the existing house is provided in **Figure 5.6**.

TRICS Trip Rate per Dwelling (1 Dwelling)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.211	0.447	0.658
PM Peak Hour	0.395	0.158	0.553
Daily Traffic	3.026	3.342	6.368
TRICS Vehicle Trip Generation			
AM Peak Hour	0	0	1
PM Peak Hour	0	0	1
Daily Traffic	3	3	6

Figure 5.6: Existing Trip Generation – Dwelling

Total Existing Site

5.2.7 The traffic generations associated with the existing land uses have been summed to establish the total traffic generation of the existing site. A summary of the weekday peak hour and daily trip rates is provided in **Figure 5.7**.

TRICS Vehicle Trip Generation			
	Arrivals	Departures	Two-way Total
AM Peak Hour	5	3	8
PM Peak Hour	3	3	6
Daily Traffic	37	41	78

Figure 5.7: Existing Trip Generation – Total Site

- 5.2.8 The TRICS assessment suggests that the existing site generates a total of 78 daily 2-way vehicle movements of which 8 occur during the network's AM peak traffic hour, and 6 occur in the network's PM peak traffic hour.

5.3 Proposed Development

Apartments

- 5.3.1 To establish the number of the trips generated by the proposed apartments, the parameters identified in **Figure 5.8** have been used to filter the TRICS database.

TRICS (Version 7.5.4)	
Filtering Parameter:	Criteria Selected:
i) Land use	<i>Residential (Flats Privately Owned)</i>
ii) Regions	<i>England (Excluding Greater London)</i>
iii) Number of Dwellings	6 – 50
iv) Date Range	01/01/10 – 10/07/17
v) Count Type	<i>Manual Count</i>
vi) Selected Days	<i>Weekdays</i>
vii) Selected Locations	• <i>Suburban Area</i> • <i>Edge of Town</i>

Figure 5.8: TRICS Filtering Parameters – Apartments

- 5.3.2 The TRICS output is provided at **Appendix G**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed apartments is provided in **Figure 5.9**.

TRICS Trip Rate per Flat (8 Flats)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.073	0.267	0.340
PM Peak Hour	0.311	0.107	0.418
Daily Traffic	1.990	1.780	3.770
TRICS Vehicle Trip Generation			
AM Peak Hour	1	5	6
PM Peak Hour	6	2	8
Daily Traffic	38	34	72

Figure 5.9: Proposed Trip Generation – Apartments

Commercial Units

- 5.3.3 To establish the number of the trips generated by the proposed commercial units, the parameters identified in **Figure 5.10** have been used to filter the TRICS database.

TRICS (Version 7.5.4)	
Filtering Parameter:	Criteria Selected:
i) Land use	<i>Employment (Office)</i>
ii) Regions	<i>England (Excluding Greater London)</i>
iii) Gross Floor Area	<i>186 – 1500 sqm</i>
iv) Date Range	<i>01/01/10 – 04/07/18</i>
v) Count Type	<i>Manual Count</i>
vi) Selected Days	<i>Weekdays</i>
vii) Selected Locations	• <i>Suburban Area</i> • <i>Edge of Town</i>

Figure 5.10: TRICS Filtering Parameters – Commercial Units

- 5.3.4 The TRICS output is provided at **Appendix H**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed commercial unit is provided in **Figure 5.11**.

TRICS Trip Rate per 100sqm (120sqm)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	3.638	0.277	3.915
PM Peak Hour	0.040	2.333	2.373
Daily Traffic	14.073	15.310	29.383
TRICS Vehicle Trip Generation			
AM Peak Hour	4	0	5
PM Peak Hour	0	3	3
Daily Traffic	17	18	35

Figure 5.11: Proposed Trip Generation – Commercial Units

Total Proposed Development

- 5.3.5 The traffic generations associated with each land use have been summed to establish the total traffic generation of the proposed development. A summary of the weekday peak hour and daily trip rates is provided in **Figure 5.12**.

TRICS Vehicle Trip Generation			
	Arrivals	Departures	Two-way Total
AM Peak Hour	6	5	11
PM Peak Hour	6	5	11
Daily Traffic	55	52	107

Figure 5.12: Proposed Trip Generation – Total Site

- 5.3.6 The TRICS assessment suggests that the proposed development would generate a total of 107 daily 2-way vehicle movements of which 11 would occur during the network's AM and PM peak traffic hours.

5.4 Net Traffic Impact

- 5.4.1 The traffic generations associated with the existing site and the proposed development have been compared to establish the net traffic generation associated with the development. A summary of the weekday peak hour and daily trip rates is provided in **Figure 5.13**.

TRICS Vehicle Trip Generation			
	Arrivals	Departures	Two-way Total
AM Peak Hour	+1	+3	+3
PM Peak Hour	+3	+1	+5
Daily Traffic	+18	+11	+29

Figure 5.13: Net Trip Generation

- 5.4.2 The TRICS assessment suggests that the overall site would generate an increase of 29 daily 2-way vehicle movements of which 3 would occur during the network's AM peak traffic hour, and 5 would occur in the network's PM peak traffic hour.
- 5.4.3 The number of additional daily trips and the low concentrations of movements during the network's peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.

6 SUMMARY AND CONCLUSIONS

6.1.1 This TS has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of PWP Architects to support a planning application for a mixed-use development at Station Road, Hayling Island. The conclusions from this report are as follows:

- (i) The proposed development would involve the redevelopment of the existing car dealership, tyre shop and dwelling to be replaced by 19 residential dwellings and 2 commercial units.
- (ii) The application site is readily accessible on foot, by cycle and by public transport. There is a range of services and amenities available with walking and cycling distance of the site.
- (iii) The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposed development.
- (iv) The site would be served from 2 access points. The access geometries would allow two vehicles to concurrently turn in and out of the site and can accommodate delivery and emergency vehicles.
- (v) Both access points achieve the necessary visibility splays in both the primary and secondary directions based on the 30mph speed limit posted on Station Road.
- (vi) Deliveries to the commercial units and flats would be undertaken within the main parking court. Refuse collection would be undertaken from Station Road's carriageway.
- (vii) Cycle parking would be provided in accordance with HBC's cycle parking standards.
- (viii) The car parking provision for the proposed residential units provides a shortfall of 8 spaces compared with RBC's maximum car parking standards. A car parking survey of the adjacent public car park revealed that the parking demand for a maximum of 8 spaces could comfortably be accommodated within the car park.
- (ix) A vehicle trip generation assessment suggests that the development will generate an additional 29 daily vehicle trips, with an additional 3 trips in the network's AM peak hour, and 5 trips in the PM peak hour. The number of additional daily vehicle trips resulting from the proposed development would have a negligible impact upon local road network in terms of highway capacity and safety.

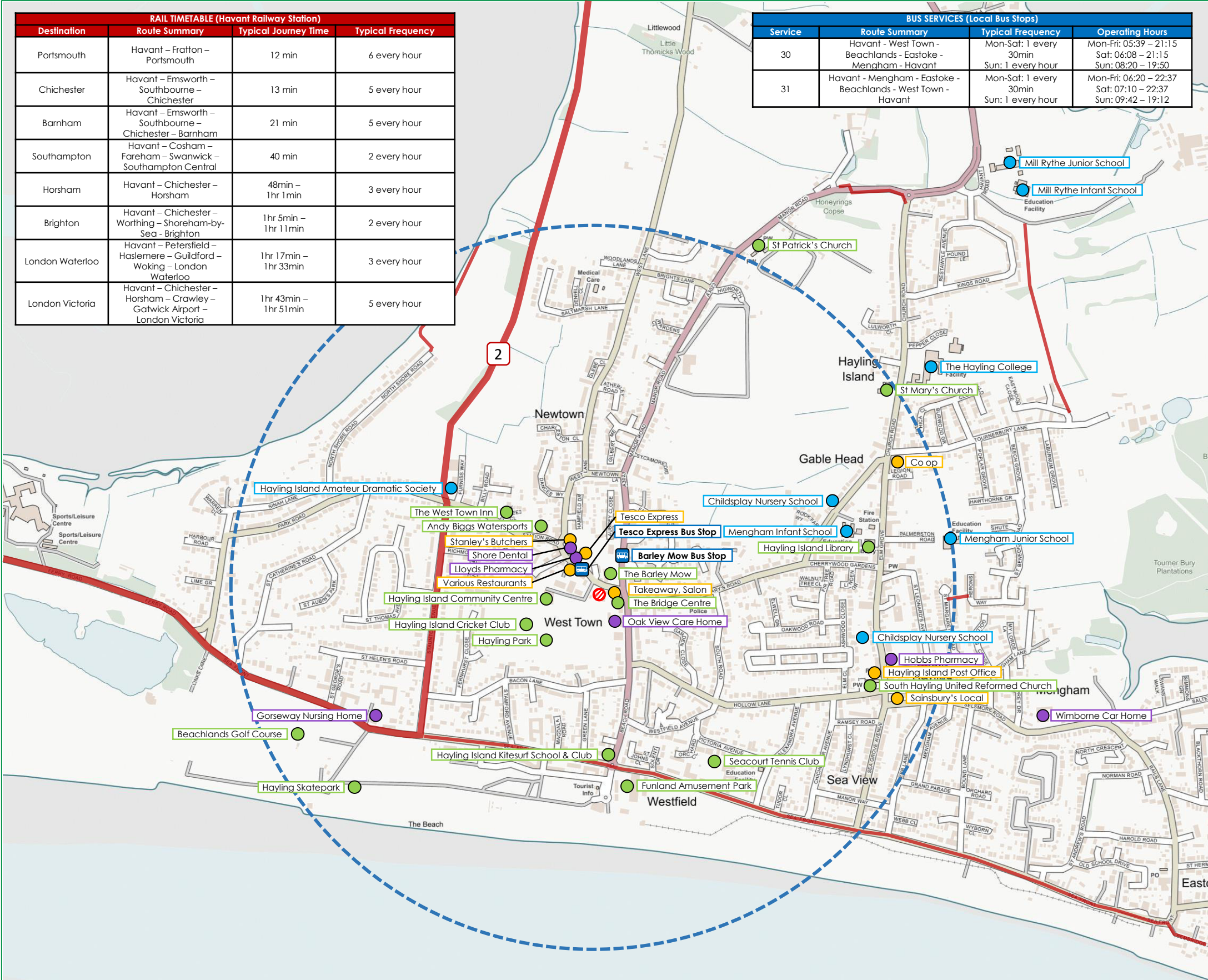
PLANS

RAIL TIMETABLE (Havant Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth	Havant – Fratton – Portsmouth	12 min	6 every hour
Chichester	Havant – Emsworth – Southbourne – Chichester	13 min	5 every hour
Barnham	Havant – Emsworth – Southbourne – Chichester – Barnham	21 min	5 every hour
Southampton	Havant – Cosham – Fareham – Swanwick – Southampton Central	40 min	2 every hour
Horsham	Havant – Chichester – Horsham	48min – 1hr 1min	3 every hour
Brighton	Havant – Chichester – Worthing – Shoreham-by-Sea – Brighton	1hr 5min – 1hr 11min	2 every hour
London Waterloo	Havant – Petersfield – Haslemere – Guildford – Woking – London Waterloo	1hr 17min – 1hr 33min	3 every hour
London Victoria	Havant – Chichester – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 43min – 1hr 51min	5 every hour

BUS SERVICES (Local Bus Stops)			
Service	Route Summary	Typical Frequency	Operating Hours
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 05:39 – 21:15 Sat: 06:08 – 21:15 Sun: 08:20 – 19:50
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:20 – 22:37 Sat: 07:10 – 22:37 Sun: 09:42 – 19:12

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  NATIONAL CYCLE ROUTE
-  LOCAL CYCLE ROUTE
-  1KM ISOCHRONE
-  2KM ISOCHRONE
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  INDUSTRIAL



Transport Planning and Infrastructure Design Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418 Fax: 01483 861682
www.rgp.co.uk

Client: PWP Architects

Project: 5 – 7 Station Road, Hayling Island

Title: Site Location & Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	4652	February 19	NTS
Drawn By:	Checked By:	Approved By:	Rev:
EJD	ALB	ALB	-

DRAWINGS



-LEGEND-

- Site Boundary
- Existing Road Markings

A	15-2	Final Issue	SMO	ALB
-	12-2	Original Issue	SMO	ALB
Rev.	Date	Amendments	Drawn	Appr.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

- Buried Services
- Overhead Cable
- Working in Live Carriageway
- Public Being Struck by Plant
- Hazardous Substances

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

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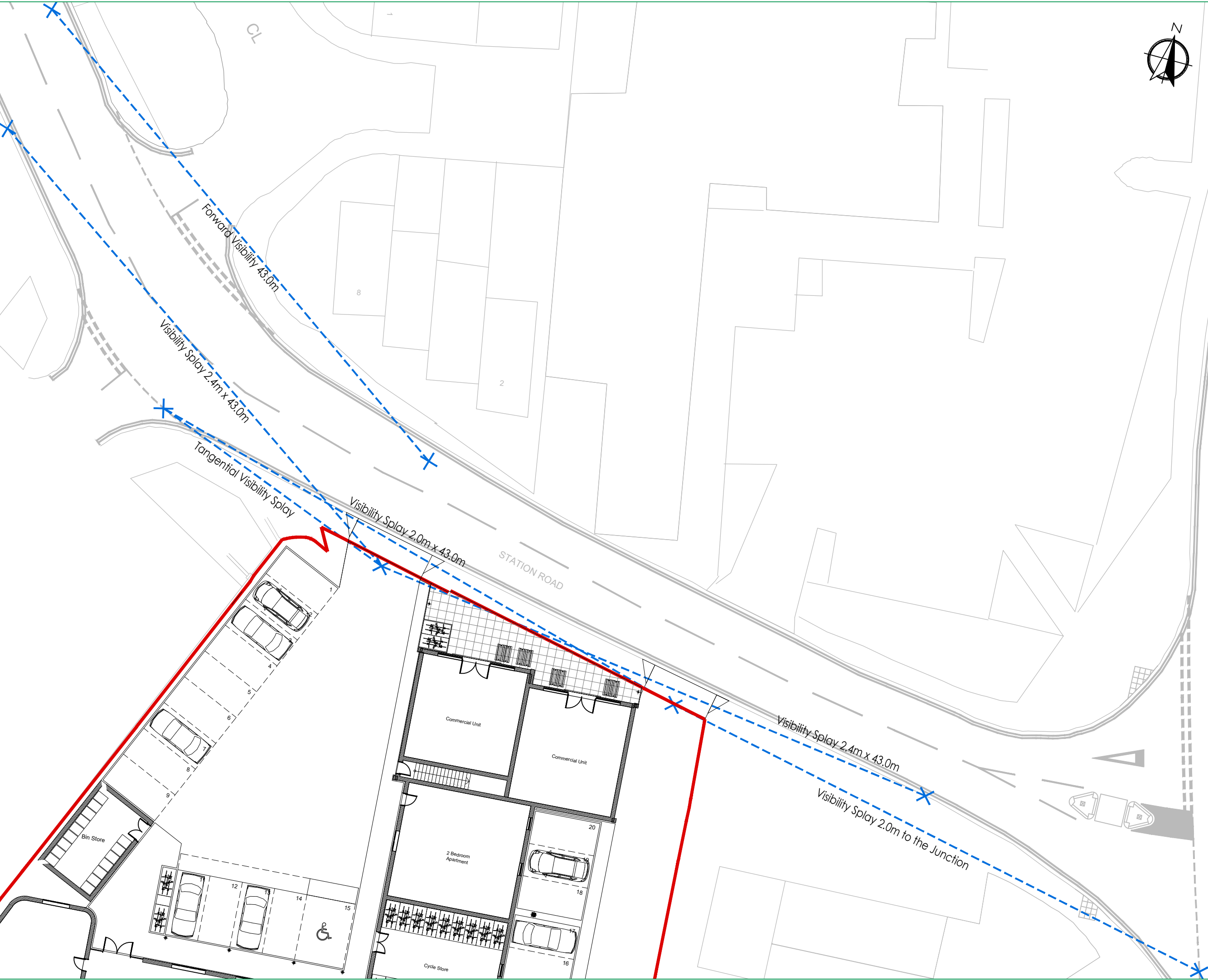
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Unit 2, West Barn, Norton Lane, Chichester, PO20 3AF
Tel: 01243 210418 Fax: 01483 861682 www.rgp.co.uk

Client
PWP Architects

Project
5-7 Station Road, Hayling Island

Drawing Title
Site Overview

Scale	1:250	Drawn By	SMO	Checked By	EJD	Approved By	ALB
Date	February 2019	Drawing No.	2018-4652-001	Rev.	A		



NOTES

A3

-LEGEND-

Site Boundary

Existing Road Markings

Visibility Splays

A	15-2	Final Issue	SMO	ALB
-	12-2	Original Issue	SMO	ALB
Rev.	Date	Amendments	Drawn	Appr.

RESIDUAL HAZARDS

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- Buried Services
- Overhead Cable
- Working in Live Carriageway
- Public Being Struck by Plant
- Hazardous Substances

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Transport Planning and Infrastructure Design Consultants

Unit 2, West Barn, Norton Lane, Chichester, PO20 3AF

Tel: 01243 210418 Fax: 01483 861682

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Client

PWP Architects

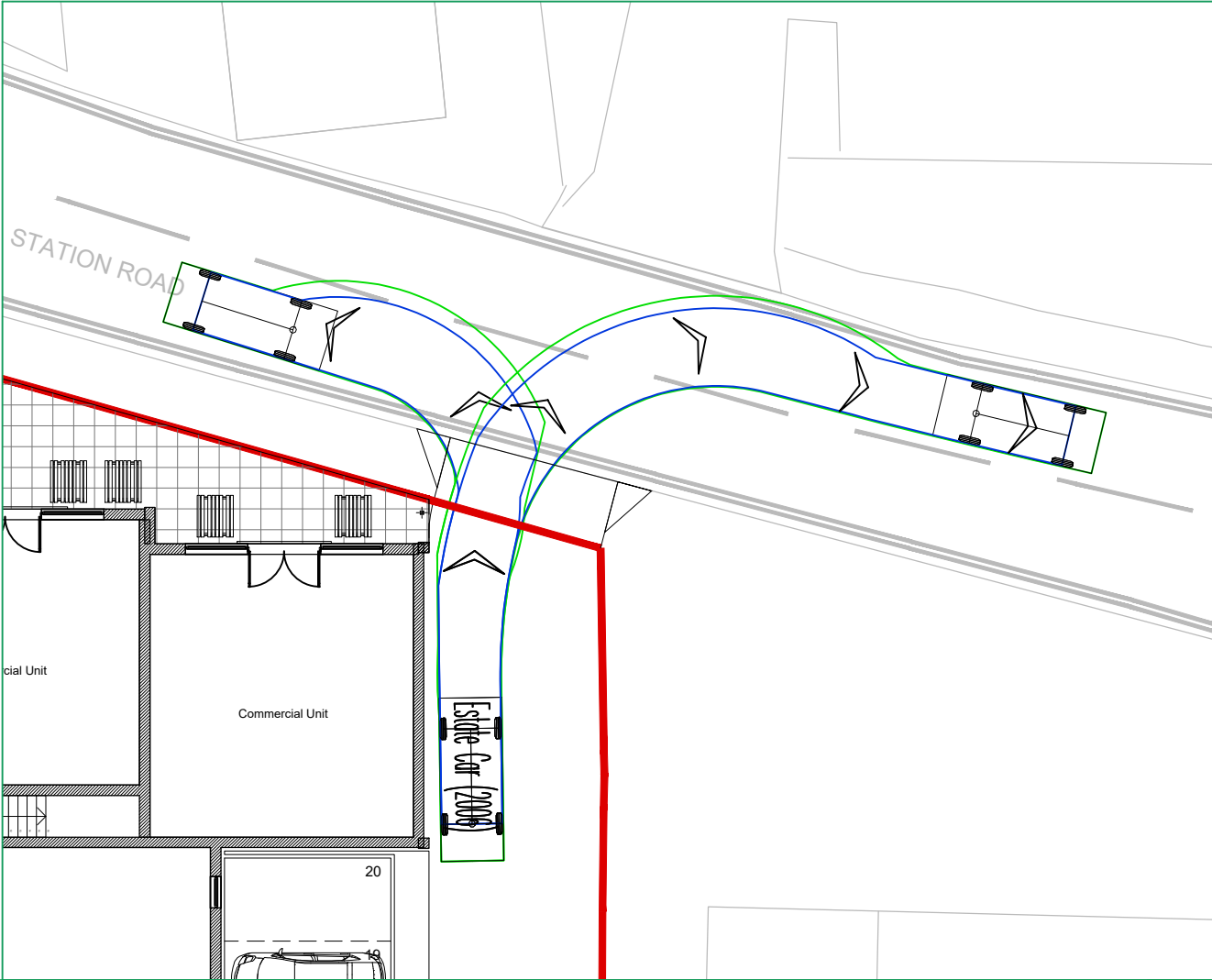
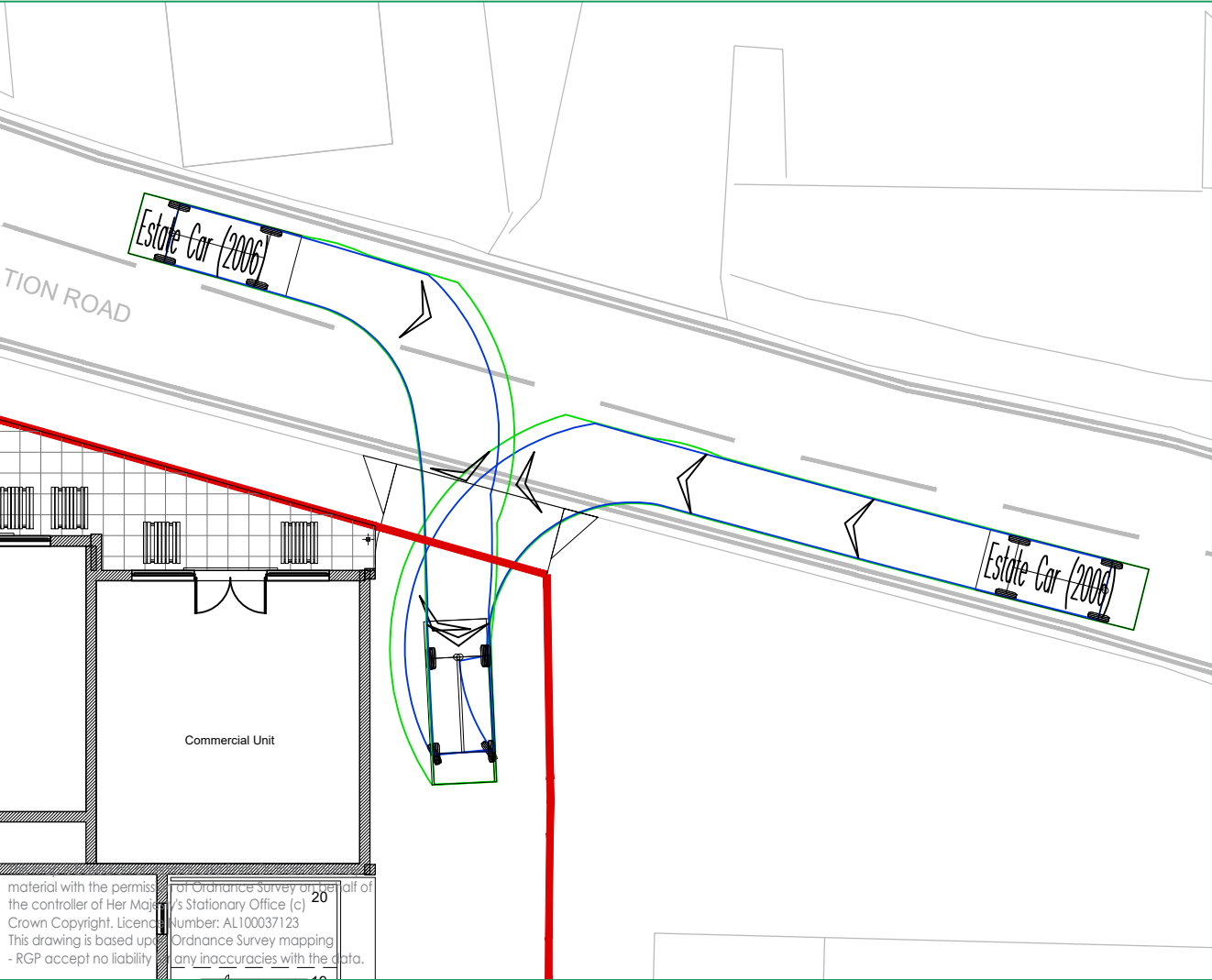
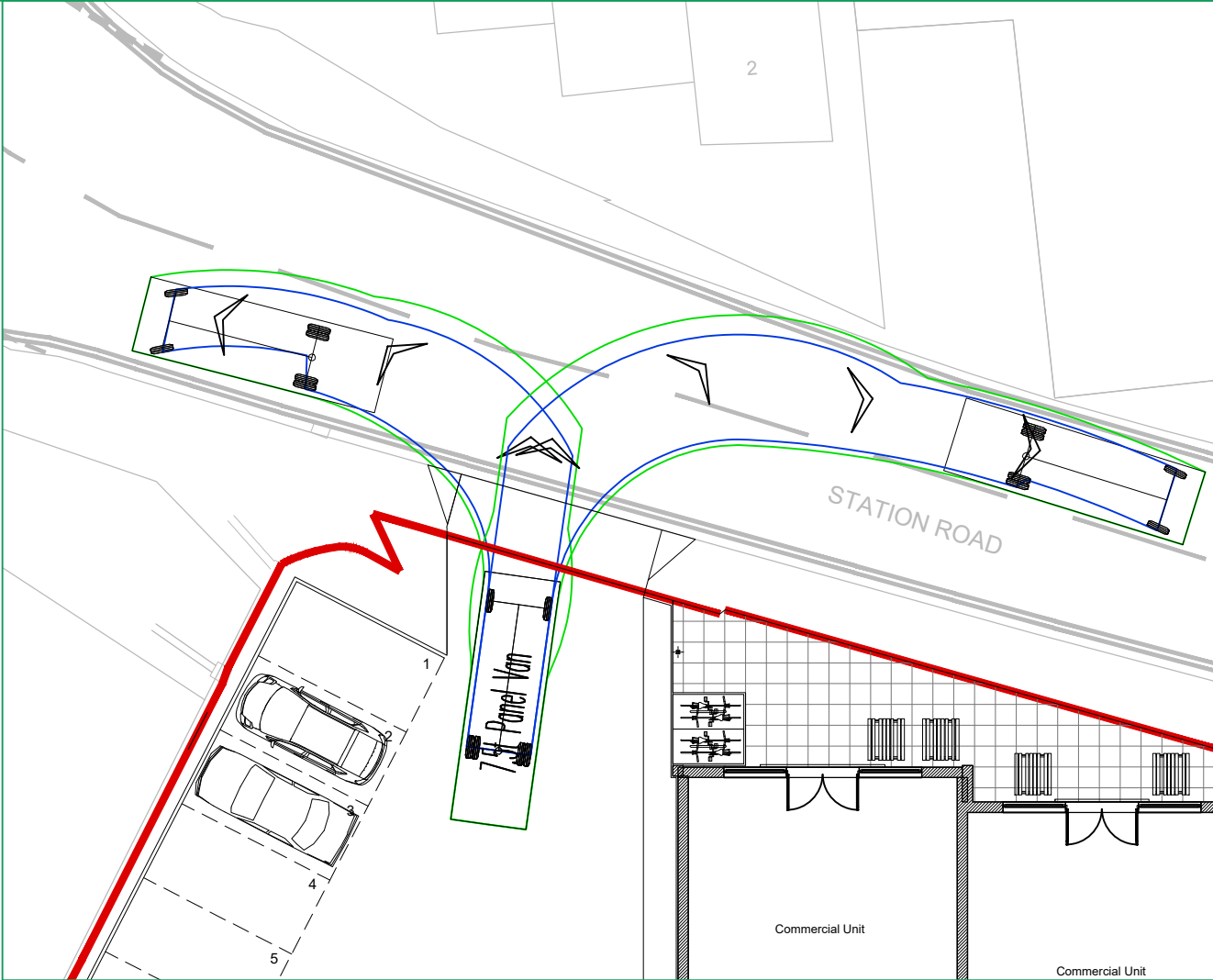
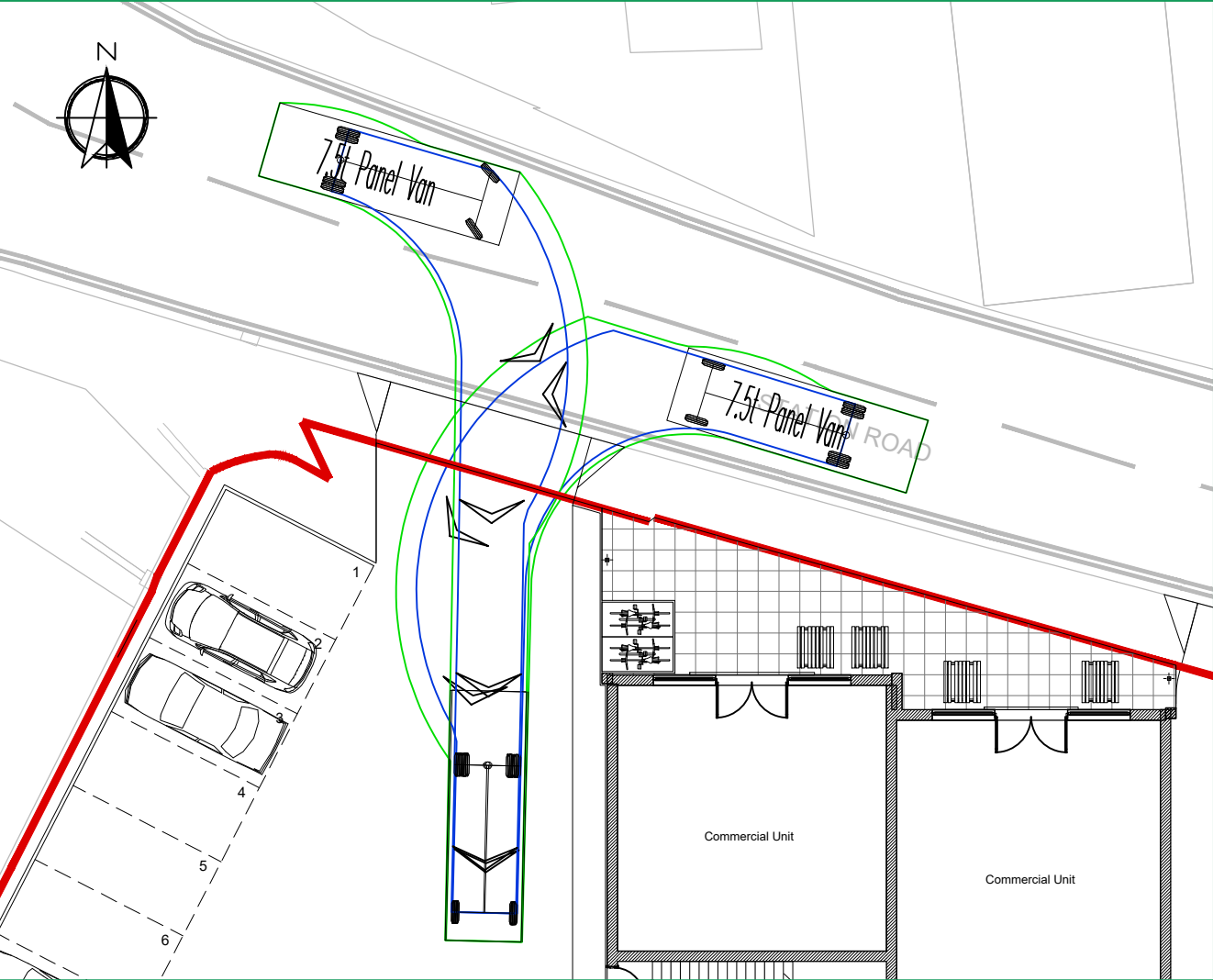
Project

5-7 Station Road, Hayling Island

Drawing Title

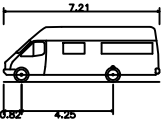
Visibility Splays

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Date	February 2019	Drawing No.	2018-4652-002	Rev.	A		

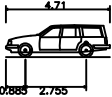


-LEGEND-

- Site Boundary
- Existing Road Markings



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min. Body Ground Clearance 0.316m
Track Width 1.86m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min. Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

A	15-2	Final Issue	SMO	ALB
-	12-2	Original Issue	SMO	ALB

Rev.	Date	Amendments	Drawn	Appr.
A	15-2	Final Issue	SMO	ALB
-	12-2	Original Issue	SMO	ALB

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

- Buried Services
- Overhead Cable
- Working in Live Carriageway
- Public Being Struck by Plant
- Hazardous Substances

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

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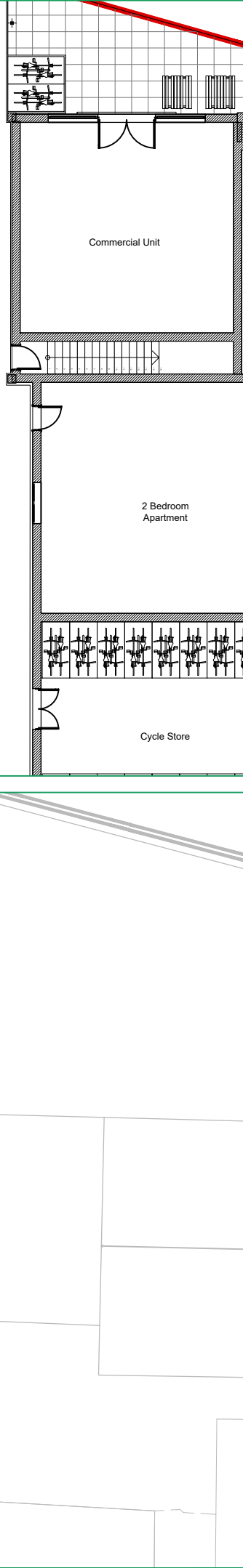
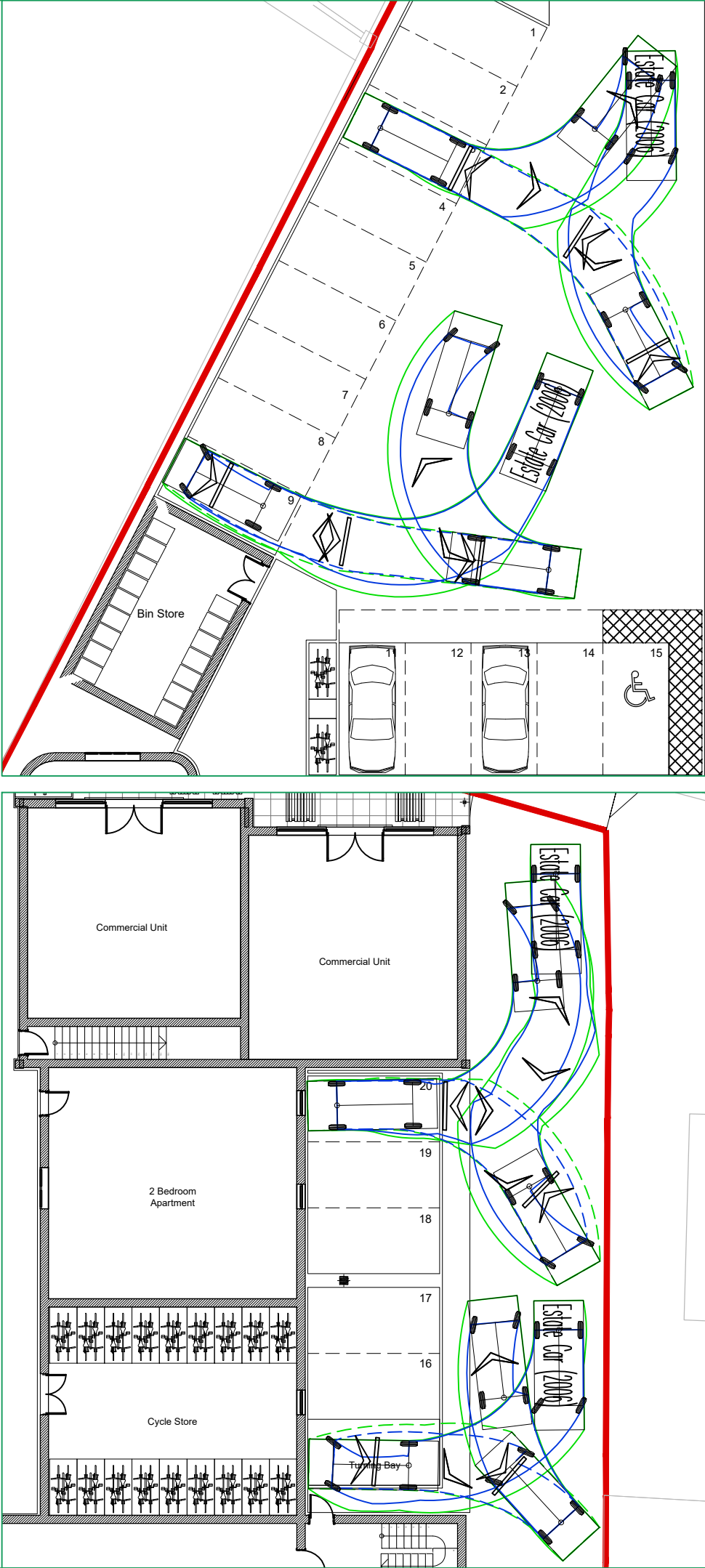
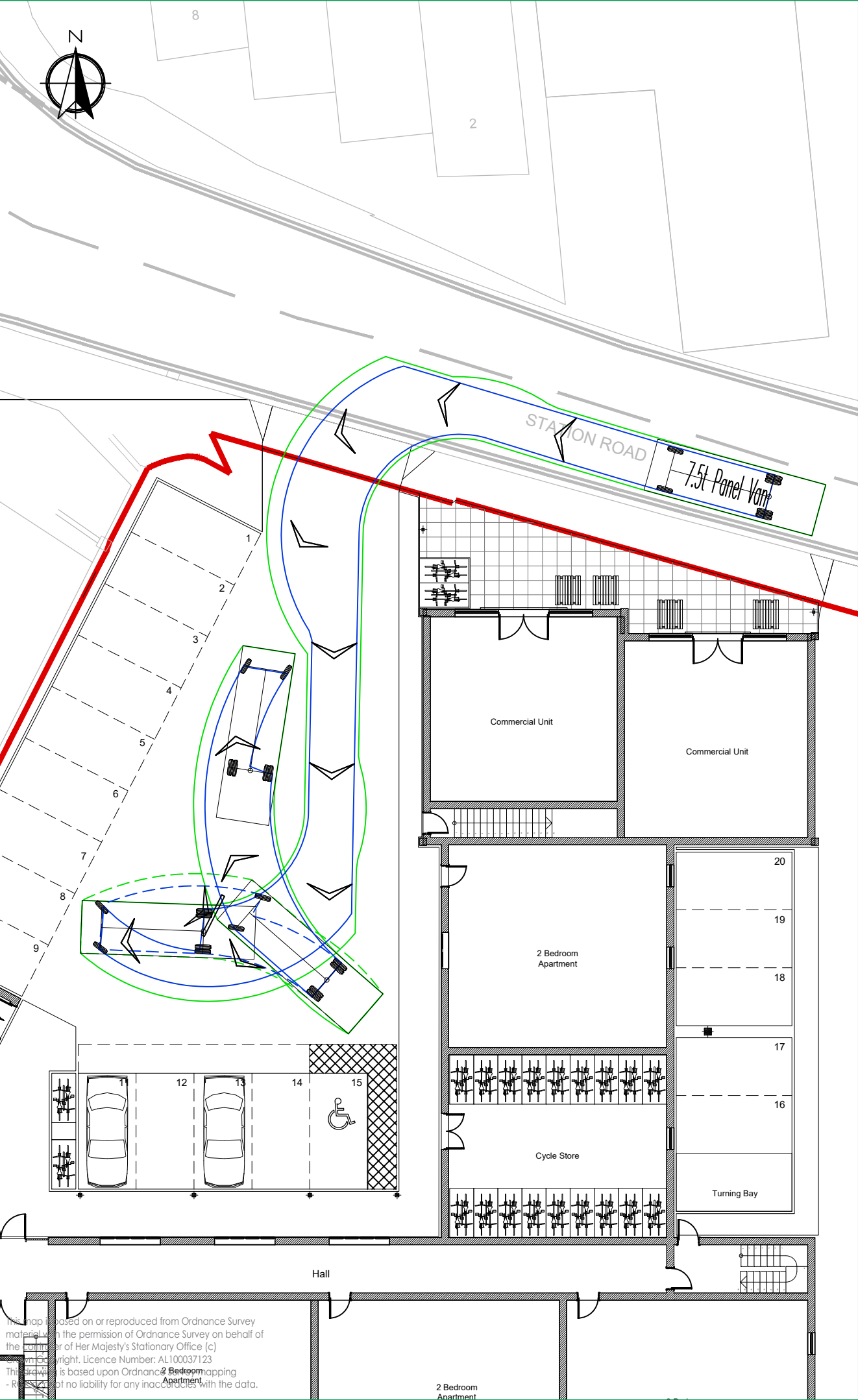
Client
PWP Architects

Project
5-7 Station Road, Hayling Island

Drawing Title
Access Swept Path Analysis

Scale 1:200	Drawn By SMO	Checked By EJD	Approved By ALB
Date February 2019	Drawing No. 2018-4652-003	Rev. A	

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NOTES

A3

-LEGEND-

Site Boundary

Existing Road Markings

7.5t Panel Van

Overall Length 7.210m

Overall Width 2.192m

Overall Body Height 2.544m

Min Body Ground Clearance 0.316m

Track Width 1.865m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 7.400m

Estate Car (2006)

Overall Length 4.710m

Overall Width 1.804m

Overall Body Height 1.442m

Min Body Ground Clearance 0.207m

Max Track Width 1.758m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 5.950m

A	15-2	Final Issue	SMO	ALB
-	12-2	Original Issue	SMO	ALB
Rev.	Date	Amendments	Drawn	Appr.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

- Buried Services
- Overhead Cable
- Working in Live Carriageway
- Public Being Struck by Plant
- Hazardous Substances

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

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rgp

Transport Planning and Infrastructure Design Consultants

Unit 2, West Barn, Norton Lane, Chichester, PO20 3AF

Tel: 01243 210418 Fax: 01483 861682 www.rgp.co.uk

Client

PWP Architects

Project

5-7 Station Road, Hayling Island

Drawing Title

Internal Swept Path Analysis

Scale	1:200	Drawn By	SMO	Checked By	EJD	Approved By	ALB
Date	February 2019	Drawing No.	2018-4652-004	Rev.	A		

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APPENDIX A



Accommodation Schedule

Ground Floor Level:

2 X Commercial Units
5 X 2 Bedroom Apartments

First Floor Level:

3 X 1 Bedroom Apartment
5 X 2 Bedroom Apartments

Second Floor Level:

1 X 1 Bedroom Apartment
5 X 2 Bedroom Apartments

Total

2 X Commercial Units
4 X 1 Bedroom Apartments
15 X 2 Bedroom Apartments

19 Apartments

**20 Car Parking Spaces -
Including 1 Disabled Space**

36 Cycle Spaces

Proposed Ground Floor Plan

1:200

N

0100mm @A1

revisions & notes:

A	10.05.18	LMW	Issued to client
B	23.05.18	LMW	Issued to planning consultant
C	12.06.18	LMW	Design layout updated
D	15.06.18	LMW	Boundary line updated
E	24.08.18	LMW	Adjustments following pre-application feedback
F	29.11.18	LMW	Adjustments following further pre-application feedback
G	19.12.18	LMW	Adjustments following further pre-application feedback
H	08.02.19	LMW	Issued for Planning

project:

**Development of Former
Garage & Bungalow
5-7 Station Road
Hayling Island**

drawing name:

**Proposed Ground Floor
Layout
PLANNING**

status:

PLANNING

date:

May 2018

scale:

1:200

drawn:

LMW

Project No.

5531

drawing No.

1200

rev

H

pwparchitects

61 South Street, Havant, Hampshire PO9 1BZ
t: 023 9248 2494
e: design@pwp-architects.com
w: www.pwp-architects.com
f: 023 9248 1152

Note: All dimensions to be checked on site by the contrador before fabrication and erection. Figured dimensions to be taken in preference to scaled dimensions. This drawing is the copyright of the architects and must not be reproduced or used without their express consent, except for the purposes of a planning application. Electronic issue of this drawing to be confirmed by paper hard copy only.

APPENDIX B



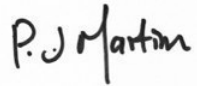
Road Safety Audit Stage 1

5-7 Station Road, Hayling Island

Client: RGP

Road Safety Answers reference no: RSA086

Control Sheet

	Name	Date	Signature
Author	Paul Martin	14/02/2019	
Checker	Steve Richards	15/02/2019	
Authoriser	Paul Martin	15/02/2019	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA086	Final	15/02/2019

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for two accesses onto Station Road, Hayling Island for RGP on behalf of Hampshire County Council. The audit was carried out in the office of Road Safety Answers Ltd during February 2019.

1.2 The audit team members were as follows: -

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Steve Richards – MCIHT, MSoRSA
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Ed Dodd of RGP. The site was visited by the Audit Team, together, on Thursday 14th February, 2019, between 12.55 and 13.25 hours. The weather was fine and the road surface was dry. Traffic flows were light. Pedestrian and cycle flows were also light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (recently replaced HD 19/15). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence.

1.6 The purpose of the scheme is to provide accesses to a new mixed use development (commercial units and residential apartments).

1.7 The scheme consists the following elements:

- A 5m wide vehicle crossover at the eastern end of the site frontage, with 2m x 43m visibility splays in both directions,
- A 6m wide vehicle crossover at the eastern end of the site frontage, with 2.4m x 43m visibility splays in both directions.

1.8 No details of street lighting and surface water drainage have been provided. These issues are not, therefore, considered further in this report.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Eastern access (Drg. 2018-4652-002)

Summary: Risk of pull-out type collisions.

A visibility splay with only a 2m 'x' distance means that the front of the vehicle may enter the carriageway of Station Road before the driver can adequately judge whether it is safe to enter the road. The advantage of this site is that, to the east of the eastern access, the open frontage of the nearby shops is unlikely to have a boundary that would restrict access to patrons of the shops wanting to park on the frontage (photo 1). A 2.4m 'x' distance is therefore guaranteed until the land use to the east changes. Under these circumstances the planning authority can insist that a 2.4m splay is maintained from the eastern access. To the west of the eastern access, the drawing does not show a boundary treatment that would restrict visibility to less than an 'x' distance of 2.4m from the eastern access. If such a treatment were to be erected there would be a risk of pull-out type collisions.



Photo 1: Looking east from the location of the proposed eastern access

RECOMMENDATION

A boundary treatment to the west of the eastern access, higher than 1.05m, should not be installed as part of this development.

Design Team Response:

Agreed – no boundary treatment higher than 1.05m would be installed as part of the development

Client Officer Response:

2.2 PROBLEM

Location: B – Station Road at the proposed eastern access.

Summary: Risk of two-wheeler loss of control collisions.

The existing edge of the carriageway is deteriorating adjacent to the existing dropped kerb of the proposed eastern access (photo 2). If left unmaintained it will increase the risk of loss of control collisions for two-wheelers entering the site whilst leaning the cycle, motorcycle or moped.



Photo 2: Edge of carriageway deteriorating adjacent to the proposed eastern access

RECOMMENDATION

The carriageway should be repaired prior to the occupation of the development.

Design Team Response:

Agreed – carriageway will be repaired in conjunction with the development.

Client Officer Response:

2.3 PROBLEM

Location: C – Western section of the development frontage.

Summary: Risk of pull-out type collisions.

The double yellow line waiting restrictions have faded and are almost invisible at the western end of the development (photo 3). The commercial units at the front of the development may further encourage illegal on-street parking that currently occurs at this site (photo 4). Such parking will obstruct visibility from both proposed accesses, increasing the risk of pull-out type collisions.



Photo 3: Looking west across the proposed western access



Photo 4: Looking east from the proposed western access

RECOMMENDATION

The waiting restriction lines should be refreshed to discourage unwanted on-street parking between the two proposed accesses.

Design Team Response:

Agreed – the waiting restriction lines will be refreshed.

Client Officer Response:

2.4 PROBLEM

Location: D – Western access.

Summary: Risk of two-wheeler loss of control collisions.

A slippery existing double cover at the location of the proposed western access (photo 5) is likely to increase the risk of unsettling two-wheelers as they lean their cycle, motorcycle or moped whilst entering the development. This particular road user will be prevalent at the access, given the proposed cycle shop within the development.



Photo 5: Double cover coincident with the proposed western access

RECOMMENDATION

The polished double cover should be replaced with an anti-slip cover.

Design Team Response:

Agreed – the polished double cover will be replaced with an anti-slip cover.

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Signed 

Date15/02/2019.....

Audit Team Member

Steve Richards – MCIHT, MSoRSA
Independent Road Safety Consultant

Signed 

Date15/02/2019.....

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA

☐ + 44 (0) 7710 980 141
☐ paulmartin@roadsafetyanswers.co.uk
☐ www.roadsafetyanswers.co.uk

Appendix A

Drawings and Documents Examined:

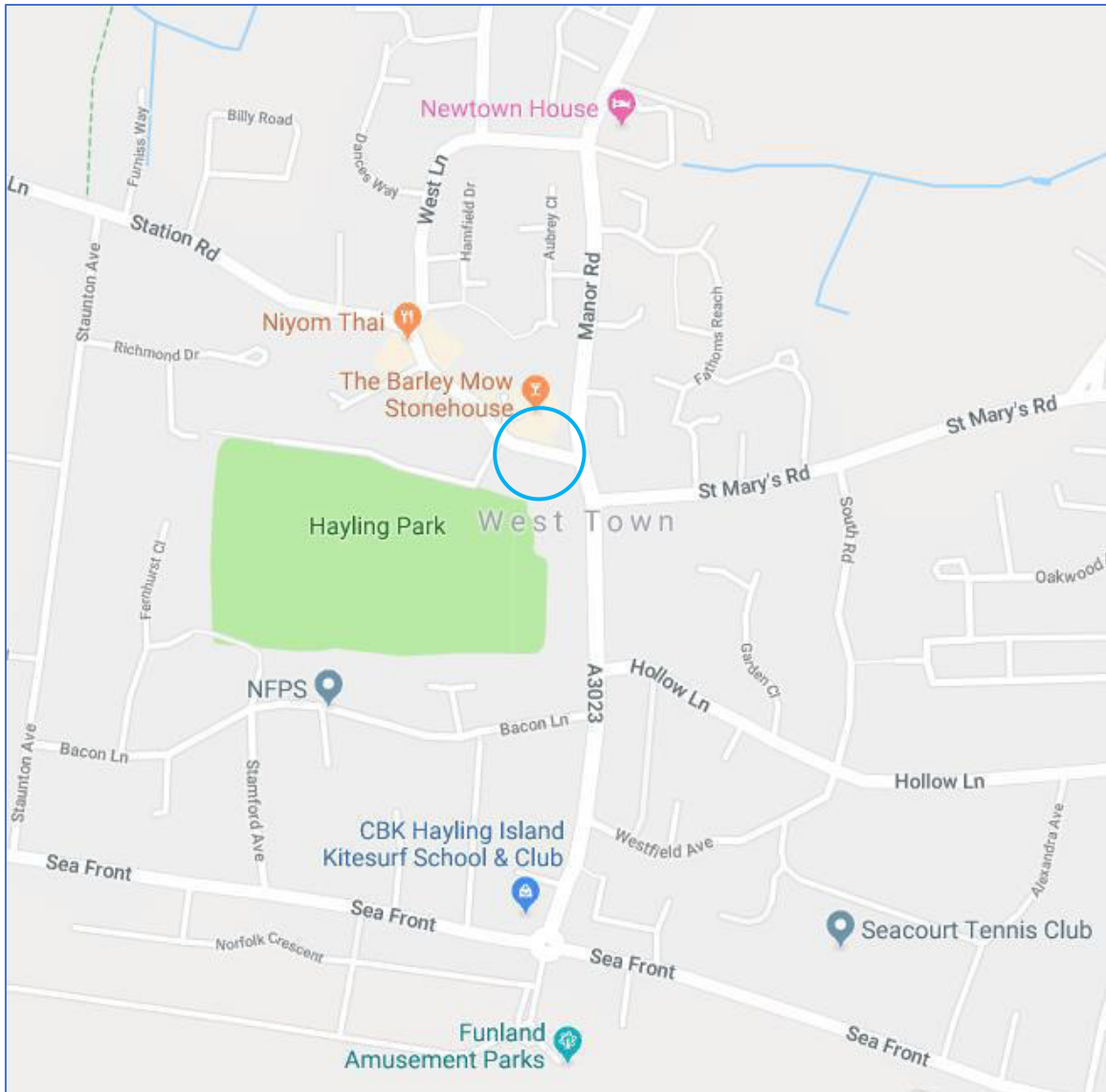
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2018-4652-002 Rev -.pdf

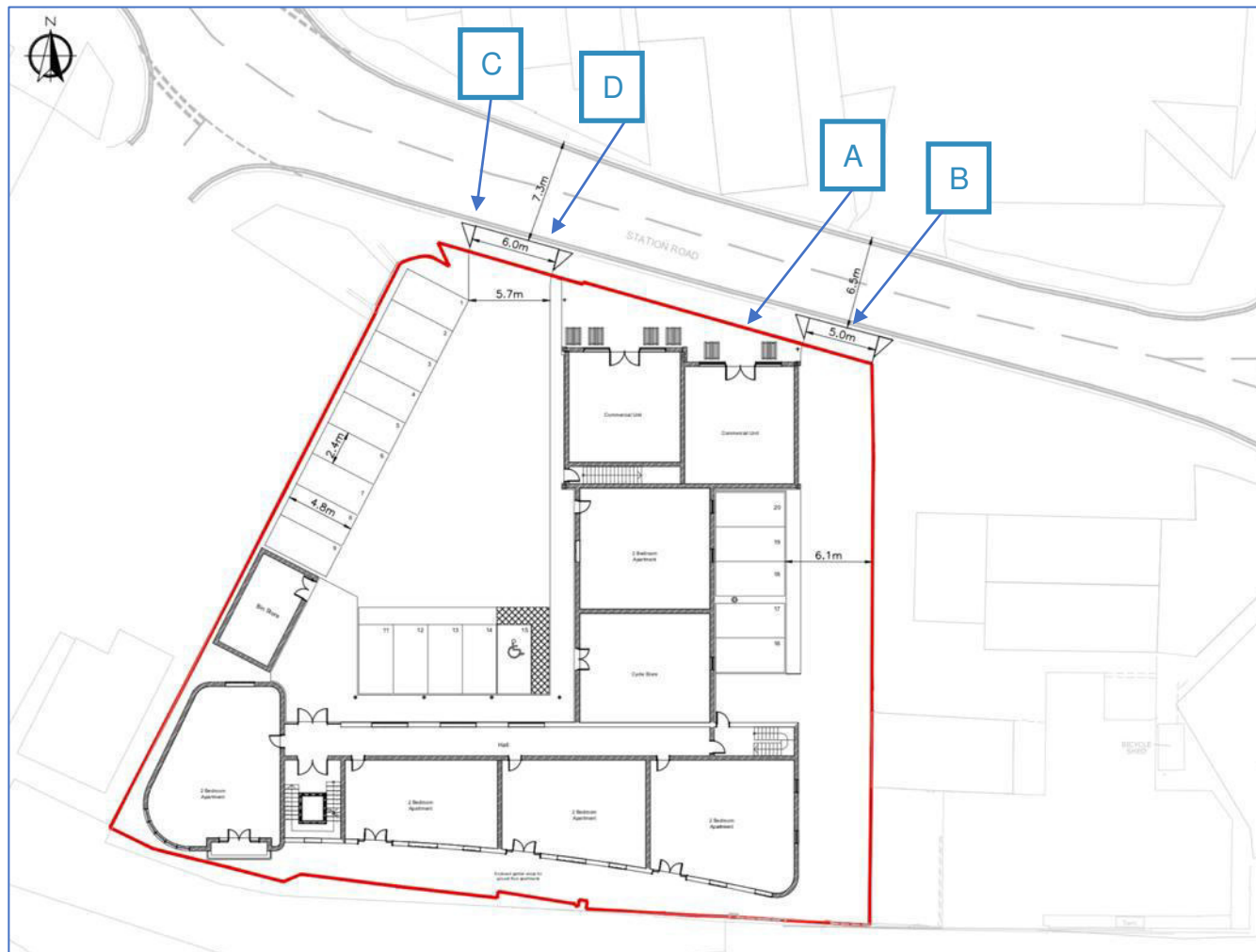
2018-4652-003 Rev -.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plan



APPENDIX C



CLIENT: RGP

PROJECT NUMBER: 190203

PROJECT MANAGER: BEN MOORE

DATE: WED 6TH/THU 7TH FEB 2019

PROJECT DESCRIPTION: HAYLING ISLAND - PARKING BEAT DATA - SITE PLAN





CLIENT: RGP

PROJECT NUMBER: 190203

PROJECT MANAGER: BEN MOORE

DATE: WED 6TH FEB 2109

PROJECT DESCRIPTION: HAYLING ISLAND - PARKING BEAT DATA - CAR PARK

Date/Time of Beat	Roadside	Total Spaces	Parking Bays		Disabled Bays		M/C Bays					Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used		
WED 6TH FEB 2019	N/A	42	38	3	2	0	2	0				3	7%
01:00													
WED 6TH FEB 2019	N/A	42	38	10	2	0	2	0				10	24%
09:00													
WED 6TH FEB 2019	N/A	42	38	8	2	0	2	0				8	19%
19:00													



CLIENT: RGP

PROJECT NUMBER: 190203

PROJECT MANAGER: BEN MOORE

DATE: THU 7TH FEB 2109

PROJECT DESCRIPTION: HAYLING ISLAND - PARKING BEAT DATA - CAR PARK

Date/Time of Beat	Roadside	Total Spaces	Parking Bays		Disabled Bays		M/C Bays					Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used		
WED 6TH FEB 2019	N/A	42	38	2	2		2	0				2	5%
01:00													
WED 6TH FEB 2019	N/A	42	38	14	2	0	2	0				14	33%
09:00													
WED 6TH FEB 2019	N/A	42	38	6	2	0	2	0				6	14%
19:00													

APPENDIX D

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190207-0254

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
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: Site area
 Actual Range: 0.42 to 0.93 (units: hect)
 Range Selected by User: 0.07 to 1 (units: hect)

Parking Spaces Range: Selected: 0 to 254 Actual: 0 to 254

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/11/17

*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	2 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	5 days
Directional ATC Count	0 days

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

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

*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	2
Commercial Zone	1
Development Zone	1
Retail 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.

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:Use Class:

Sui Generis 5 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	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
25,001 to 50,000	2 days
75,001 to 100,000	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	4 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CB-14-A-03	PEUGEOT		CUMBRIA
	GILWILLY ROAD			
	PENRITH			
	GILWILLY IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Site area:	0.42 hect		
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL	
2	DV-14-A-02	VAUXHALL		DEVON
	MARSH BARTON ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Site area:	0.66 hect		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	
3	EX-14-A-02	KIA		ESSEX
	BRAINTREE ROAD			
	BRAINTREE			
	Edge of Town			
	Development Zone			
	Total Site area:	0.59 hect		
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL	
4	LN-14-A-01	HONDA		LINCOLNSHIRE
	TOLLEMACHE ROAD			
	GRANTHAM			
	Edge of Town			
	Commercial Zone			
	Total Site area:	0.62 hect		
	Survey date: MONDAY	15/11/10	Survey Type: MANUAL	
5	NY-14-A-04	LAND ROVER		NORTH YORKSHIRE
	HUTTON BANK			
	RIPON			
	Edge of Town			
	Industrial Zone			
	Total Site area:	0.93 hect		
	Survey date: MONDAY	23/09/13	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.

RGP Mill Pool House Godalming

Licence No: 728001

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

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	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	4	0.64	13.672	4	0.64	1.953	4	0.64	15.625
08:00 - 09:00	5	0.64	27.640	5	0.64	14.596	5	0.64	42.236
09:00 - 10:00	5	0.64	15.217	5	0.64	15.217	5	0.64	30.434
10:00 - 11:00	5	0.64	13.354	5	0.64	14.286	5	0.64	27.640
11:00 - 12:00	5	0.64	20.186	5	0.64	17.702	5	0.64	37.888
12:00 - 13:00	5	0.64	17.702	5	0.64	12.733	5	0.64	30.435
13:00 - 14:00	5	0.64	13.043	5	0.64	17.702	5	0.64	30.745
14:00 - 15:00	5	0.64	13.975	5	0.64	17.081	5	0.64	31.056
15:00 - 16:00	5	0.64	10.248	5	0.64	15.217	5	0.64	25.465
16:00 - 17:00	5	0.64	18.944	5	0.64	17.702	5	0.64	36.646
17:00 - 18:00	5	0.64	13.043	5	0.64	18.012	5	0.64	31.055
18:00 - 19:00	5	0.64	3.106	5	0.64	14.596	5	0.64	17.702
19:00 - 20:00	1	0.66	3.030	1	0.66	10.606	1	0.66	13.636
20:00 - 21:00	1	0.66	4.545	1	0.66	7.576	1	0.66	12.121
21:00 - 22:00	1	0.66	0.000	1	0.66	21.212	1	0.66	21.212
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			187.705			216.191			403.896

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:	0.42 to 0.93 (units: hect)
Survey date range:	01/01/10 - 29/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX E

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190207-0259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : B - MOTORIST CENTRE (FAST FIT)

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	CP CAERPHILLY	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: 250 to 1878 (units: sqm)
 Range Selected by User: 150 to 1878 (units: sqm)

Parking Spaces Range: Selected: 5 to 29 Actual: 5 to 29

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/11/15

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
Wednesday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 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	3
Suburban Area (PPS6 Out of Centre)	6

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
Residential Zone	5
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.

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:Use Class:

B2

9 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:

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

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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	3 days
1.1 to 1.5	6 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

9 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

9 days

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CP-15-B-01	KWIK-FIT		CAERPHILLY
	PONTYGWINDY ROAD			
	CAERPHILLY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	250 sqm		
	Survey date: TUESDAY	17/07/12		Survey Type: MANUAL
2	DS-15-B-01	KWIK FIT		DERBYSHIRE
	OSMASTON ROAD			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	525 sqm		
	Survey date: TUESDAY	21/10/14		Survey Type: MANUAL
3	DS-15-B-02	NATIONAL TYRES & AUTOCARE		DERBYSHIRE
	NOTTINGHAM ROAD			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	320 sqm		
	Survey date: FRIDAY	26/06/15		Survey Type: MANUAL
4	DV-15-B-02	KWIK FIT		DEVON
	MARSH BARTON ROAD			
	EXETER			
	MARSH BARTON			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	1878 sqm		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
5	GM-15-B-03	ATS EUROMASTER		GREATER MANCHESTER
	YORKSHIRE STREET			
	ROCHDALE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	600 sqm		
	Survey date: WEDNESDAY	21/10/15		Survey Type: MANUAL
6	NO-15-B-01	KWIK FIT		NORTH LINCOLNSHIRE
	BRUMBY WOOD LANE			
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	850 sqm		
	Survey date: THURSDAY	20/12/12		Survey Type: MANUAL
7	NY-15-B-04	KWIK FIT		NORTH YORKSHIRE
	LONG STREET			
	THIRSK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	363 sqm		
	Survey date: MONDAY	17/10/11		Survey Type: MANUAL
8	NY-15-B-05	KWIK FIT		NORTH YORKSHIRE
	LOW SKELLGATE			
	RIPON			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	360 sqm		
	Survey date: WEDNESDAY	25/09/13		Survey Type: MANUAL
9	SF-15-B-01	ATS EUROMASTER		SUFFOLK
	WHITE ELM STREET			
	IPSWICH			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	620 sqm		
	Survey date: THURSDAY	18/07/13		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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)

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	8	675	0.278	8	675	0.056	8	675	0.334
08:00 - 09:00	9	641	1.231	9	641	0.225	9	641	1.456
09:00 - 10:00	9	641	1.023	9	641	0.832	9	641	1.855
10:00 - 11:00	9	641	0.850	9	641	0.867	9	641	1.717
11:00 - 12:00	9	641	0.867	9	641	0.815	9	641	1.682
12:00 - 13:00	9	641	0.780	9	641	0.832	9	641	1.612
13:00 - 14:00	9	641	0.763	9	641	0.780	9	641	1.543
14:00 - 15:00	9	641	0.728	9	641	0.746	9	641	1.474
15:00 - 16:00	9	641	0.520	9	641	0.763	9	641	1.283
16:00 - 17:00	9	641	0.590	9	641	0.867	9	641	1.457
17:00 - 18:00	9	641	0.295	9	641	0.798	9	641	1.093
18:00 - 19:00	8	675	0.074	8	675	0.463	8	675	0.537
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.999			8.044			16.043

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:	250 - 1878 (units: sqm)
Survey date range:	01/01/10 - 14/11/15
Number of weekdays (Monday-Friday):	9
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.

APPENDIX F

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190207-0232

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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

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: Number of dwellings
 Actual Range: 7 to 11 (units:)
 Range Selected by User: 6 to 15 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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 2 days
 Wednesday 2 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 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 4

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®.

RGP Mill Pool House Godalming

Licence No: 728001

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

10,001 to 15,000	1 days
15,001 to 20,000	2 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:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
3	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
4	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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	10	0.105	4	10	0.500	4	10	0.605
08:00 - 09:00	4	10	0.211	4	10	0.447	4	10	0.658
09:00 - 10:00	4	10	0.158	4	10	0.316	4	10	0.474
10:00 - 11:00	4	10	0.289	4	10	0.211	4	10	0.500
11:00 - 12:00	4	10	0.184	4	10	0.263	4	10	0.447
12:00 - 13:00	4	10	0.342	4	10	0.368	4	10	0.710
13:00 - 14:00	4	10	0.237	4	10	0.263	4	10	0.500
14:00 - 15:00	4	10	0.237	4	10	0.263	4	10	0.500
15:00 - 16:00	4	10	0.289	4	10	0.132	4	10	0.421
16:00 - 17:00	4	10	0.395	4	10	0.289	4	10	0.684
17:00 - 18:00	4	10	0.395	4	10	0.158	4	10	0.553
18:00 - 19:00	4	10	0.184	4	10	0.132	4	10	0.316
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.026			3.342			6.368

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	7 - 11 (units:)
Survey date range:	01/01/10 - 22/09/17
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.

APPENDIX G

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190207-0205

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: Number of dwellings
 Actual Range: 14 to 44 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: Selected: 10 to 140 Actual: 10 to 140

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/07/17

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
Wednesday	3 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	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
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:

Residential Zone	6
No Sub Category	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.

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:Use Class:

C3

8 days

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

Population within 1 mile:

1,001 to 5,000

2 days

10,001 to 15,000

4 days

20,001 to 25,000

2 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

50,001 to 75,000

3 days

100,001 to 125,000

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

2 days

1.1 to 1.5

6 days

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

Travel Plan:

No

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CA-03-C-02	BLOCK OF FLATS		CAMBRIDGESHIRE
	WESTFIELD ROAD			
	PETERBOROUGH			
	NETHERTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	44		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
4	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
5	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
6	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	OXFORD			
	COWLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL
7	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
8	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	03/12/14		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.

RGP Mill Pool House Godalming

Licence No: 728001

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

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	8	26	0.049	8	26	0.146	8	26	0.195
08:00 - 09:00	8	26	0.073	8	26	0.267	8	26	0.340
09:00 - 10:00	8	26	0.112	8	26	0.170	8	26	0.282
10:00 - 11:00	8	26	0.097	8	26	0.087	8	26	0.184
11:00 - 12:00	8	26	0.092	8	26	0.092	8	26	0.184
12:00 - 13:00	8	26	0.097	8	26	0.063	8	26	0.160
13:00 - 14:00	8	26	0.073	8	26	0.092	8	26	0.165
14:00 - 15:00	8	26	0.097	8	26	0.136	8	26	0.233
15:00 - 16:00	8	26	0.131	8	26	0.092	8	26	0.223
16:00 - 17:00	8	26	0.112	8	26	0.078	8	26	0.190
17:00 - 18:00	8	26	0.311	8	26	0.107	8	26	0.418
18:00 - 19:00	8	26	0.180	8	26	0.117	8	26	0.297
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.990			1.780			3.770

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:	14 - 44 (units:)
Survey date date range:	01/01/10 - 10/07/17
Number of weekdays (Monday-Friday):	8
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.

APPENDIX H

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190207-0209

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 186 to 1230 (units: sqm)
 Range Selected by User: 186 to 1500 (units: sqm)

Parking Spaces Range: Selected: 0 to 5073 Actual: 0 to 5073

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

*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

*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:

Suburban Area (PPS6 Out of 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:

Commercial Zone 1
 Residential Zone 1
 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:

B1 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®.

RGP Mill Pool House Godalming

Licence No: 728001

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

1,001 to 5,000	1 days
10,001 to 15,000	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:

75,001 to 100,000	2 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:

0.6 to 1.0	3 days
------------	--------

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

Travel Plan:

Yes	2 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	3 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
2	KC-02-A-07	KCC HIGHWAYS REG.	KENT
	KAVELIN WAY		
	ASHFORD		
	HENWOOD IND. ESTATE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
3	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	3	843	1.068	3	843	0.119	3	843	1.187
07:30 - 08:00	3	843	0.949	3	843	0.237	3	843	1.186
08:00 - 08:30	3	843	1.938	3	843	0.119	3	843	2.057
08:30 - 09:00	3	843	1.700	3	843	0.158	3	843	1.858
09:00 - 09:30	3	843	1.265	3	843	0.316	3	843	1.581
09:30 - 10:00	3	843	0.395	3	843	0.000	3	843	0.395
10:00 - 10:30	3	843	0.514	3	843	0.158	3	843	0.672
10:30 - 11:00	3	843	0.554	3	843	0.316	3	843	0.870
11:00 - 11:30	3	843	0.277	3	843	0.277	3	843	0.554
11:30 - 12:00	3	843	0.277	3	843	0.356	3	843	0.633
12:00 - 12:30	3	843	0.395	3	843	0.474	3	843	0.869
12:30 - 13:00	3	843	0.751	3	843	1.305	3	843	2.056
13:00 - 13:30	3	843	1.028	3	843	0.277	3	843	1.305
13:30 - 14:00	3	843	0.830	3	843	0.593	3	843	1.423
14:00 - 14:30	3	843	0.198	3	843	0.356	3	843	0.554
14:30 - 15:00	3	843	0.277	3	843	0.474	3	843	0.751
15:00 - 15:30	3	843	0.554	3	843	0.593	3	843	1.147
15:30 - 16:00	3	843	0.277	3	843	0.791	3	843	1.068
16:00 - 16:30	3	843	0.316	3	843	1.740	3	843	2.056
16:30 - 17:00	3	843	0.316	3	843	3.163	3	843	3.479
17:00 - 17:30	3	843	0.040	3	843	1.661	3	843	1.701
17:30 - 18:00	3	843	0.000	3	843	0.672	3	843	0.672
18:00 - 18:30	2	650	0.154	2	650	0.616	2	650	0.770
18:30 - 19:00	2	650	0.000	2	650	0.539	2	650	0.539
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:			14.073			15.310			29.383

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:	186 - 1230 (units: sqm)
Survey date date range:	01/01/10 - 04/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.