

A Planning Application by
PUNCH PARTNERSHIPS (PML)

In respect of
**The Swan Inn,
Havant**

Transport Statement

January 2018



DOCUMENT SIGNATURE AND REVIEW SHEET**Project Details**

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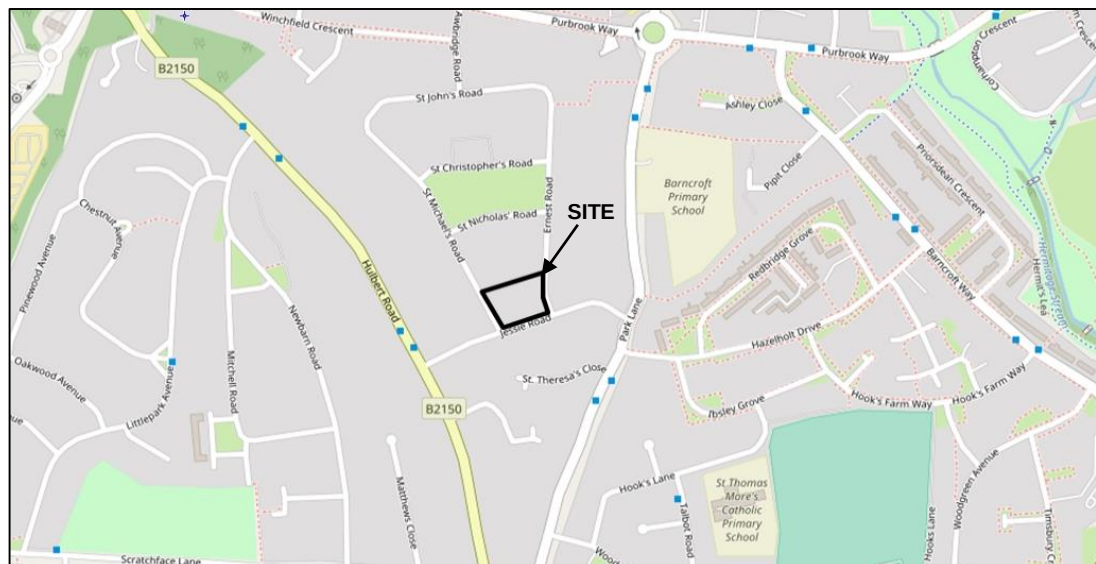
A	Havant Borough Council Cycle Map
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1 INTRODUCTION

General

- 1.1 Transport Planning Associates (TPA) has been commissioned by Punch Partnerships (PML) to prepare a Transport Statement (TS) to accompany a planning application in relation to the proposed development of three residential dwellings on part of the 24 space public house car park at The Swan Inn, Jessie Road, Bedhampton, Havant (the site). The existing public house would be retained as part of the proposed scheme.
- 1.2 The location of the site is shown at **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

Scope of the Report

- 1.3 This TS will assess the site and development proposals from a transport planning perspective and it will comment on;
- To review the accessibility of the proposed development by a range of transport modes;
 - To consider the potential parking provision in the contexts of relevant parking standards;
 - To establish the volume of traffic that will be attracted to the proposed development; and
 - To review and comment on any other local significant traffic or highways issues related to the study area.

Report Structure

1.4 The TS structure is as follows:

- **Chapter 2** will introduce the application site and the existing local transport environment;
- **Chapter 3** reviews the relevant planning policy at a local and national level;
- **Chapter 4** will describe the development proposals including the proposed access, parking and refuse arrangements;
- **Chapter 5** assesses the existing and proposed land use in terms of vehicular trip generation and attraction; and,
- **Chapter 6** summarises the findings and concludes the Transport Statement.

2 THE EXISTING SITE AND TRANSPORT ENVIRONMENT

Application Site

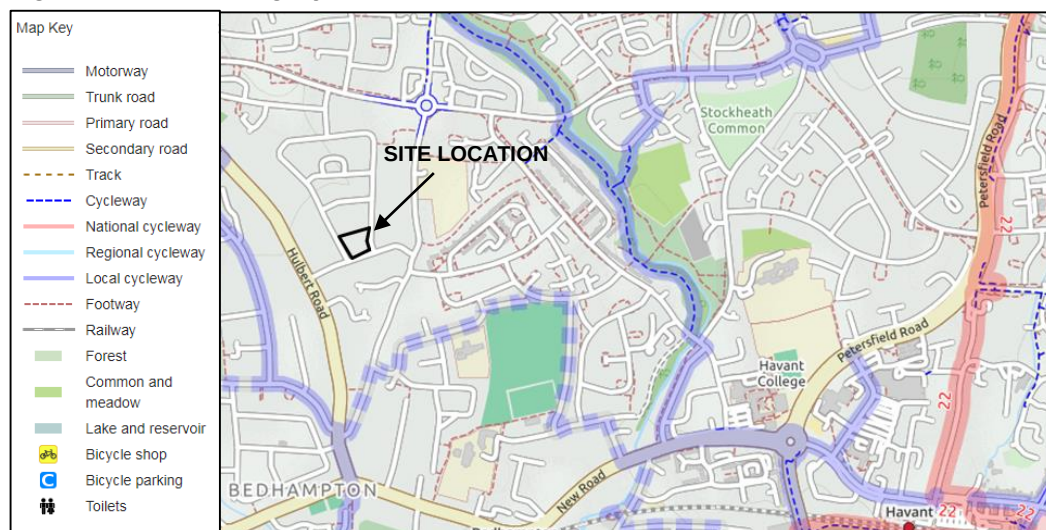
- 2.1 As seen in **Figure 1.1**, the site is located on Jessie Road, Bedhampton, Havant. The site is situated towards the west of Havant town centre and close to the border of Leigh Park. The site is bounded by Purbrook Way in the north and Bedhampton Road in the south. The character within the immediate vicinity of the application site is residential with terraced and semi-detached properties.

Pedestrian Infrastructure

- 2.2 Footways are provided on both sides of Jessie Road and are generally between 1.5 m and 2.0 m in width. The footways on Jessie Road are in good condition and the road has street lighting.
- 2.3 The footways in the vicinity of the site include dropped kerbs that assists pedestrian activity. No formal crossing facilities are provided within 400 m of the site.

Cycle Infrastructure

- 2.4 The site benefits from good cycle accessibility. The Havant Borough Council cycle map shows that the site is located near a 'suggested link route' approximately, 20 m east of the site on Park Lane. Approximately 370 m north of Park Lane, provision is made for a cycle signalled controlled crossing. The route provides a direct link to the local cycle network around Havant.
- 2.5 National Cycle Network (NCN) Route 22 is located approximately 1.6 km east of the site. Once complete, the Route will link London with Portsmouth, then Brockenhurst via the Isle of Wight. Currently Route 22 is open between Batt's Corner, south of Farnham and Banstead. The route is 64 miles long and is mainly an on road route.
- 2.6 **Figure 2.1** illustrates the existing local cycle infrastructure within the vicinity of the site, with Havant Borough Council Cycle Map included at **Appendix A**.

Figure 2.1 Existing Cycle Infrastructure

Source: © OpenStreetMap contributors

Public Transport Infrastructure*Bus Provision*

- 2.7 Two bus stops are located within a 200 m walk of the application site. These stops are served by one bus route; 21, and this service is provided by Stagecoach. This service is summarised in **Table 2.1**.

Table 2.1 Bus Route Summary

Route Number	Route	Mon-Fri	Saturday	Sunday
21	Havant – Cosham - Gunwharf	4 per hour	4 per hour	2 per hour

Source: <https://www.stagecoachbus.com/timetables>*Rail Services*

- 2.8 Bedhampton Railway Station is located approximately 1.1 km south of the site and is served by South Western Railway and Southern Trains. The station provides services to London Waterloo, Portsmouth & Southsea, Fratton and Littlehampton.
- 2.9 **Table 2.1** provides a brief summary of the frequency of rail services available at Bedhampton Railway Station.

Table 2.2 Summary of Rail Services

Train Destination	Service Frequency (hourly)*	
	Monday - Saturday	Sunday
London Waterloo	1	1
Portsmouth & Southsea	3	2

Source: National Rail, www.nationalrailenquiries.co.uk

Note: Direct services only

Local Highway Network

2.10 Jessie Road, where the site is situated, is approximately 5 m wide and runs in an east-west direction. The road is a residential road and is subject to a 30 mph speed limit and is illuminated. Jessie Road leads on to the B2150 Hulbert Road to the west, which provides access to Bedhampton railway station in the south and the wider road network (the A3M) via the large Purbrook Way roundabout to the north.

2.11 To the east, Jessie Road provides a link to Park Lane and to Havant town centre. The local highway network is illustrated in **Figure 2.2**.

Figure 2.2 Local Highway Network



Source: © OpenStreetMap contributors

Personal Injury Collision Data

2.12 Personal Injury Collision (PIC) data has been obtained from the Crashmap¹ website for the most recent five years (60 months) up to 2016 for the vicinity of the site.

¹ Crash Map, <http://www.crashmap.co.uk>

- 2.13 The Crashmap data shows that a total of three PIC's were recorded during the 60 month period. Two out of the three accidents that were recorded took place on the 27th July 2015 and 27th December 2016. Both accidents were classified as slight in nature and took place on Hulbert Road, close to the junction with Jessie Road and Michael Crook Close. The remaining accident was classified as serious in nature and took place on 30th March 2012 at St Micheal Road, north of Jessie Road.
- 2.14 A total of three PIC's recorded within the vicinity of the site during a 60 month period indicates that there is no local highway safety issue on the local road network.

Summary

- 2.15 The site is located in urban area with a moderate level of access to public transport infrastructure within Bedhampton.

3 POLICY REVIEW

Overview

3.1 This section of the Transport Statement considers the relevant national and local transport related planning policies that the proposed scheme will need to be in accordance with. Policy documents reviewed within this chapter include;

- The National Planning Policy Framework (2012);
- National Planning Practice Guidance (2014);
- Havant Borough Council Core Strategy (2012); and,
- Havant Borough Council, Parking: Supplementary Planning Document (2016).

National Planning Policy

National Planning Policy Framework, 2012

3.2 The Government's National Planning Policy Framework (NPPF) was introduced on 27 March 2012. The NPPF replaces previous Planning Policy Statements and Guidance Notes and forms the basis of the Government's policy in order to inform local authorities and developers regarding future development.

3.3 The basis of transport policy within the NPPF is stated as;

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.” (Paragraph 29).

3.4 The NPPF includes guidance on transport and parking. The key paragraphs relevant to car parking and highway impact are 32 and 39; these paragraphs are quoted below.

3.5 Paragraph 32 states:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;***
- ***safe and suitable access to the site can be achieved for all people; and***
- ***Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”***

3.6 Paragraph 39 states:

“If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- ***the accessibility of the development;***
- ***the type, mix and use of development***
- ***the availability of and opportunities for public transport;***
- ***local car ownership levels; and***
- ***an overall need to reduce the use of high-emission vehicles.”***

3.7 The NPPF notes that local authorities should seek to provide infrastructure necessary to support sustainable economic growth, and with respect to planning decisions key considerations are ensuring that opportunities for travel by sustainable modes are taken up, safe and suitable access to the site can be achieved and that residual impacts can be undertaken in order to limit the significant impacts of development.

3.8 In order to assist in achieving this, developments should seek to accommodate efficient delivery of goods and supplies, give priority to non-car modes of transport, create layouts which minimise conflict between traffic and cyclists or pedestrians, incorporate facilities for ultra-low emission vehicles and consider the needs of disable people. .

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- ***accommodate the efficient delivery of goods and supplies;***
- ***give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;***
- ***create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;***
- ***incorporate facilities for charging plug-in and other ultra-low emission vehicles; and***
- ***consider the needs of people with disabilities by all modes of transport.”***

- 3.9 With regard to parking standards, the NPPF outlines how local authorities should, when setting car parking standards, take account of the accessibility, type mix and use of development, local car ownership and the need to reduce the use of high emission vehicles.
- 3.10 This development proposal conforms to the requirements of the NPPF.

National Planning Practice Guidance, 2014

- 3.11 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014. It "...provides advice on when Transport Assessments and Transport Statements are required and what they should contain". It goes on to state that "Travel Plans, Transport Assessments and Statements can positively contribute to:

- ***"Encouraging sustainable travel;***
- ***Lessening traffic generation and its detrimental impacts;***
- ***Reducing carbon emissions and climate impacts;***
- ***Creating accessible, connected, inclusive communities;***
- ***Improving health outcomes and quality of life;***
- ***Improving road safety; and***
- ***Reducing the need for new development to increase existing road capacity or provide new roads."***

- 3.12 The key principles that "Transport Assessments and Statements should be:

- ***"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable possible stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***

Local Planning Policy

Havant Borough Council Core Strategy (2012)

- 3.13 Havant Borough Council is working with the local community and its partners to produce the Havant Borough Local Development Framework (HBLDF). The HBLDF will guide the future

development of the borough up to 2026. This will affect everyone who lives, works or visits the borough.

- 3.14 In relation to development impacts on travel, Policy DM12: Mitigating the Impacts of Travel states that:

“Developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- ***1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.***
- ***2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.***
- ***3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.***
- ***4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.***
- ***5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.”***

Havant Borough Council, Parking: Supplementary Planning Document (2016)

- 3.15 This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. Applications for planning permission will be assessed against the guidance set out in this document. It replaces the Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document (SPD) that was adopted in March 2010. It also updates Appendix 5 of the Core Strategy adopted March 2011 (non-residential parking standards).
- 3.16 All the Borough's parking standards are now detailed within the new SPD, which is a supplement to Policies DM13 (Car and Cycle Parking on Residential Development) and DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).
- 3.17 **Table 3.1** sets out the relevant parking standards for this proposed development. It should be noted that the standards set are minimum standards, however it is acknowledged at section 3 of the SPD that reductions in provision, below the minimums, are acceptable where suitable non car accessibility is available.

Table 3.1 Parking Standards

Land Use	Size of Dwellings	Minimum Car Parking Requirement	Cycle Standards Long Stay	Cycle Standards Short Stay
C3: Residential	1 Bed Unit	1 space	1 space per unit	N/A
	2 Bed Unit	2 spaces	2 spaces per unit	
	3 Bed Unit	2 spaces	2 spaces per unit	
	4+ Bed Unit	3 spaces	2 spaces per unit	
A4: Eating and Drinking Establishments		1 space per 5 m ² dining area/bar area/dance floor	1 space per 40 m ² GEA	1 stand per 20 m ² GEA

Source: Havant Borough Council, SPD 2016

- 3.18 A total of 24 car parking spaces are currently provided on site. Based on the standards for the existing public house, a total of 42 parking spaces should be provided (based on a bar area of 210m²). The loss of 2 parking bays in association with the development proposals is not however considered to be material and could not lead to any detrimental impact upon the highway or its users.
- 3.19 The existing parking for the public house is not protected by any planning permission or condition and could therefore be removed from use by the operator at any time. The loss of parking associated with this application should be considered against the background that such a loss could be implemented at any time by the operator of the site, without any need for planning permission.
- 3.20 In relation to parking design the document states that an ***“individual car parking space should measure a minimum 2.4m in width by 4.8m in length.”***
- 3.21 As set out in the following chapter, the proposed residential development is in discussed and is in accordance with the above parking standards.

Summary

- 3.22 The review of policy at national and local level has shown a consistency in policy objectives to ensure that new developments comply with a set of parking standards. This development meets the minimum cycle and car parking requirements for residential developments (land use C3).

4 PROPOSED DEVELOPMENT

Proposed Development

- 4.1 The proposed development comprises the retention of the existing public house and the construction of three, 2 bed houses on the eastern side of the public house car park. The proposed site layout, prepared by PLC Architects, is contained within **Appendix B** of this Transport Statement.

Vehicle, Pedestrian and Cycle Access

- 4.2 The proposed scheme includes a rationalisation of the site access arrangements to the pub car park. The existing access that utilises a crossover located within the junction of St Michael's Road and Jessie Road will be closed as will a similar arrangement at the junction of Jessie Road and Ernest Road. This will improve the highway layout and design surrounding the immediate site.
- 4.3 A new site access to the pub car park will be located on Jessie Road and a crossover to serve the proposed dwellings will also be provided on Jessie Road. This will provide access to a total of 4 parking spaces. A further 2 parking spaces will be accessed via a crossover on eastern boundary of the site on Ernest Road
- 4.4 Pedestrian access to the public house will also be taken from Jessie Road. The proposed residential units will include cycle storage to cater for a minimum of two cycles/unit to meet **Havant Borough Council Parking Standards** set out in **Chapter 3** of this report.

Car Parking

- 4.5 The proposed parking provision of 6 spaces for the residential development is in accordance with Havant Borough Council parking guidance, as set out in **Section 3** of this report.
- 4.6 As described in the Introduction, the proposed development is located on the eastern side of the site and as such, a number of parking spaces within the pub car park would be removed. However, a reorganised parking layout will provide a total of 22 spaces, which represents a minor loss of 2 spaces from the existing layout. The revised layout will maintain the provision of two disabled parking spaces.
- 4.7 The application proposals result in the loss of 2 parking spaces for the public house element of the site. Therefore regardless of the parking standards, the maximum impact is 2 additional cars on the public highway in the vicinity of the site that could not be considered a material impact on the highway and would be unperceivable to local residents / road users. This should also be considered in light of the fact that planning permission would not be required in order to reduce the level of parking provision at the site at present.

Deliveries, Refuse Storage and Collection

- 4.8 Deliveries to the public house will continue to use the pub car park and will take place outside of opening hours (in the mornings) as this will require the vehicle manoeuvring across parking bays. A swept path plot showing the path of an 8.0 m long brewer's dray entering and leaving the site is shown at **Appendix C**. It is anticipated that the existing refuse collection arrangements for the public house would continue.
- 4.9 Provision for the storage of domestic waste arising will be provided as part of the proposed development and bins will be brought to the kerbside on refuse collection days.

5 TRAFFIC ASSESSMENT

- 5.1 To determine the predicted traffic generation resulting from the proposed residential development, reference has been made to the TRICS database (v 7.4.3).

Proposed Traffic Generation

- 5.2 To determine the likely traffic generation for the proposed development, the following criteria were used to find similar sites within the TRICS database:

- Land Use: 03 – Residential;
- Sub Land Use: A – House Privately Owned;
- Vehicle trip rates;
- Located in England;
- Weekday surveys only;
- Trip rate parameter: Number of Dwellings, 6 - 20;
- Data from 01/01/09 onwards; and,
- Located within 'Edge of Town Centre,' 'Edge of Town,' and 'Residential Zone.'

- 5.3 The TRICS database yielded a total of six sites as seen in **Table 5.1**.

Table 5.1 TRICS Site Selection Land Use: C3 - Weekday

Survey Code	Survey Date	Location	Number of Dwellings
NF-03-A-03	16/09/15	Thetford	10
SF-03-A-05	09/09/15	Bury St Edmonds	18
SH-03-A-03	26/06/09	Shrewsbury	10
SH-03-A-06	22/05/14	Shrewsbury	16
ST-03-A-06	09/05/14	Wolverhampton	17
WK-03-A-02	17/10/13	Coventry	17

Source: TRICS v.7.4.3

- 5.4 The resulting trip rates for the sites mentioned above have been calculated by the proposed number of dwellings. The resulting trip rates and derived flows are summarised in
- 5.5 **Table 5.2** and the TRICS output is reproduced at **Appendix D**.

Table 5.2 Trip Generation expected by the Proposed Residential Development

Time	Based on Proposed Number of Dwellings (3)					
	Arrivals		Departures		Two Way Total	
	Trip rate	Flow	Trip rate	Flow	Trip rate	Flow
08:00-09:00	0.193	1	0.239	1	0.432	2
17:00-18:00	0.273	1	0.170	1	0.443	2
12 hour Total	2.102	6	2.151	6	4.261	13

Source: TRICS v.7.4.3

- 5.6 As indicated in **Table 5.2**, the proposed scheme is predicted to generate AM and PM peak hour two way flows of 2 vehicles. As such, the proposed scheme will have negligible impact on the surrounding highway network.

6 SUMMARY AND CONCLUSIONS

Summary

- 6.1 Transport Planning Associates has been commissioned by Punch Partnerships (PML) to prepare a Transport Statement to accompany a planning application in relation to the retention of the existing public house and the construction of three residential dwellings on part of the public house car park at The Swan Inn, Jessie Road, Bedhampton.
- 6.2 The site is situated towards the west of Havant Town Centre and close to the border of Leigh Park. The site is bounded by Purbrook Way in the north and Bedhampton Road in the south.
- 6.3 The development proposals consist of the retention of the existing public house and the construction of three, 2 bed houses with associated car and cycle storage. The existing accesses at the site will be modified and the kerbs will be reinstated at the junction corner of Jessie Road / Ernest Road and Jessie Road and St Michaels Road.
- 6.4 The proposed development on the eastern side of the site will include a revised pub car park layout, resulting in a minor reduction of two spaces, resulting in a total of 22 spaces, including 2 disabled spaces.
- 6.5 This development meets the minimum cycle parking requirements for residential developments (land use C3).
- 6.6 The existing parking provision for the public house is sub-standard, however the number of parking spaces associated with the public house is not protected by planning condition or similar and as such, the number of parking spaces provided could be reduced at any time without the need for planning permission. The loss of two parking spaces is not considered to be material, especially given that that number of spaces, or more, could be removed from the site at any time, irrespective of the outcome of this planning application.
- 6.7 The predicted traffic generation associated with the proposed residential scheme will have negligible impact on the local highway network.

Conclusions

- 6.8 The site is located in an urban area with a moderate level of access to public transport. The proposed retention of the public house and the residential development will not have a discernible impact on the local highway network. As such it is considered that there are no transport and highways reasons for refusing the planning application.

APPENDIX A



Signs and Lines

Off road cycle track (hard surfaced)

On-road cycle lane

Bus and cycle lane

Cycle network link (signposted)

Suggested link route (not signposted)

By-way open to all traffic (BOAT) or Bridleway or other track available for cyclist use (typically loose surfaced)

By-way open to all traffic (BOAT) or Bridleway or other track available for cyclist use (typically improved surfaced)

One way traffic INCLUDING CYCLISTS

Controlled crossing

Cyclists beware - Difficult junction, barriers or steps

Cycle parking NB - All Stations and most public buildings have cycle parking facilities

Cycle Shop

Buildings and Places of Interest

Public toilets

Church

Caravan site

Other places of interest

Mainline railway station

Narrow gauge railway station

Bus interchange

Ferry terminal

South Downs National Park boundary

Woods and forests

Parks and other open spaces

Countryside and arable

School or college

Shopping area/retail park

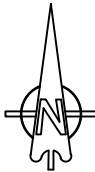
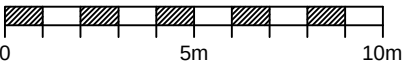
Blue Flag beach

APPENDIX B

GENERAL NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS' DRAWINGS.
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.



1:200 scale



P6	Jan 2018	Updated in response to LA comments	JCB
P5	Dec 2017	Amended to suit client comments	LW
P4	Nov 2017	Updated in connection with refuse comments	JCB
P3	Nov 2017	Widening of car park entrance	LW
P2	Oct 2017	Completion of site plan	LW

Revision	Date	Description	Dwn	Chkd
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Project:
The Swan Inn
Jessie Road, Bedhampton

Drawing Title :
Proposed Site Layout

Drawn By	Date	Checked By	Date	Approved By	Date
JCB	Oct' 17				

Drawing No.	Revision:	Scale:
17.2292.100	P6	1:200 @ A2

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APPENDIX C



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Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
PUNCH PARTNERSHIPS (PML)

PROJECT:
**THE SWAN INN
JESSIE ROAD
HAVANT**

TITLE:
**SWEPT PATH ANALYSIS
OF 7.5t BOX VAN VEHICLE**

STATUS:
FOR INFORMATION

SCALE: 1:200	DATE: 19/12/17	DRAWN: NH	CHECKED:	APPROVED: NH
JOB NO: 1707-86	DRAWING NO: SP02	REVISION: -		



INDICATIVE

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APPENDIX D

Calculation Reference: AUDIT-219602-171101-1146

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

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: 400 to 525 (units: sqm)
 Range Selected by User: 112 to 1500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 20/05/17

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
Friday	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:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A4	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-06-C-02	HARVESTER	ESSEX
	LONDON ROAD		
	STANWAY		
	COLCHESTER		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
2	GM-06-C-04	HUNGRY HORSE	GREATER MANCHESTER
	HELSMAN LANE		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
3	NT-06-C-03	HARVESTER	NOTTINGHAMSHIRE
	CLIFTON LANE		
	WILFORD		
	NOTTINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
4	TW-06-C-01	PUB/RESTAURANT	TYNE & WEAR
	WHICKHAM HIGHWAY		
	GATESHEAD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/10/13	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BF-06-C-01	Floor area to large
LC-06-C-01	Floor area to large
SH-06-C-02	Floor area to large
ST-06-C-01	Floor area to large

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	1.096	4	456	1.096	4	456	2.192
11:00 - 12:00	4	456	2.137	4	456	0.822	4	456	2.959
12:00 - 13:00	4	456	4.822	4	456	1.918	4	456	6.740
13:00 - 14:00	4	456	3.123	4	456	3.452	4	456	6.575
14:00 - 15:00	4	456	1.973	4	456	4.000	4	456	5.973
15:00 - 16:00	4	456	2.027	4	456	2.411	4	456	4.438
16:00 - 17:00	4	456	4.110	4	456	1.699	4	456	5.809
17:00 - 18:00	4	456	5.589	4	456	4.164	4	456	9.753
18:00 - 19:00	4	456	6.247	4	456	4.877	4	456	11.124
19:00 - 20:00	4	456	4.164	4	456	5.534	4	456	9.698
20:00 - 21:00	4	456	2.247	4	456	4.384	4	456	6.631
21:00 - 22:00	4	456	1.096	4	456	3.123	4	456	4.219
22:00 - 23:00	4	456	1.041	4	456	2.082	4	456	3.123
23:00 - 24:00	4	456	0.274	4	456	1.096	4	456	1.370
Total Rates:			39.946			40.658			80.604

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.

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Parameter summary

Trip rate parameter range selected:	400 - 525 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
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:	4

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TAXIS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.110	4	456	0.110	4	456	0.220
11:00 - 12:00	4	456	0.000	4	456	0.000	4	456	0.000
12:00 - 13:00	4	456	0.110	4	456	0.110	4	456	0.220
13:00 - 14:00	4	456	0.164	4	456	0.055	4	456	0.219
14:00 - 15:00	4	456	0.055	4	456	0.110	4	456	0.165
15:00 - 16:00	4	456	0.000	4	456	0.055	4	456	0.055
16:00 - 17:00	4	456	0.000	4	456	0.000	4	456	0.000
17:00 - 18:00	4	456	0.164	4	456	0.164	4	456	0.328
18:00 - 19:00	4	456	0.110	4	456	0.110	4	456	0.220
19:00 - 20:00	4	456	0.274	4	456	0.274	4	456	0.548
20:00 - 21:00	4	456	0.164	4	456	0.164	4	456	0.328
21:00 - 22:00	4	456	0.164	4	456	0.110	4	456	0.274
22:00 - 23:00	4	456	0.164	4	456	0.219	4	456	0.383
23:00 - 24:00	4	456	0.219	4	456	0.219	4	456	0.438
Total Rates:			1.698			1.700			3.398

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.

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Parameter summary

Trip rate parameter range selected:	400 - 525 (units: sqm)
Survey date range:	01/01/09 - 20/05/17
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:	4

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

OGVS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.164	4	456	0.110	4	456	0.274
11:00 - 12:00	4	456	0.000	4	456	0.055	4	456	0.055
12:00 - 13:00	4	456	0.055	4	456	0.055	4	456	0.110
13:00 - 14:00	4	456	0.000	4	456	0.000	4	456	0.000
14:00 - 15:00	4	456	0.000	4	456	0.000	4	456	0.000
15:00 - 16:00	4	456	0.055	4	456	0.055	4	456	0.110
16:00 - 17:00	4	456	0.000	4	456	0.000	4	456	0.000
17:00 - 18:00	4	456	0.000	4	456	0.000	4	456	0.000
18:00 - 19:00	4	456	0.000	4	456	0.000	4	456	0.000
19:00 - 20:00	4	456	0.000	4	456	0.000	4	456	0.000
20:00 - 21:00	4	456	0.000	4	456	0.000	4	456	0.000
21:00 - 22:00	4	456	0.000	4	456	0.000	4	456	0.000
22:00 - 23:00	4	456	0.000	4	456	0.000	4	456	0.000
23:00 - 24:00	4	456	0.000	4	456	0.000	4	456	0.000
Total Rates:			0.274			0.275			0.549

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

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Parameter summary

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Survey date range:	01/01/09 - 20/05/17
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:	4

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

PSVS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.000	4	456	0.000	4	456	0.000
11:00 - 12:00	4	456	0.000	4	456	0.000	4	456	0.000
12:00 - 13:00	4	456	0.000	4	456	0.000	4	456	0.000
13:00 - 14:00	4	456	0.000	4	456	0.000	4	456	0.000
14:00 - 15:00	4	456	0.000	4	456	0.000	4	456	0.000
15:00 - 16:00	4	456	0.000	4	456	0.000	4	456	0.000
16:00 - 17:00	4	456	0.000	4	456	0.000	4	456	0.000
17:00 - 18:00	4	456	0.055	4	456	0.055	4	456	0.110
18:00 - 19:00	4	456	0.000	4	456	0.000	4	456	0.000
19:00 - 20:00	4	456	0.000	4	456	0.000	4	456	0.000
20:00 - 21:00	4	456	0.000	4	456	0.000	4	456	0.000
21:00 - 22:00	4	456	0.000	4	456	0.000	4	456	0.000
22:00 - 23:00	4	456	0.000	4	456	0.000	4	456	0.000
23:00 - 24:00	4	456	0.000	4	456	0.000	4	456	0.000
Total Rates:			0.055			0.055			0.110

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.

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Parameter summary

Trip rate parameter range selected:	400 - 525 (units: sqm)
Survey date range:	01/01/09 - 20/05/17
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:	4

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

CYCLISTS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.000	4	456	0.000	4	456	0.000
11:00 - 12:00	4	456	0.000	4	456	0.000	4	456	0.000
12:00 - 13:00	4	456	0.000	4	456	0.000	4	456	0.000
13:00 - 14:00	4	456	0.000	4	456	0.000	4	456	0.000
14:00 - 15:00	4	456	0.000	4	456	0.000	4	456	0.000
15:00 - 16:00	4	456	0.000	4	456	0.000	4	456	0.000
16:00 - 17:00	4	456	0.055	4	456	0.000	4	456	0.055
17:00 - 18:00	4	456	0.000	4	456	0.000	4	456	0.000
18:00 - 19:00	4	456	0.000	4	456	0.000	4	456	0.000
19:00 - 20:00	4	456	0.000	4	456	0.000	4	456	0.000
20:00 - 21:00	4	456	0.000	4	456	0.000	4	456	0.000
21:00 - 22:00	4	456	0.000	4	456	0.055	4	456	0.055
22:00 - 23:00	4	456	0.000	4	456	0.000	4	456	0.000
23:00 - 24:00	4	456	0.000	4	456	0.000	4	456	0.000
Total Rates:			0.055				0.055	0.110	

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.

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Survey date range:	01/01/09 - 20/05/17
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:	4

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

CARS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.384	4	456	0.274	4	456	0.658
11:00 - 12:00	4	456	0.932	4	456	0.329	4	456	1.261
12:00 - 13:00	4	456	1.753	4	456	0.548	4	456	2.301
13:00 - 14:00	4	456	0.877	4	456	1.589	4	456	2.466
14:00 - 15:00	4	456	1.041	4	456	1.425	4	456	2.466
15:00 - 16:00	4	456	0.712	4	456	1.041	4	456	1.753
16:00 - 17:00	4	456	1.699	4	456	0.438	4	456	2.137
17:00 - 18:00	4	456	2.192	4	456	2.192	4	456	4.384
18:00 - 19:00	4	456	2.411	4	456	1.753	4	456	4.164
19:00 - 20:00	4	456	1.260	4	456	2.356	4	456	3.616
20:00 - 21:00	4	456	0.877	4	456	1.644	4	456	2.521
21:00 - 22:00	4	456	0.274	4	456	0.986	4	456	1.260
22:00 - 23:00	4	456	0.384	4	456	0.493	4	456	0.877
23:00 - 24:00	4	456	0.055	4	456	0.384	4	456	0.439
Total Rates:			14.851			15.452			30.303

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:	400 - 525 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
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:	4

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

LGVS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.274	4	456	0.384	4	456	0.658
11:00 - 12:00	4	456	0.274	4	456	0.110	4	456	0.384
12:00 - 13:00	4	456	0.219	4	456	0.219	4	456	0.438
13:00 - 14:00	4	456	0.164	4	456	0.164	4	456	0.328
14:00 - 15:00	4	456	0.055	4	456	0.110	4	456	0.165
15:00 - 16:00	4	456	0.164	4	456	0.110	4	456	0.274
16:00 - 17:00	4	456	0.438	4	456	0.164	4	456	0.602
17:00 - 18:00	4	456	0.219	4	456	0.384	4	456	0.603
18:00 - 19:00	4	456	0.164	4	456	0.219	4	456	0.383
19:00 - 20:00	4	456	0.055	4	456	0.055	4	456	0.110
20:00 - 21:00	4	456	0.110	4	456	0.164	4	456	0.274
21:00 - 22:00	4	456	0.000	4	456	0.110	4	456	0.110
22:00 - 23:00	4	456	0.055	4	456	0.055	4	456	0.110
23:00 - 24:00	4	456	0.000	4	456	0.000	4	456	0.000
Total Rates:			2.191			2.248			4.439

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.

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Parameter summary

Trip rate parameter range selected:	400 - 525 (units: sqm)
Survey date range:	01/01/09 - 20/05/17
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:	4

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MOTOR CYCLES

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	456	0.000	4	456	0.000	4	456	0.000
11:00 - 12:00	4	456	0.000	4	456	0.000	4	456	0.000
12:00 - 13:00	4	456	0.000	4	456	0.000	4	456	0.000
13:00 - 14:00	4	456	0.000	4	456	0.000	4	456	0.000
14:00 - 15:00	4	456	0.000	4	456	0.000	4	456	0.000
15:00 - 16:00	4	456	0.000	4	456	0.000	4	456	0.000
16:00 - 17:00	4	456	0.000	4	456	0.000	4	456	0.000
17:00 - 18:00	4	456	0.000	4	456	0.000	4	456	0.000
18:00 - 19:00	4	456	0.000	4	456	0.000	4	456	0.000
19:00 - 20:00	4	456	0.000	4	456	0.000	4	456	0.000
20:00 - 21:00	4	456	0.055	4	456	0.000	4	456	0.055
21:00 - 22:00	4	456	0.055	4	456	0.110	4	456	0.165
22:00 - 23:00	4	456	0.000	4	456	0.000	4	456	0.000
23:00 - 24:00	4	456	0.000	4	456	0.000	4	456	0.000
Total Rates:			0.110			0.110			0.220

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.

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Parameter summary

Trip rate parameter range selected:	400 - 525 (units: sqm)
Survey date range:	01/01/09 - 20/05/17
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:	4

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

Calculation Reference: AUDIT-219602-171101-1128

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	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: 10 to 18 (units:)
 Range Selected by User: 6 to 20 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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:

Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	5

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
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.

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 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:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
2	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15	DETACHED HOUSES	SUFFOLK	Survey Type: MANUAL
3	SH-03-A-03 SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10 Survey date: FRIDAY 26/06/09	DETACHED	SHROPSHIRE	Survey Type: MANUAL
4	SH-03-A-06 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14	BUNGALOWS	SHROPSHIRE	Survey Type: MANUAL
5	ST-03-A-06 STANFORD ROAD BLAKENHALL WOLVERHAMPTON Edge of Town Centre No Sub Category Total Number of dwellings: 17 Survey date: FRIDAY 09/05/14	SEMI-DET. & TERRACED	STAFFORDSHIRE	Survey Type: MANUAL
6	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: THURSDAY 17/10/13	BUNGALOWS	WARWICKSHIRE	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	6	15	0.102	6	15	0.148	6	15	0.250
08:00 - 09:00	6	15	0.193	6	15	0.239	6	15	0.432
09:00 - 10:00	6	15	0.057	6	15	0.182	6	15	0.239
10:00 - 11:00	6	15	0.216	6	15	0.170	6	15	0.386
11:00 - 12:00	6	15	0.114	6	15	0.182	6	15	0.296
12:00 - 13:00	6	15	0.193	6	15	0.182	6	15	0.375
13:00 - 14:00	6	15	0.193	6	15	0.125	6	15	0.318
14:00 - 15:00	6	15	0.125	6	15	0.148	6	15	0.273
15:00 - 16:00	6	15	0.261	6	15	0.307	6	15	0.568
16:00 - 17:00	6	15	0.193	6	15	0.136	6	15	0.329
17:00 - 18:00	6	15	0.273	6	15	0.170	6	15	0.443
18:00 - 19:00	6	15	0.182	6	15	0.170	6	15	0.352
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.102			2.159			4.261

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.

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Parameter summary

Trip rate parameter range selected:	10 - 18 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

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	6	15	0.000	6	15	0.000	6	15	0.000
08:00 - 09:00	6	15	0.000	6	15	0.000	6	15	0.000
09:00 - 10:00	6	15	0.000	6	15	0.000	6	15	0.000
10:00 - 11:00	6	15	0.011	6	15	0.011	6	15	0.022
11:00 - 12:00	6	15	0.000	6	15	0.000	6	15	0.000
12:00 - 13:00	6	15	0.011	6	15	0.011	6	15	0.022
13:00 - 14:00	6	15	0.000	6	15	0.000	6	15	0.000
14:00 - 15:00	6	15	0.000	6	15	0.000	6	15	0.000
15:00 - 16:00	6	15	0.000	6	15	0.000	6	15	0.000
16:00 - 17:00	6	15	0.000	6	15	0.000	6	15	0.000
17:00 - 18:00	6	15	0.000	6	15	0.000	6	15	0.000
18:00 - 19:00	6	15	0.000	6	15	0.000	6	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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.

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Parameter summary

Trip rate parameter range selected:	10 - 18 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

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	6	15	0.000	6	15	0.000	6	15	0.000
08:00 - 09:00	6	15	0.045	6	15	0.045	6	15	0.090
09:00 - 10:00	6	15	0.000	6	15	0.000	6	15	0.000
10:00 - 11:00	6	15	0.023	6	15	0.000	6	15	0.023
11:00 - 12:00	6	15	0.000	6	15	0.011	6	15	0.011
12:00 - 13:00	6	15	0.000	6	15	0.000	6	15	0.000
13:00 - 14:00	6	15	0.000	6	15	0.000	6	15	0.000
14:00 - 15:00	6	15	0.000	6	15	0.000	6	15	0.000
15:00 - 16:00	6	15	0.000	6	15	0.000	6	15	0.000
16:00 - 17:00	6	15	0.000	6	15	0.000	6	15	0.000
17:00 - 18:00	6	15	0.023	6	15	0.023	6	15	0.046
18:00 - 19:00	6	15	0.000	6	15	0.000	6	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.079			0.170

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:	10 - 18 (units:)
Survey date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	6
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.

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

PSVS

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	6	15	0.000	6	15	0.000	6	15	0.000
08:00 - 09:00	6	15	0.000	6	15	0.000	6	15	0.000
09:00 - 10:00	6	15	0.000	6	15	0.000	6	15	0.000
10:00 - 11:00	6	15	0.000	6	15	0.000	6	15	0.000
11:00 - 12:00	6	15	0.000	6	15	0.000	6	15	0.000
12:00 - 13:00	6	15	0.000	6	15	0.000	6	15	0.000
13:00 - 14:00	6	15	0.000	6	15	0.000	6	15	0.000
14:00 - 15:00	6	15	0.000	6	15	0.000	6	15	0.000
15:00 - 16:00	6	15	0.000	6	15	0.000	6	15	0.000
16:00 - 17:00	6	15	0.000	6	15	0.000	6	15	0.000
17:00 - 18:00	6	15	0.000	6	15	0.000	6	15	0.000
18:00 - 19:00	6	15	0.000	6	15	0.000	6	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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

CYCLISTS

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	6	15	0.000	6	15	0.011	6	15	0.011
08:00 - 09:00	6	15	0.011	6	15	0.000	6	15	0.011
09:00 - 10:00	6	15	0.000	6	15	0.000	6	15	0.000
10:00 - 11:00	6	15	0.000	6	15	0.045	6	15	0.045
11:00 - 12:00	6	15	0.000	6	15	0.023	6	15	0.023
12:00 - 13:00	6	15	0.023	6	15	0.000	6	15	0.023
13:00 - 14:00	6	15	0.011	6	15	0.000	6	15	0.011
14:00 - 15:00	6	15	0.011	6	15	0.000	6	15	0.011
15:00 - 16:00	6	15	0.011	6	15	0.000	6	15	0.011
16:00 - 17:00	6	15	0.000	6	15	0.000	6	15	0.000
17:00 - 18:00	6	15	0.011	6	15	0.000	6	15	0.011
18:00 - 19:00	6	15	0.011	6	15	0.011	6	15	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.090			0.179

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.

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