



TRANSPORT STATEMENT

BEACHLANDS, HAYLING ISLAND

Mixed-Use Development

2024-09-30-TS01-6686

September 2024

Prepared on Behalf of Mr L. Savage



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CONTENTS

1	INTRODUCTION	5
1.2	Scope of Report	5
2	BASELINE CONDITIONS	7
2.1	Site Location and Description	7
2.2	Vehicle Access	7
2.3	Local Road Network	8
2.4	Wider Highway Network	9
2.5	Accessibility Credentials	9
	Pedestrians Accessibility	9
	Cycle Accessibility	10
	Accessibility by Bus	11
	Accessibility by Train	11
2.6	Highway Safety	12
2.7	Car Parking	13
3	PROPOSED DEVELOPMENT	14
3.1	Overview	14
3.2	Vehicle Access	14
3.3	Deliveries	14
3.4	Refuse Collection	14
3.5	Emergency Access	14
3.6	Car Parking	15
3.7	Cycle Parking	15
4	VEHICLE TRIP GENERATION AND TRAFFIC IMPACT	16
4.2	Existing Site	16
	Amusement Arcade	16
	Car Boot Sale	17
	Existing Site Total	18
4.3	Proposed Development	18
	Retail Units	18
	Café/Restaurants	19
	Flats	20
	Proposed Development Total	21
4.4	Net Trip Generation	21
5	SUMMARY AND CONCLUSIONS	23



DRAWINGS

2024-6686-001	Site Overview
2024-6686-002	Delivery Van Access and Egress
2024-6686-003	Emergency Access
2024-6686-004	Refuse Collection

APPENDICES

Appendix A	TRICS Report – Amusement Arcade
Appendix B	TRICS Report – Car Boot Sale
Appendix C	TRICS Report – Retail Units
Appendix D	TRICS Report – Café/Restaurant
Appendix E	TRICS Report – Flats

1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Mr L. Savage to support a planning application at Beachlands, Hayling Island. The site location is shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.2 The application site currently comprises of an amusement arcade, car park, and an area of beach (also used for car parking). The external areas additionally accommodate a car boot sale every Wednesday.
- 1.1.3 The proposed development would involve the demolition of the existing building, to be replaced by new ground floor commercial units, with flats on the first/second floors.

1.2 Scope of Report

- 1.2.1 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.
- 1.2.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework (NPPF) and local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.



1.2.3 The remainder of this report comprises the following sections:

- i. **Section 2** sets out the 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 development, including parking provision and servicing arrangements.
- iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.
- iv. **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

2.1.1 The application site is situated to the south of Sea Front (road). The northern area of the site contains an amusement arcade and an area of hardstanding used for car parking, and the southern section comprises of an area of beach (also used for parking). The external areas of the site additionally accommodate a car boot sale every Wednesday. The site is bordered by the road to the north, an amusement arcade/car parking beach to the east, beach to the south, and the Beachlands car park to the west. The existing site context is shown in **Figure 2.1**.



Figure 2.1: Aerial View of Application Site

2.2 Vehicle Access

2.2.1 Vehicle access to the site is currently served from a 5.5m wide informal bellmouth adjoining the southeast corner of the Sea Front roundabout. The existing access is shown in **Figure 2.2**.



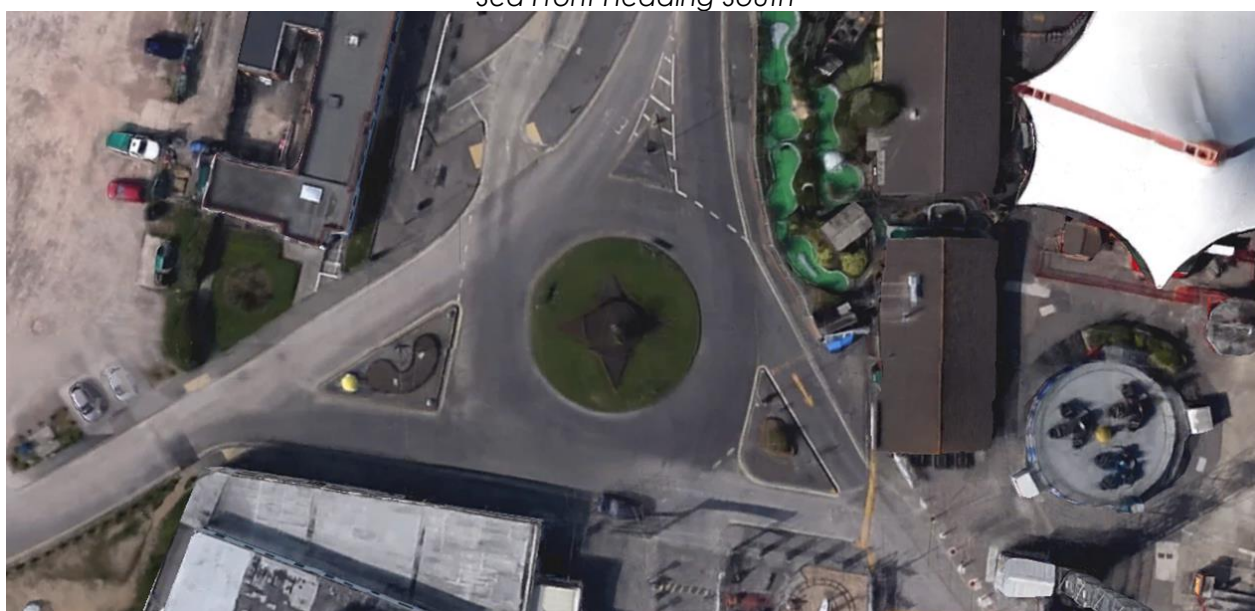
Figure 2.2: Existing Vehicle Access

2.3 Local Road Network

- 2.3.1 The site adjoins a roundabout at the southern end of Sea Front. The roundabout serves the application site, as well as a neighbouring amusement park, bus stop, and access road running to the east. Sea Front runs north to the neighbouring Beachlands roundabout, connecting to the A3023, and to the east and west stretches of Sea Front.
- 2.3.2 Sea Front has a width of approximately 6.5m in the vicinity of the site, and footways flank all side of the road/roundabout. The road is subject to a 30mph speed limit, and parking is prohibited on both side of the carriageway, enforced by double yellow lines. Sea Front and the roundabout are shown in **Figure 2.3**.



Sea Front Heading South



Aerial View of Roundabout

Figure 2.3: Sea Front and Roundabout

2.4 Wider Highway Network

- 2.4.1 The A3023 is situated c.100m to the north 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 2.4**.

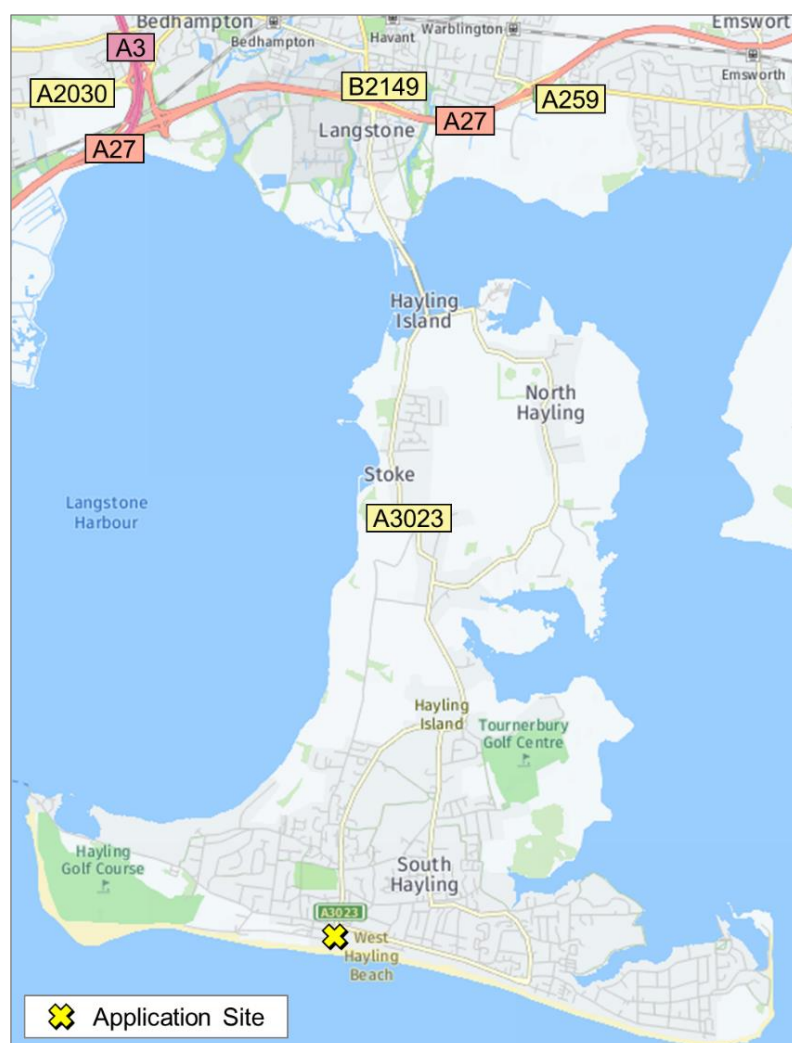


Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrians Accessibility

- 2.5.1 The site is readily accessible via wide footways flanking either side of Sea Front, which include pedestrian crossing points across the arms of the roundabout. The footways connect with the wider footway network within Hayling Island, providing continuous pedestrian access to local amenities. The existing pedestrian infrastructure is shown in **Figure 2.5**.



Footway to front of site



Footway flanking Sea Front



Pedestrian Crossing Points

Figure 2.5: Pedestrian Infrastructure

2.5.2 PED ACCESSIBILITY

Cycle Accessibility

- 2.5.3 The National Cycle Network (NCN) route 2 is situated c.550m to the west of the site and 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 a connection to the NCN, as well as throughout Hayling Island. Local cycle routes are shown in **Figure 2.6**.

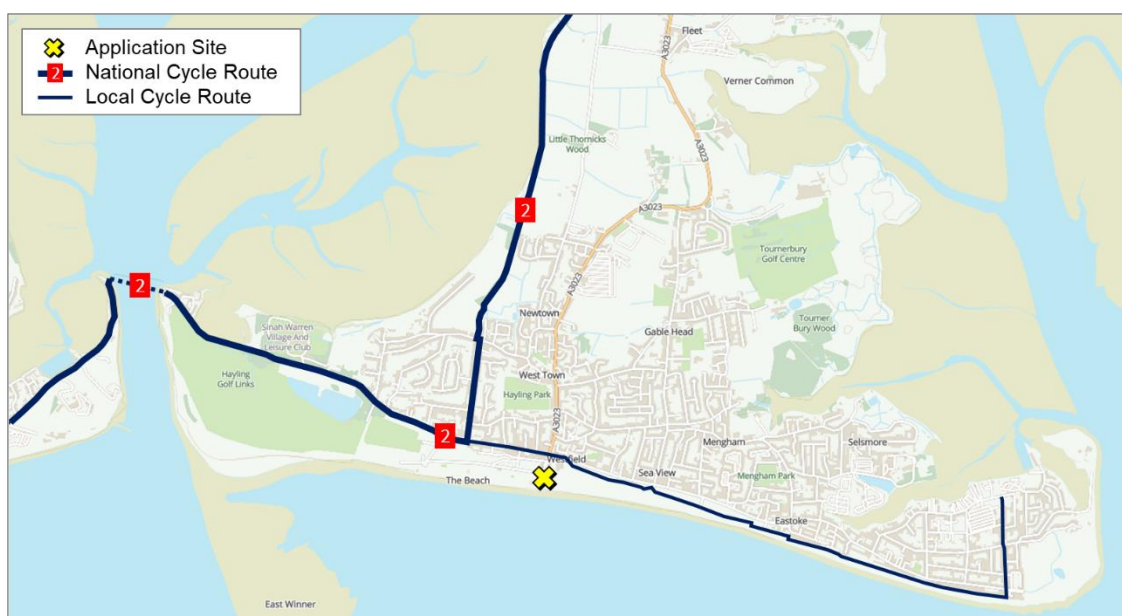


Figure 2.6: Local Cycle Routes

2.5.4 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20) (July 2020), states that 5 miles (8km) is an achievable distance to cycle for most people. The full extent of Hayling Island, as well as Havant town centre, is therefore accessible by bicycle.

Accessibility by Bus

2.5.5 The 'Beachlands' bus stop is situated c.60m to the north of the site, and serves the 30 and 31 services. The services provide regular journeys between Hayling Island and Havant, including to Havant bus station, which is situated close to Havant railway station. A summary of the service is provided in **Figure 2.7**.

Service	Route Summary	Typical Frequency	Operating Hours
30	Havant – Hayling Island – Havant	Mon-Sat: 1 every 30 min Sun: 1 every hour	Mon-Fri: 05:40 – 22:50 Sat: 06:10 – 22:50 Sun: 06:25 – 21:25
31	Purbrook – Havant – Hayling Island – Havant	Mon-Sat: 1 every 30 min Sun: 1 every hour	Mon-Fri: 06:04 – 00:02 Sat: 06:39 – 00:02 Sun: 07:37 – 22:37

Figure 2.7: Bus Services Available from Local Bus Stops

Accessibility by Train

2.5.6 Havant railway station is located approximately 6km to the north of the site and is accessible by bike, or via local bus services. The station provides regular services to a range of local and regional destinations, including Portsmouth, Southampton, Brighton and London Waterloo. A summary of services available from Havant railway station is provided in **Figure 2.8**.



Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth	Havant – Fratton – Portsmouth and Southsea – Portsmouth & Southsea	15 mins	Every 15 mins
Southampton	Havant – Cosham – Portchester – Fareham – Southampton Central	41 mins	Every 20 mins
Brighton	Havant – Emsworth – Chichester – Barnham – Worthing – Hove – Brighton	1 hour 5 mins	Every 30 mins
London Waterloo	Havant – Petersfield – Godalming – Guildford – Woking – London Waterloo	1 hour 18 mins	Every 40 mins

Figure 2.8: Rail Services Available from Havant Railway Station

2.5.7 The station is within cyclable distance of the application site, and provides 92 cycle parking spaces, as well as 500 car parking spaces. As such, future residents of the site could realistically cycle or drive to the station and continue journeys by train.

2.6 Highway Safety

2.6.1 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 2019 to January 2024 using the data obtained from TVP/Hampshire Constabulary's Road Traffic Collisions map. The area considered includes Sea Front and Beach Road within c.500m distance of the site.

2.6.2 Patterns displayed in the PIA data can be assessed with regards to their proximity, frequency, severity and incident cause to establish if there are underlying highway 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 study area considered and the location of the PIA incidents relative to the site is displayed on **Figure 2.9**.

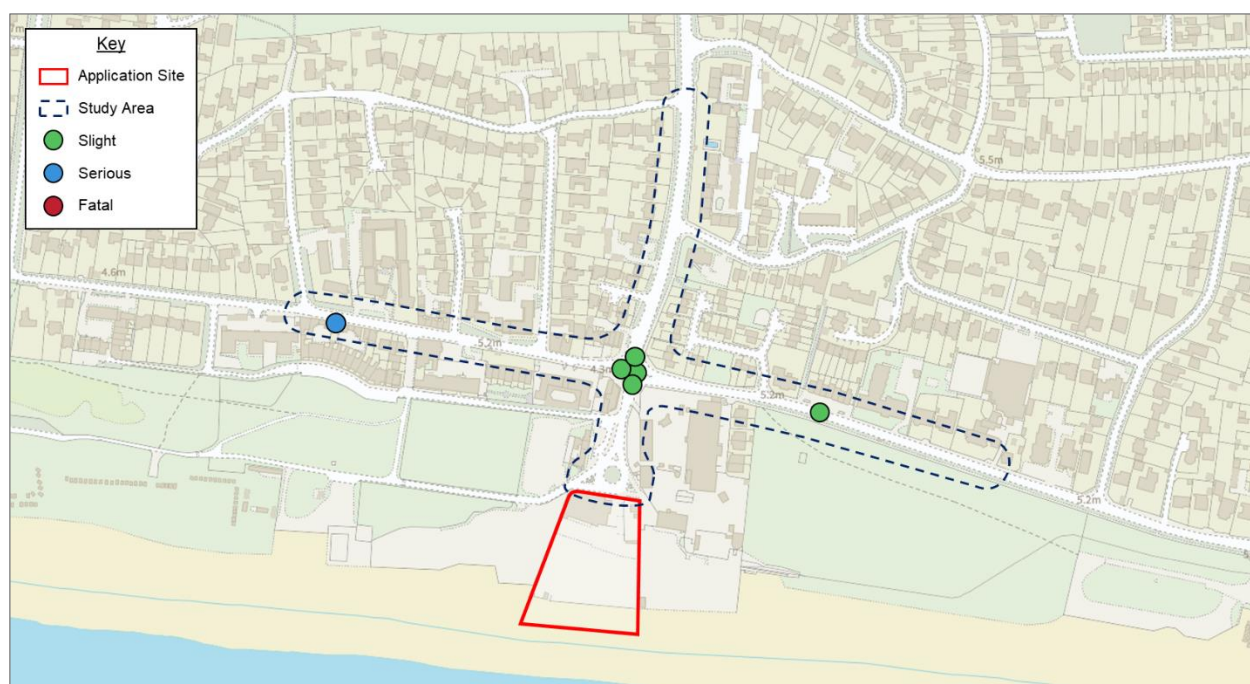


Figure 2.9: PIA Study Area and Distribution

2.6.3 A total of 6 incidents were recorded over the five-year study period, comprising 1 'serious' incident, and 5 'slight' incidents. The volume of incidents is not considered abnormal given the number of vehicles on Sea Front and Beach Road. The PIA assessment does not identify any highway safety concerns that would be exacerbated by the proposed development.

2.7 Car Parking

2.7.1 The Beachlands car parks are situated immediately to the west of the site. The car parks are operated by HBC and are open 24 hours a day. Annual permits are available to purchase from HBC.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the demolition of the existing amusement arcade and café, to be replaced by ground floor commercial units, with flats on the first and second floors. The proposed layout is shown on **Drawing 2024-6698-001**, and the proposed accommodation schedule is shown in **Figure 3.1**.

Unit Type	Floor Area/Number of Units
Commercial Units	1280sqm (4 x 320sqm)
2-Bedroom Flat	32

Figure 3.1: Accommodation Schedule

3.2 Vehicle Access

- 3.2.1 The proposal would include the construction of a new vehicle access point adjoining Sea Front at the northwest corner of the site. The access would comprise of a 5.5m wide vehicle crossover. It is proposed that the new access would allow ingress only, with vehicle departing via the adjacent car park.

3.3 Deliveries

- 3.3.1 Deliveries would be undertaken on the western side of the site, with goods transported throughout the site either by hand or using a pallet truck/similar. Vehicles would arrive via the new vehicle access, and would depart via the car park to the west of the site. A vehicle swept path analysis has been undertaken demonstrating delivery vehicle manoeuvres in **Drawing 2024-6698-002**.

3.4 Refuse Collection

- 3.4.1 Refuse collection would be undertaken from bin stores situated on the western side of the site. Vehicles would arrive via the new vehicle access, and would depart via the car park to the west of the site. A vehicle swept path analysis has been undertaken demonstrating manoeuvres by a refuse freighter in **Drawing 2024-6698-004**.

3.5 Emergency Access

- 3.5.1 The site access geometries would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the site access. A vehicle swept path analysis of the site layout has been provided in **Drawing 2024-6686-003**. The site's internal layout would accord with MFS by meeting the following standards:
- Fire tenders are able to access within 45.0m of all buildings.



- ii. Access can be achieved without reversing manoeuvres greater than 20.0m.

3.6 Car Parking

- 3.6.1 The site would not provide any on-site parking, however the Beachlands Royal car parks are conveniently situated immediately to the west of the site. The car parks would be suitable for visitors to the commercial units, who's trips would likely be linked to existing trips to the area.
- 3.6.2 Residents who wish to own cars would be able to purchase Beachlands season tickets, which entitle holders to park within any of the Beachlands car parks.

3.7 Cycle Parking

- 3.7.1 Cycle parking would be provided in accordance with HBC's cycle parking standards as set out in HBC's Parking SPD (July 2016 (Partially updated September 2019)). The commercial units could be used as either retail units or cafés/restaurants. As such, the cycle parking requirement has been determined assuming half of the floor area would be retail, and half would be café/restaurant use. A summary of the required and proposed cycle parking provision is set out in **Figure 3.2**.

Unit Type	Floor Area / Number of Units	HBC Cycle Parking Standard		Required Parking		Proposed Provision	
		Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Retail Units	640sqm	1 space per 300sqm	1 stand per 200sqm	2.1	6.4	18.1	52
Café / Restaurant	640sqm	1 space per 40sqm	1 stand per 20sqm	16	32		
2-Bedroom Flat	32	2 spaces per unit	20% of long stay standard	64	12.8	64	
Total	-	-	-	82.1	51.2	83	32

Figure 3.2: Cycle Parking Provision

- 3.7.2 Cycle parking would be provided within ground floor stores accessed to the rear of the buildings. Visitor parking would be provided on Sheffield stands within the site. Whilst the visitor provision falls below HBC's standard, these spaces would be flexibly used across visitors the proposed site uses, and as such, the provision is considered appropriate.



4 VEHICLE TRIP GENERATION AND TRAFFIC IMPACT

- 4.1.1 To establish the number of the trips that would be generated by the existing site and the proposed uses, a review of sites available on the TRICS database has been undertaken. The trip generations associated with the existing and proposed uses have then been compared to provide a net trip generation associated with the proposal.
- 4.1.2 Given that the uses would likely generate additional trips on weekends compared to weekdays, the assessment considers both weekday and weekend trips. Further, the existing site hosts a car boot sale every Wednesday, and as such, Wednesday trips have been reviewed separately.

4.2 Existing Site

Amusement Arcade

- 4.2.1 There are no surveys of amusement arcades on the TRICS database, and as such, this assessment has been based on sites within the 'play centre' category. Whilst the uses are not identical, they would likely operate in similar fashions, catering predominantly for families/children, and including ancillary café facilities. To determine the trips associated with the amusement arcade, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected
i. Land Use	Leisure – Play Centre
ii. Regions	England (Excluding Greater London)
iii. Gross Floor Area	650 to 12000 sqm
iv. Date Range	01/01/10 to 18/06/23
v. Survey Days	Saturday/Sunday
vi. Survey Locations	1. Suburban Area 2. Edge of Town 3. Neighbourhood Centre

Figure 4.1: TRICS Filtering Parameters – Amusement Arcade

- 4.2.2 The amusement arcade is open 7-days a week, however it is expected that weekends would be significantly busier than weekdays. As such, it is robustly assumed that the amusement arcade would not generate any trips on weekdays. A number of trips associated with the amusement arcade are expected to be linked with trips to other uses, including Hayling Island beach, and adjacent amusement arcade/park. As such, a 60% reduction to the retail trip rate has been applied. A summary of the trip rates and the subsequent vehicle trip generation associated with the amusement arcade are set out in **Figure 4.2**, and the TRICS report is attached at **Appendix A**.



	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
TRICS Trip Rate per 100sqm	AM Peak Hour	-	-	-	-	-	-	0.243	0.054	0.297
	PM Peak Hour	-	-	-	-	-	-	0.281	1.461	1.742
	Daily Traffic	-	-	-	-	-	-	14.962	15.047	30.009
Vehicle Trip Generation (1090sqm with 50% reduction)	AM Peak Hour	-	-	-	-	-	-	1	0	1
	PM Peak Hour	-	-	-	-	-	-	1	6	8
	Daily Traffic	-	-	-	-	-	-	65	66	131

Figure 4.2: Existing Trip Generation – Amusement Arcade

Car Boot Sale

4.2.3 The site hosts a car boot sale every Wednesday. To determine the trips associated with the car boot sale, the parameters identified in **Figure 4.3** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected
i. Land Use	Car Boot Sales
ii. Regions	England (Excluding Greater London)
iii. Site Area	1.80 to 113.30 hectares
iv. Date Range	01/01/10 to 27/04/14
v. Survey Days	Saturday/Sunday
vi. Survey Locations	1. Suburban Area 2. Edge of Town 3. Neighbourhood Centre

Figure 4.3: TRICS Filtering Parameters – Car Boot Sale

4.2.4 It is noted that surveys of car boot sales on the TRICS database were weekend sales, which may generate a greater number of vehicle trips than a weekday sale. As such, a 50% reduction to the trips has been applied. A summary of the trip rates and the subsequent vehicle trip generation associated with the car boot sale is set out in **Figure 4.4**, and the TRICS report is attached at **Appendix B**.

	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
TRICS Trip Rate per Hectare	AM Peak Hour	-	-	-	72.033	36.154	108.187	-	-	-
	PM Peak Hour	-	-	-	0.000	0.000	0.000	-	-	-
	Daily Traffic	-	-	-	381.009	390.253	771.262	-	-	-
Vehicle Trip Generation (0.6hectares with 30% reduction)	AM Peak Hour	-	-	-	22	11	34	-	-	-
	PM Peak Hour	-	-	-	0	0	0	-	-	-
	Daily Traffic	-	-	-	118	121	239	-	-	-

Figure 4.4: Existing Trip Generation – Car Boot Sale



Existing Site Total

4.2.5 The trips associated with the existing site uses have been total in **Figure 4.5** to provide the overall existing vehicle trip generation for the site. Totals are provided for typical weekdays, Wednesdays, and weekends.

	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Amusement Arcade	AM Peak Hour	-	-	-	-	-	-	1	0	1
	PM Peak Hour	-	-	-	-	-	-	1	6	8
	Daily Traffic	-	-	-	-	-	-	65	66	131
Car Boot Sale	AM Peak Hour	-	-	-	22	11	34	-	-	-
	PM Peak Hour	-	-	-	0	0	0	-	-	-
	Daily Traffic	-	-	-	118	121	239	-	-	-
Existing Site Total	AM Peak Hour	0	0	0	22	11	34	1	0	1
	PM Peak Hour	0	0	0	0	0	0	1	6	8
	Daily Traffic	0	0	0	118	121	239	65	66	131

Figure 4.5: Existing Trip Generation – Existing Site Total

4.3 Proposed Development

4.3.1 Proposed development would comprise of 32 flats, and 4 commercial units. The commercial units would comprise of either retail units or cafés/restaurants. As such, for the purposes of this assessment, it has been assumed that that 2 commercial units would be retail units, and 2 would be cafés/restaurants (each use equating to half of the total floor area).

Retail Units

4.3.2 To determine the trips associated with the retail use, the parameters identified in **Figure 4.6** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected	
	Weekday	Weekend
i. Land Use	Retail – Shopping Centre – Local Shops	
ii. Regions	England (Excluding Greater London)	
iii. Gross Floor Area	365 to 1645 sqm	676 to 1800 sqm
iv. Date Range	01/01/10 to 22/06/23	01/01/10 to 22/06/23
v. Survey Days	Weekdays	Weekends
vi. Survey Locations	1. Suburban Area 2. Neighbourhood Centre	Neighbourhood Centre

Figure 4.6: TRICS Filtering Parameters – Retail Units



4.3.3 The closest survey category available on the TRICS database is the 'Shopping Centre – Local Shops' category, which covers local shopping parades. This provides a highly robust trip rate, as this category includes sites containing convenience shopping facilities/takeaways, which would generate higher volume of vehicle trips than expected for the proposed units.

4.3.4 A significant number of trips associated with the retail use are expected to be linked with trips to other uses, including Hayling Island beach, and the proposed restaurant uses. As such, a 60% reduction to the retail trip rate has been applied. This is considered robust as it is expected that, in reality, the majority of retail trips would be linked to other uses. A summary of the trip rates and the subsequent vehicle trip generation associated with the retail units is set out in **Figure 4.7**, and the TRICS report is attached at **Appendix C**.

	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
TRICS Trip Rate per 100sqm	AM Peak Hour	2.502	1.472	3.974	2.502	1.472	3.974	1.750	1.447	3.197
	PM Peak Hour	2.846	2.944	5.790	2.846	2.944	5.790	3.163	3.264	6.427
	Daily Traffic	43.227	42.905	86.132	43.227	42.905	86.132	38.156	38.022	76.178
Vehicle Trip Generation (640sqm with 60% reduction)	AM Peak Hour	6	4	10	6	4	10	4	4	8
	PM Peak Hour	7	8	15	7	8	15	8	8	16
	Daily Traffic	111	110	220	111	110	220	98	97	195

Figure 4.7: Proposed Trip Generation – Retail Units

Café/Restaurants

4.3.5 The TRICS database has a limited number of surveys for cafés, and as such trip rates for this use have not been gathered, and the assessment is instead based on restaurant surveys only. This is considered robust given that restaurant would be expected to generate a higher volume of vehicle trips than cafés. To determine the trips associated with the café/restaurant use, the parameters identified in **Figure 4.8** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected	
	Weekday	Weekend
i. Land Use	Hotel, Food & Drink – Restaurant	
ii. Regions	England (Excluding Greater London)	
iii. Gross Floor Area	175 to 645 sqm	130 to 450 sqm
iv. Date Range	01/01/10 to 23/06/23	01/01/10 to 23/06/23
v. Survey Days	Weekdays	Weekends
vi. Survey Locations	1. Suburban Area 2. Neighbourhood Centre	1. Suburban Area 2. Edge of Town 3. Neighbourhood Centre

Figure 4.8: TRICS Filtering Parameters – Café/Restaurants



4.3.6 A number of trips associated with the café/restaurant use are expected to be linked with trips to other uses, including Hayling Island beach. As such, a 60% reduction to the café/restaurant trip rate has been applied. This is considered robust as it is expected that a larger proportion of trips would be linked to other uses, especially in the case of cafés. A summary of the trip rates and the subsequent vehicle trip generation associated with the café/restaurant use is set out in **Figure 4.9**, and the TRICS report is attached at **Appendix D**.

	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
TRICS Trip Rate per 100sqm	AM Peak Hour	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.750	1.750
	PM Peak Hour	0.844	0.325	1.169	0.844	0.325	1.169	1.633	1.531	3.164
	Daily Traffic	13.283	12.979	26.262	13.283	12.979	26.262	22.366	23.326	45.692
Vehicle Trip Generation (640sqm with 60% reduction)	AM Peak Hour	0	0	0	0	0	0	3	2	4
	PM Peak Hour	2	1	3	2	1	3	4	4	8
	Daily Traffic	34	33	67	34	33	67	57	60	117

Figure 4.9: Proposed Trip Generation – Café/Restaurants

Flats

4.3.7 To determine the trips associated with the flats, the parameters identified in **Figure 4.10** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected
i. Land Use	Residential – Flats Privately Owned
ii. Regions	England (Excluding Greater London)
iii. Number of Dwellings	12 to 84
iv. Date Range	01/01/16 to 02/10/23
v. Survey Days	Weekdays
vi. Survey Locations	1. Suburban Area 2. Edge of Town 3. Neighbourhood Centre

Figure 4.10: TRICS Filtering Parameters – Flats

4.3.8 The TRICS database does not include any surveys on weekend days, however the 2023 National Travel Survey (NTS) identifies that 23% fewer vehicle trips are made on weekends compared to weekdays. As such, a 23% reduction has been applied to the weekday trips to determine weekend trips. A summary of the trip rates and the subsequent vehicle trip generation associated with the flats is set out in **Figure 4.11**, and the TRICS report is attached at **Appendix E**.



	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
TRICS Trip Rate per Flat	AM Peak Hour	0.073	0.220	0.293	0.073	0.220	0.293	-	-	-
	PM Peak Hour	0.170	0.081	0.251	0.170	0.081	0.251	-	-	-
	Daily Traffic	1.194	1.276	2.470	1.194	1.276	2.470	-	-	-
Vehicle Trip Generation (32 flats)	AM Peak Hour	2	7	9	2	7	9	2	5	7
	PM Peak Hour	5	3	8	5	3	8	4	2	6
	Daily Traffic	38	41	79	38	41	79	29	31	61

Figure 4.11: Proposed Trip Generation – Flats

Proposed Development Total

4.3.9 The trips associated with the existing site uses have been total in **Figure 4.12** to provide the overall existing vehicle trip generation for the site. Totals are provided for typical weekdays, Wednesdays, and weekends.

	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Retail Units	AM Peak Hour	6	4	10	6	4	10	4	4	8
	PM Peak Hour	7	8	15	7	8	15	8	8	16
	Daily Traffic	111	110	220	111	110	220	98	97	195
Café / Restaurant	AM Peak Hour	0	0	0	0	0	0	3	2	4
	PM Peak Hour	2	1	3	2	1	3	4	4	8
	Daily Traffic	34	33	67	34	33	67	57	60	117
Flats	AM Peak Hour	2	7	9	2	7	9	2	5	7
	PM Peak Hour	5	3	8	5	3	8	4	2	6
	Daily Traffic	38	41	79	38	41	79	29	31	61
Proposed Development Total	AM Peak Hour	9	11	20	9	11	20	9	11	20
	PM Peak Hour	15	11	26	15	11	26	16	14	31
	Daily Traffic	183	184	367	183	184	367	184	188	373

Figure 4.12: Proposed Trip Generation – Proposed Development Total

4.4 Net Trip Generation

4.4.1 The trip generations associated with the existing and proposed uses have been compared in **Figure 4.13** to provide the net trip generation associated with the proposal.



	Time Period	Typical Weekday			Wednesday			Weekend		
		Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Existing Site	AM Peak Hour	0	0	0	22	11	34	1	0	1
	PM Peak Hour	0	0	0	0	0	0	1	6	8
	Daily Traffic	0	0	0	118	121	239	65	66	131
Proposed Development	AM Peak Hour	9	11	20	9	11	20	9	11	20
	PM Peak Hour	15	11	26	15	11	26	16	14	31
	Daily Traffic	183	184	367	183	184	367	184	188	373
Net Trip Generation	AM Peak Hour	9	11	20	-14	0	-14	8	11	19
	PM Peak Hour	15	11	26	15	11	26	15	8	23
	Daily Traffic	183	184	367	65	63	128	119	123	242

Figure 4.13: Net Trip Generation

4.4.2 The assessment identifies that the proposal would be expected to generate an additional 367 daily vehicle trips on typical weekdays, 128 additional vehicle trips on Wednesdays, and 242 additional vehicle trips on weekend days. The assessment is considered robust given the following:

- i. The existing amusement arcade is open 7 days a week, however the assessment assumes no trips are generated on weekdays.
- ii. Trips to the amusement arcade would be seasonally affected, and during high seasons would be expected to generate a higher volume of vehicle trips.
- iii. The retail trip rate is based on surveys of local shops which include convenience shops/takeaways/betting shops that would be expected to generate a larger volume of vehicle trips than expected at the site.
- iv. A 50% reduction to the retail trips has been applied to account for trips that are linked with trips to other destinations, however in reality it is expected that a higher proportion of trips are likely to be linked.
- v. Trips associated with the café/restaurant use have been based solely on restaurant sites, which are expected to generate a greater number of vehicle trips than cafés.
- vi. A 20% reduction to the café/restaurant trips has been applied to account for trips that are linked with trips to other destinations, however in reality it is expected that a higher proportion of trips are likely to be linked, especially in the case of cafés.

4.4.3 Given the above, it is expected that in reality, the net trip generation would be lower than suggested in **Figure 4.13**, including during peak hours.



5 SUMMARY AND CONCLUSIONS

- 5.1.1 This TS has been prepared by Bright Plan on behalf of Mr L. Savage to support a planning application for a mixed-use development at Beachlands, Hayling Island. The application proposes the demolition of the existing amusement arcade, to be replaced by ground floor commercial units, with first and second floor flats. The conclusions from this report are as follows:
- i. The site is accessible on foot or by cycle, and the conveniently located Beachlands bus stop provides regular services to Havant town centre, including a good connection to Havant railway station.
 - ii. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
 - iii. The site layout has been subject to vehicle swept path analysis demonstrating appropriate access by delivery vehicles, refuse freighters and emergency service vehicles.
 - iv. Deliveries and refuse collection would be undertaken on the western side of the site. Vehicles would arrive via the new vehicle access, and would depart via the car park to the west.
 - v. Emergency vehicles would be able to achieve access to the new building in accordance with Manual for Streets guidance.
 - vi. The site would not provide any on-site car parking, however visitors to the site would be able to utilise the neighbouring Beachlands car parks, and residents would be able to purchase season tickets.
 - vii. A robust vehicle trip generation assessment identified that the proposals would result in an additional 367 daily vehicle trips on typical weekdays, 128 additional vehicle trips on Wednesdays, and 242 additional vehicle trips on weekend days.



DRAWINGS

2024-6686-001	Site Overview
2024-6686-002	Delivery Van Access and Egress
2024-6686-003	Emergency Access
2024-6686-004	Refuse Collection



- A3
1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2.

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3.

Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
4.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Application Boundary

Existing Road Markings

-	Original Issue	27/09/2024
Rev.	Amendments	Date



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Transport Planning | Civil Engineering | Landscape Design
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Draft
----------------	-------

Client	Mr L. Savage
--------	--------------

Project	Beachlands, Hayling Island
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Drawing Title	Site Overview
---------------	---------------

Scale	1:500	Date	Sep 24	Drawn by	SMO	Checked by	ALB
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Drawing No.	2024-6686-001	Rev.	-
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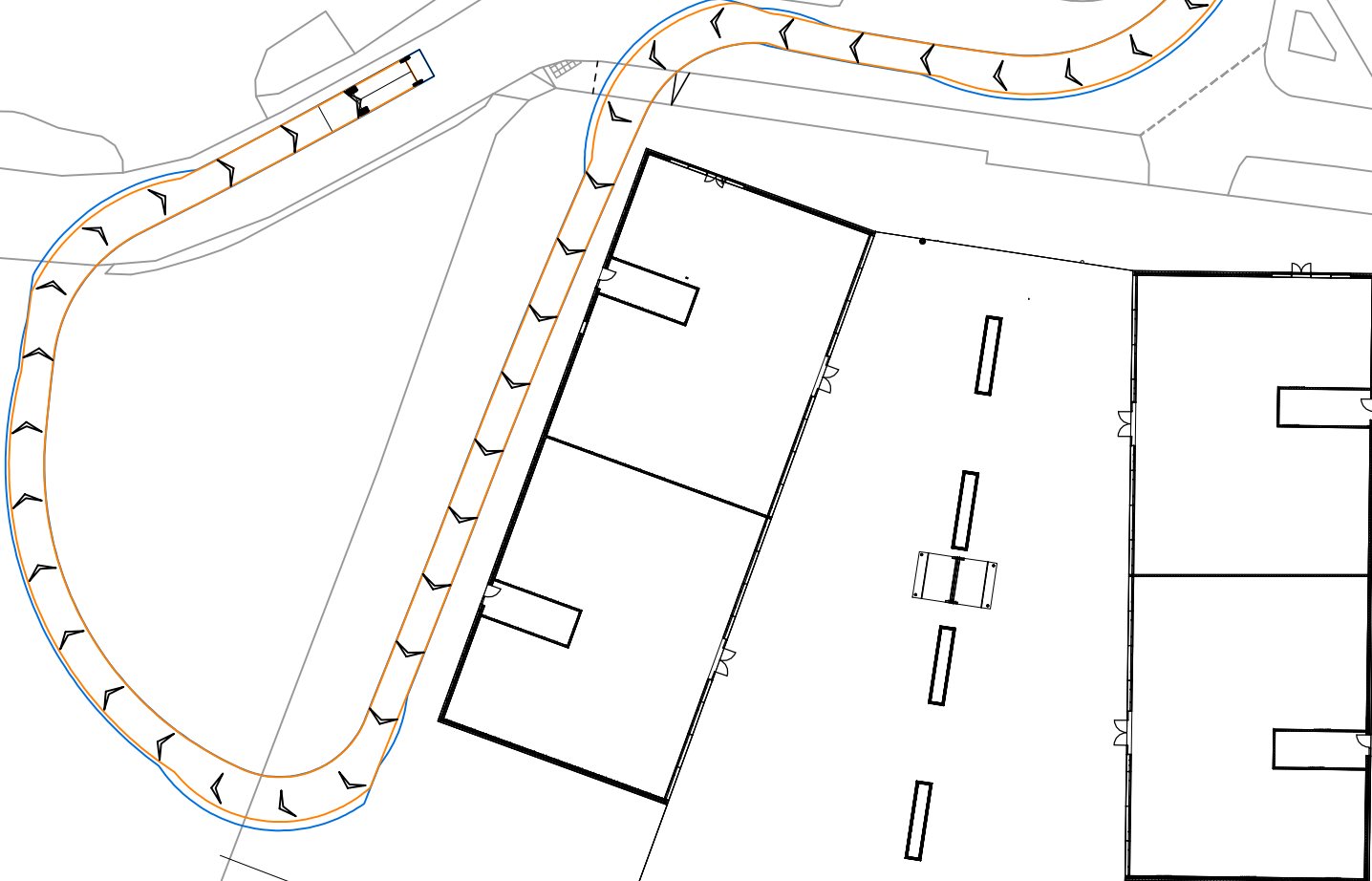
Car Park

Tourist
Information
Centre

PC

PC

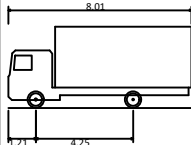
Sea Front



Car Park

- A3**
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 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

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



7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.55m
Min Body Ground Clearance 0.351m
Track Width 2.06m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.40m

-	Original Issue	27/09/2024
Rev.	Amendments	Date



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65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status Draft

Client Mr L. Savage

Project Beachlands, Hayling Island

Drawing Title Delivery Van Access and Egress

Scale	Date	Drawn by	Checked by
1:500	Sep 24	SMO	ALB

Drawing No.	Rev.
2024-6686-002	-

1:500
© A3
0 5 10 15 20 m



Car Park

Tourist
Information
Centre

PC

PC

Sea Front

1.3m

24.1m

24.1m

1.7m

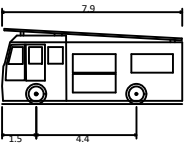
18.5m

35.2m

Car Park

- A3**
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 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

- Existing Road Markings
- Distance to Building Entrance
- Swept Path-
Wheel Track
Over Swing



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

-	Original Issue	27/09/2024
Rev.	Amendments	Date



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65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Draft
----------------	-------

Client	Mr L. Savage
--------	--------------

Project	Beachlands, Hayling Island
---------	----------------------------

Drawing Title	Emergency Access
---------------	------------------

Scale	Date	Drawn by	Checked by
1:500	Sep 24	SMO	ALB

Drawing No.	Rev.
2024-6686-003	-

1:500
© A3
0 5 10 15 20 m



Car Park

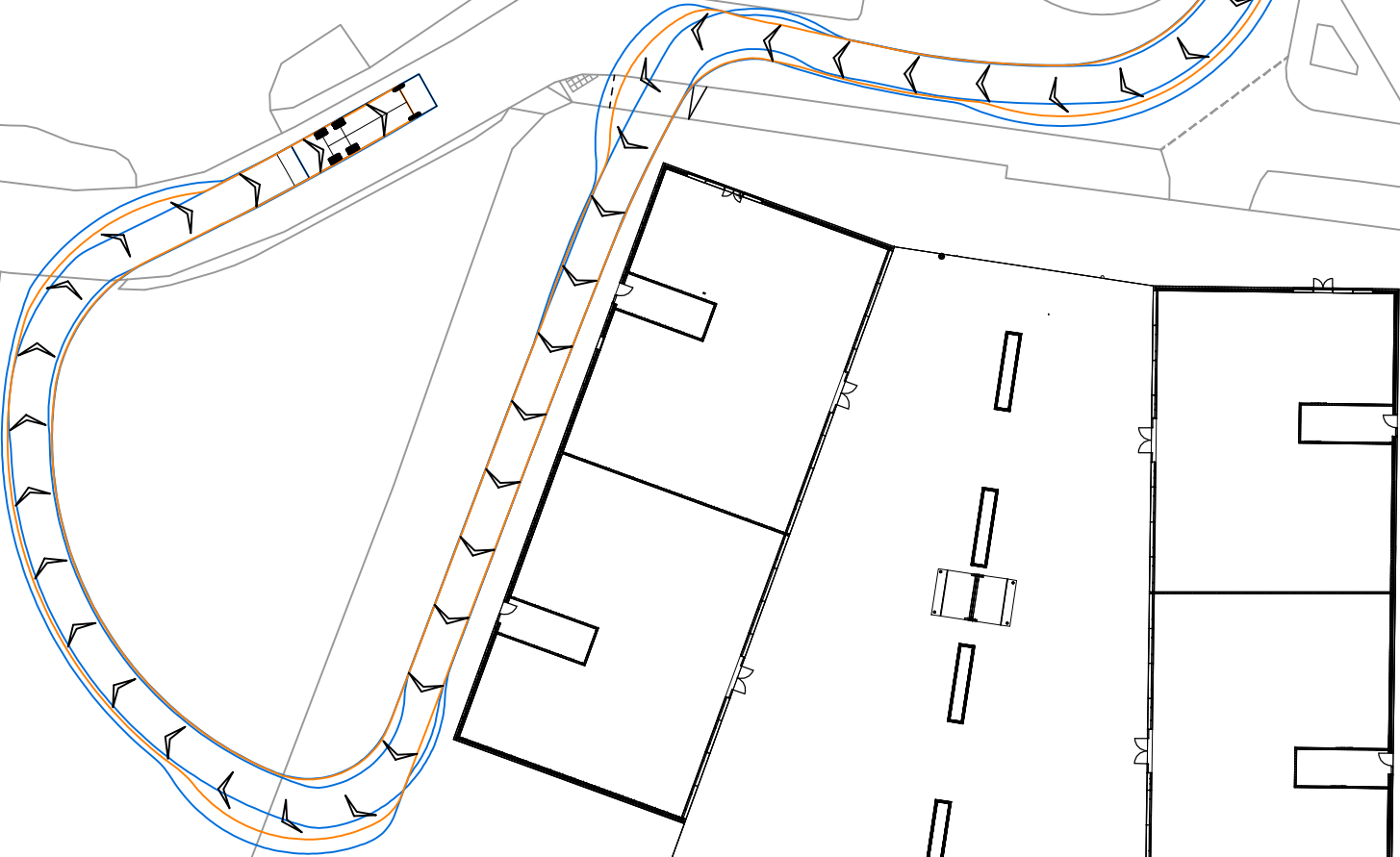
Tourist
Information
Centre

PC

PC

7

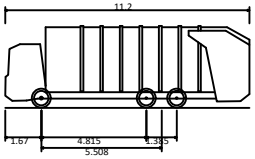
Sea Front



Car Park

- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

- Existing Road Markings
- Distance to Building Entrance
- Swept Path-
Wheel Track
Over Swing



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

-	Original Issue	27/09/2024
Rev.	Amendments	Date



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Drawing Status	Draft		
Client	Mr L. Savage		
Project	Beachlands, Hayling Island		
Drawing Title	Refuse Collection		
Scale	1:500	Date	Sep 24
Drawn by	SMO	Checked by	ALB
Drawing No.	2024-6686-004		Rev.
		-	



APPENDICES



Appendix A TRICS Report – Amusement Arcade

Calculation Reference: AUDIT-305901-240903-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : U - PLAY CENTRE
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	LR LEICESTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 650 to 12000 (units: sqm)
Range Selected by User: 566 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/06/23

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:

Saturday 2 days
Sunday 3 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) 2
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Commercial Zone 1
Development Zone 1
Residential Zone 1
Built-Up Zone 1
Village 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

E(d) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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	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.

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Licence No: 305901

LIST OF SITES relevant to selection parameters

1	LN-07-U-01	PLAY CENTRE	LINCOLNSHIRE
	CROSS STREET		
	LINCOLN		
	CANWICK HILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	850 sqm	
	Survey date: SATURDAY	07/10/17	Survey Type: MANUAL
2	LR-07-U-02	PLAY CENTRE	LEICESTER
	RAW DYKES ROAD		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	790 sqm	
	Survey date: SUNDAY	19/06/22	Survey Type: MANUAL
3	NF-07-U-01	PLAY CENTRE	NORFOLK
	ENGLAND'S LANE		
	NEAR GREAT YARMOUTH		
	GORLESTON-ON-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: SUNDAY	18/06/23	Survey Type: MANUAL
4	WL-07-U-01	PLAY CENTRE	WILTSHIRE
	MERLIN WAY		
	NEAR MELKSHAM		
	BOWERHILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1950 sqm	
	Survey date: SATURDAY	17/09/22	Survey Type: MANUAL
5	WS-07-U-01	PLAY CENTRE	WEST SUSSEX
	FARADAY ROAD		
	CRAWLEY		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: SUNDAY	08/05/22	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
WO-07-U-01	25/05/14	Trip rate too low

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Licence No: 305901

TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	1233	0.243	3	1233	0.054	3	1233	0.297
09:00 - 10:00	5	1068	1.142	5	1068	0.112	5	1068	1.254
10:00 - 11:00	5	1068	1.442	5	1068	0.543	5	1068	1.985
11:00 - 12:00	5	1068	1.929	5	1068	1.442	5	1068	3.371
12:00 - 13:00	5	1068	2.228	5	1068	1.910	5	1068	4.138
13:00 - 14:00	5	1068	2.228	5	1068	2.116	5	1068	4.344
14:00 - 15:00	5	1068	1.835	5	1068	1.592	5	1068	3.427
15:00 - 16:00	5	1068	2.079	5	1068	2.921	5	1068	5.000
16:00 - 17:00	5	1068	1.386	5	1068	1.835	5	1068	3.221
17:00 - 18:00	5	1068	0.281	5	1068	1.461	5	1068	1.742
18:00 - 19:00	5	1068	0.169	5	1068	0.861	5	1068	1.030
19:00 - 20:00	2	750	0.000	2	750	0.200	2	750	0.200
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.962			15.047			30.009

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:	650 - 12000 (units: sqm)
Survey date range:	01/01/10 - 18/06/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	4
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.



Appendix B

TRICS Report – Car Boot Sale

Calculation Reference: AUDIT-305901-240926-0959

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 11 - CAR BOOT SALES
Category : A - CAR BOOT SALES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	CF CARDIFF	1 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

Primary Filtering selection:

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

Parameter: Site area
 Actual Range: 1.80 to 113.30 (units: hect)
 Range Selected by User: 0.13 to 113.30 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/04/14

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:

Saturday 1 days
 Sunday 3 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) 1
 Edge of Town 2
 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:

Industrial Zone 1
 Residential Zone 1
 Village 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

n/a 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Bright Plan 2 West Barn Chichester

Licence No: 305901

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CF-11-A-01	CAR BOOT SALE	CARDIFF
	BESSEMER ROAD		
	CARDIFF		
	LECKWITH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	3.99 hect	
	Survey date: SUNDAY	17/10/10	Survey Type: MANUAL
2	KS-11-A-01	CAR BOOT SALE	KIRKLEES
	OWL LANE		
	DEWSBURY		
	Edge of Town		
	No Sub Category		
	Total Site area:	1.80 hect	
	Survey date: SUNDAY	27/04/14	Survey Type: MANUAL
3	MS-11-A-01	CAR BOOT SALE	MERSEYSIDE
	RALPH'S WIFE'S LANE		
	SOUTHPORT		
	Edge of Town		
	Residential Zone		
	Total Site area:	9.76 hect	
	Survey date: SATURDAY	26/05/12	Survey Type: MANUAL
4	SM-11-A-02	CAR BOOT SALE	SOMERSET
	MEAD ROAD		
	NEAR YEOVIL		
	ILCHESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Site area:	2.65 hect	
	Survey date: SUNDAY	05/08/12	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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NG-11-A-01	16/06/13	Trip rate too low

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 11 - CAR BOOT SALES/A - CAR BOOT SALES

TOTAL 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	2	5.78	16.782	2	5.78	1.817	2	5.78	18.599
06:00 - 07:00	3	4.74	56.439	3	4.74	10.204	3	4.74	66.643
07:00 - 08:00	4	4.55	70.000	4	4.55	19.011	4	4.55	89.011
08:00 - 09:00	4	4.55	72.033	4	4.55	36.154	4	4.55	108.187
09:00 - 10:00	4	4.55	56.978	4	4.55	57.912	4	4.55	114.890
10:00 - 11:00	4	4.55	55.934	4	4.55	60.879	4	4.55	116.813
11:00 - 12:00	4	4.55	28.187	4	4.55	55.934	4	4.55	84.121
12:00 - 13:00	3	5.18	14.984	3	5.18	62.379	3	5.18	77.363
13:00 - 14:00	2	6.88	6.836	2	6.88	52.145	2	6.88	58.981
14:00 - 15:00	2	6.88	2.400	2	6.88	30.545	2	6.88	32.945
15:00 - 16:00	2	6.88	0.436	2	6.88	3.273	2	6.88	3.709
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			381.009			390.253			771.262

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:	1.80 to 113.30 (units: hect)
Survey date range:	01/01/10 - 27/04/14
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	4
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.



Appendix C TRICS Report – Retail Units

Calculation Reference: AUDIT-305901-240930-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 365 to 1645 (units: sqm)
 Range Selected by User: 200 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/06/23

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

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
 Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 2
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 17 days - Selected

Secondary Filtering selection:

Use Class:

n/a 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	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:

125,001 to 250,000	3 days
--------------------	--------

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

Car ownership within 5 miles:

1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GS-01-I-02	LOCAL SHOPS	GLOUCESTERSHIRE
	HUCCLECOTE ROAD		
	GLOUCESTER		
	HUCCLECOTE		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	840 sqm	
	Survey date: WEDNESDAY	03/05/23	Survey Type: MANUAL
2	LC-01-I-01	LOCAL SHOPS	LANCASHIRE
	TALBOT ROW		
	NEAR CHORLEY		
	EUXTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	720 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
3	PB-01-I-01	LOCAL SHOPS	PETERBOROUGH
	WARWICK ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	478 sqm	
	Survey date: MONDAY	17/10/11	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-01-I-03	17/05/12	Not comparable
CU-01-I-01	15/10/21	Not comparable
DR-01-I-01	17/09/21	Not comparable
EX-01-I-02	08/07/16	Not comparable
GS-01-I-01	26/04/10	Not comparable
HF-01-I-02	28/06/19	Not comparable
TV-01-I-04	07/10/13	Not comparable

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	679	1.079	3	679	0.932	3	679	2.011
08:00 - 09:00	3	679	2.502	3	679	1.472	3	679	3.974
09:00 - 10:00	3	679	3.484	3	679	2.748	3	679	6.232
10:00 - 11:00	3	679	3.680	3	679	3.631	3	679	7.311
11:00 - 12:00	3	679	3.435	3	679	3.435	3	679	6.870
12:00 - 13:00	3	679	5.496	3	679	5.937	3	679	11.433
13:00 - 14:00	3	679	4.220	3	679	3.827	3	679	8.047
14:00 - 15:00	3	679	3.091	3	679	3.238	3	679	6.329
15:00 - 16:00	3	679	3.189	3	679	3.337	3	679	6.526
16:00 - 17:00	3	679	2.993	3	679	3.337	3	679	6.330
17:00 - 18:00	3	679	2.846	3	679	2.944	3	679	5.790
18:00 - 19:00	3	679	2.944	3	679	2.797	3	679	5.741
19:00 - 20:00	3	679	2.110	3	679	2.552	3	679	4.662
20:00 - 21:00	3	679	1.325	3	679	1.766	3	679	3.091
21:00 - 22:00	1	840	0.833	1	840	0.952	1	840	1.785
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			43.227			42.905			86.132

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:	365 - 1645 (units: sqm)
Survey date range:	01/01/10 - 22/06/23
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-305901-240927-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

09 NORTH
TV TEES VALLEY 2 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 676 to 1800 (units: sqm)
 Range Selected by User: 200 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/06/23

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:

Sunday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

n/a 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- 1

TV-01-I-01

LOCAL SHOPS

TEES VALLEY

ACKLAM ROAD

MIDDLESBROUGH

ACKLAM

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 1800 sqm

Survey date: SUNDAY 26/06/11

Survey Type: MANUAL
- 2

TV-01-I-02

LOCAL SHOPS

TEES VALLEY

CARGO FLEET LANE

MIDDLESBROUGH

ORMESBY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 1172 sqm

Survey date: SUNDAY 19/06/11

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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
AL-01-I-01	03/05/14	Not comparable
MS-01-I-02	25/04/21	Covid

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1486	1.312	2	1486	1.211	2	1486	2.523
08:00 - 09:00	2	1486	1.750	2	1486	1.447	2	1486	3.197
09:00 - 10:00	2	1486	2.557	2	1486	2.456	2	1486	5.013
10:00 - 11:00	2	1486	2.524	2	1486	2.490	2	1486	5.014
11:00 - 12:00	2	1486	2.927	2	1486	2.524	2	1486	5.451
12:00 - 13:00	2	1486	2.692	2	1486	2.624	2	1486	5.316
13:00 - 14:00	2	1486	1.952	2	1486	1.817	2	1486	3.769
14:00 - 15:00	2	1486	1.716	2	1486	1.480	2	1486	3.196
15:00 - 16:00	2	1486	2.052	2	1486	1.952	2	1486	4.004
16:00 - 17:00	2	1486	2.894	2	1486	2.961	2	1486	5.855
17:00 - 18:00	2	1486	3.163	2	1486	3.264	2	1486	6.427
18:00 - 19:00	2	1486	3.937	2	1486	3.802	2	1486	7.739
19:00 - 20:00	2	1486	3.600	2	1486	4.206	2	1486	7.806
20:00 - 21:00	2	1486	3.028	2	1486	3.365	2	1486	6.393
21:00 - 22:00	2	1486	2.052	2	1486	2.423	2	1486	4.475
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			38.156			38.022			76.178

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:

676 - 1800 (units: sqm)

Survey date date range:

01/01/10 - 22/06/23

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

1

Number of Sundays:

3

Surveys automatically removed from selection:

2

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.



Appendix D

TRICS Report – Café/Restaurant

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 175 to 645 (units: sqm)
 Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/06/23

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 1 days
 Thursday 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) 1
 Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 2
 High Street 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

E(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DY-06-B-03	BRITISH RESTAURANT	DERBY
	THORNHILL ROAD		
	DERBY		
	LITTLEOVER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL
2	HC-06-B-02	CHINESE REATAURANT	HAMPSHIRE
	BRIDGE ROAD		
	PARK GATE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	645 sqm	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
3	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET		
	COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
4	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM		
	STOURBRIDGE		
	AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
OT-06-B-01	24/10/13	Trip rate too high

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	3	390	0.427	3	390	0.342	3	390	0.769
11:00 - 12:00	3	390	0.855	3	390	0.256	3	390	1.111
12:00 - 13:00	3	390	3.162	3	390	0.769	3	390	3.931
13:00 - 14:00	3	390	1.282	3	390	1.197	3	390	2.479
14:00 - 15:00	3	390	0.427	3	390	2.051	3	390	2.478
15:00 - 16:00	4	385	0.325	4	385	1.299	4	385	1.624
16:00 - 17:00	4	385	0.260	4	385	0.195	4	385	0.455
17:00 - 18:00	4	385	0.844	4	385	0.325	4	385	1.169
18:00 - 19:00	4	385	2.208	4	385	0.779	4	385	2.987
19:00 - 20:00	4	385	1.169	4	385	1.039	4	385	2.208
20:00 - 21:00	4	385	0.714	4	385	1.104	4	385	1.818
21:00 - 22:00	4	385	0.909	4	385	1.753	4	385	2.662
22:00 - 23:00	4	385	0.130	4	385	0.455	4	385	0.585
23:00 - 24:00	4	385	0.000	4	385	0.844	4	385	0.844
Total Rates:			13.283			12.979			26.262

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:

175 - 645 (units: sqm)

Survey date date range:

01/01/10 - 23/06/23

Number of weekdays (Monday-Friday):

5

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-305901-240926-0939

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 130 to 450 (units: sqm)
Range Selected by User: 100 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/06/23

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:

Saturday 1 days
Sunday 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 undertaking using machines.

Selected Locations:

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

Development Zone 2
Village 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(b) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	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	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

LIST OF SITES relevant to selection parameters

- 1 CF-06-B-02 FRANKIE & BENNY'S CARDIFF
NEWPORT ROAD
CARDIFF
- Edge of Town
Development Zone
Total Gross floor area: 400 sqm
Survey date: SUNDAY 19/10/14 Survey Type: MANUAL
- 2 DY-06-B-02 CHIQUITO DERBY
PRIDE PARKWAY
DERBY
- Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 450 sqm
Survey date: SUNDAY 19/10/14 Survey Type: MANUAL
- 3 WS-06-B-02 BRITISH FINE DINING WEST SUSSEX
ARUNDEL ROAD
NEAR CHICHESTER
TANGMERE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 130 sqm
Survey date: SATURDAY 04/10/14 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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HC-06-B-01	21/05/23	Not comparable

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	400	1.000	1	400	0.750	1	400	1.750
09:00 - 10:00	2	425	1.412	2	425	0.471	2	425	1.883
10:00 - 11:00	3	327	1.633	3	327	1.020	3	327	2.653
11:00 - 12:00	3	327	2.551	3	327	1.633	3	327	4.184
12:00 - 13:00	3	327	1.939	3	327	1.224	3	327	3.163
13:00 - 14:00	3	327	2.347	3	327	2.347	3	327	4.694
14:00 - 15:00	3	327	2.041	3	327	2.551	3	327	4.592
15:00 - 16:00	3	327	1.429	3	327	1.327	3	327	2.756
16:00 - 17:00	3	327	1.122	3	327	1.939	3	327	3.061
17:00 - 18:00	3	327	1.633	3	327	1.531	3	327	3.164
18:00 - 19:00	3	327	1.327	3	327	1.531	3	327	2.858
19:00 - 20:00	3	327	1.735	3	327	0.714	3	327	2.449
20:00 - 21:00	3	327	1.020	3	327	1.531	3	327	2.551
21:00 - 22:00	3	327	0.204	3	327	1.429	3	327	1.633
22:00 - 23:00	3	327	0.204	3	327	1.020	3	327	1.224
23:00 - 24:00	1	130	0.769	1	130	2.308	1	130	3.077
Total Rates:			22.366			23.326			45.692

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:	130 - 450 (units: sqm)
Survey date range:	01/01/10 - 23/06/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	3
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.



Appendix E

TRICS Report – Flats

Calculation Reference: AUDIT-305901-240927-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HF HERTFORDSHIRE	2 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 12 to 84 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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	3 days
Tuesday	3 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	10 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
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	8
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

C3	10 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	6 days
25,001 to 50,000	2 days
50,001 to 100,000	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	6 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 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:

Yes	2 days
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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BH-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17	BRIGHTON & HOVE	Survey Type: MANUAL
2	CA-03-C-03 BLOCKS OF FLATS CROMWELL ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17	CAMBRIDGESHIRE	Survey Type: MANUAL
3	HF-03-C-07 BLOCKS OF FLATS OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 84 Survey date: WEDNESDAY 07/06/23	HERTFORDSHIRE	Survey Type: MANUAL
4	HF-03-C-08 BLOCKS OF FLATS HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 06/06/23	HERTFORDSHIRE	Survey Type: MANUAL
5	NF-03-C-02 MIXED FLATS & HOUSES HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 Survey date: MONDAY 18/11/19	NORFOLK	Survey Type: MANUAL
6	NG-03-C-01 HOUSES (SPLIT INTO FLATS) LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16	NOTTINGHAM	Survey Type: MANUAL
7	SH-03-C-01 BLOCK OF FLATS ABBEY FOREGATE SHREWSBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 19/06/23	SHROPSHIRE	Survey Type: MANUAL
8	SH-03-C-02 BLOCK OF FLATS ABBEY FOREGATE SHREWSBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 Survey date: FRIDAY 16/06/23	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
10	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
DY-03-C-03	25/09/19	Trip rate too low
HF-03-C-06	08/06/23	Trip rate too high
LE-03-C-01	16/10/20	Covid
SF-03-C-04	16/09/20	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	52	0.042	10	52	0.175	10	52	0.217
08:00 - 09:00	10	52	0.073	10	52	0.220	10	52	0.293
09:00 - 10:00	10	52	0.092	10	52	0.133	10	52	0.225
10:00 - 11:00	10	52	0.077	10	52	0.108	10	52	0.185
11:00 - 12:00	10	52	0.085	10	52	0.091	10	52	0.176
12:00 - 13:00	10	52	0.079	10	52	0.069	10	52	0.148
13:00 - 14:00	10	52	0.083	10	52	0.098	10	52	0.181
14:00 - 15:00	10	52	0.098	10	52	0.073	10	52	0.171
15:00 - 16:00	10	52	0.146	10	52	0.087	10	52	0.233
16:00 - 17:00	10	52	0.118	10	52	0.087	10	52	0.205
17:00 - 18:00	10	52	0.170	10	52	0.081	10	52	0.251
18:00 - 19:00	10	52	0.131	10	52	0.054	10	52	0.185
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.194			1.276			2.470

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:

12 - 84 (units:)

Survey date date range:

01/01/16 - 02/10/23

Number of weekdays (Monday-Friday):

14

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

7

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.



BRIGHT PLAN



Bright Plan Ltd – Transport Planning | Civil Engineering | Landscape Design

65 Chichester Enterprise Centre, Terminus Road, Chichester PO19 8FY

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T: 0333 3583270
www.bpcivils.co.uk