

Project Name:	53A Station Road, Hayling Island
Document Reference:	045.0012/TN/1
Document Name:	Transport Note
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1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of The Malins Group to support a planning application at 53A Station Road, Hayling Island for an additional floor to the building to provide a one bedroom flat. The site location is shown below in **Figure 1** with the site layout attached as **Appendix A**.



Figure 1: Site Location

- 1.2 The remainder of this TN considers the existing site and accessibility of the site, the development proposals, the proposed parking and access arrangements, the trip generation

for the site and the anticipated highways impact of the development proposals, before providing a summary and conclusion.

2. EXISTING SITE CONDITIONS

Site Context

- 2.1 The site is located within West Town Village Centre on the south-western side of Station Road, Hayling Island, in proximity to the Station Road/West Lane priority junction. The site is within the Borough of Havant and is within a mixed residential and commercial area. The site is bordered by Station Road to the north, commercial/residential properties along Station Road to the east and west and the rear of the properties within Fountain Square to the south.
- 2.2 The existing site comprises a mixed-use building with a commercial unit on the ground floor and a two-bedroom flat on the first floor.

Local Road Network

- 2.3 Station Road runs east to west from the priority junction with Manor Road (A3023) through the village centre to the junction with Furniss Way where Station Road continues west as Sinah Lane. The road is subject to a 30mph speed restriction in proximity of the proposed development. Immediately adjacent to the site on the western side of the road, there are echelon on-street parking bays, with space for 10 vehicles. This on-street parking is restricted to 'two hours with no return within two hours' between 09:00-18:00, Monday to Saturday. At the southern end of the echelon parking, there is a motorcycle parking area and outside the property 59 Station Road, is a parallel parking bay which is also restricted. The northern side of the road has double yellow lines.
- 2.4 Further west along Station Road (adjacent to property no. 33) are three restricted echelon parking spaces, one of which is a disabled parking bay. Opposite the echelon parking, on the northern side of the road (adjacent Lloyds Pharmacy), is a layby with space for two vehicles. Both the echelon parking and the layby parking have the same two hour parking restrictions.
- 2.5 The existing site conditions are shown in **Photographs 1-4**.



Photograph 1: Echelon Parking



Photograph 2: On street parking restrictions



Photograph 3: Parallel parking bay on Station Road



Photograph 4: Station Road conditions

- 2.6 To the west of Furniss Way, Station Road becomes Sinah Lane, which provides access to residential areas to the west of the village. Approximately 750m west of Station Road, Sinah Lane then leads south to link to Ferry Road, providing a connection to Hayling Island Ferry Port to the southwest of Hayling Island.
- 2.7 To the east of Station Road, the A3023 Manor Road runs north to south from the mini roundabout with the A3023 Havant Road and Church Road towards West Town. To the south, beyond the Station Road junction, the A3023 becomes Beach Road and leads south toward Hayling Island Beach. To the south of the junction with Station Road, the A3023 is subject to a 30mph speed limit. The 30mph speed limit then increases to 40mph approximately 100m north of the Station Road junction.

Personal Injury Accident Data

- 2.8 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest available 5-year period between January 2017 and December 2021. The PIA investigation is demonstrated in **Figure 2**.

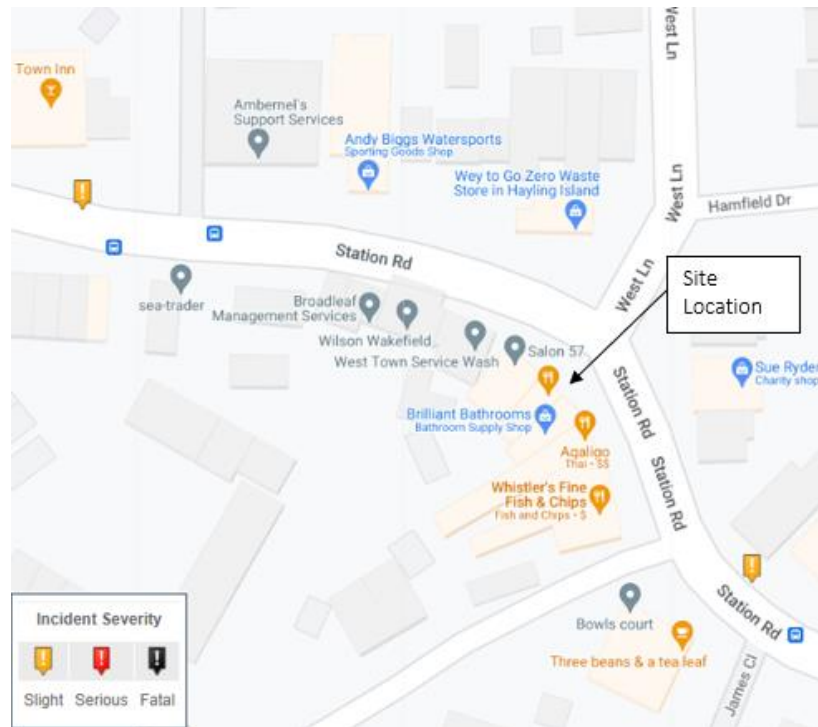


Figure 2: PIA Data: 2017-2021 (Source: Crashmap)

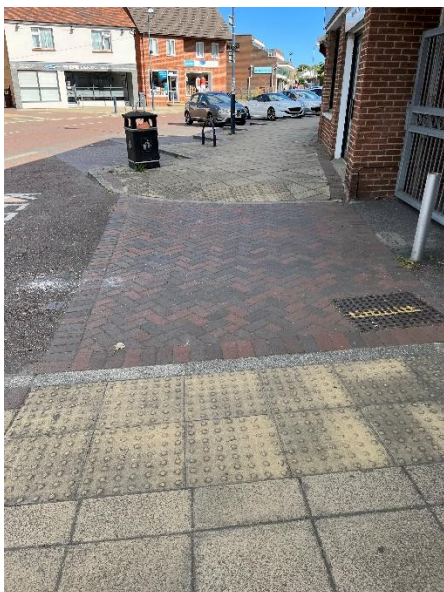
- 2.9 The PIA data indicates that two accidents were recorded within the vicinity of the site over a 5-year period. One of the accidents occurred to the northwest of the site along Station Road and the other accident occurred to the southeast of the site along Station Road. Both accidents were classed as 'slight' in severity.
- 2.10 The number and location of the incidents do not suggest a highway safety pattern which would be exacerbated by the development proposals. As a result, the PIA data is not considered to highlight any specific highways concern that would materially impact the local highway network as a result of the proposed development.
- 2.11 Given the current delay in obtaining Hampshire Constabulary data, the scale of development and the low occurrence of incidents the use of crashmap should be considered acceptable in this instance.

3. LOCAL ACCESSIBILITY

- 3.1 The site is located within West Town village centre on the south-western side of Station Road, Hayling Island. The area is host to numerous food and retail outlets, as well as a Post Office, Hayling Park, Community Centre and Shore Dental Practice.

Pedestrian Network

- 3.2 Footways are present along both sides of Station Road with dropped kerbs and tactile paving at crossing points including the junction with James Close. To the east of the site, adjacent to Wilson Wakefield Solicitors is an uncontrolled crossing point with dropped kerbs, tactile paving and a different surface treatment to increase awareness of pedestrians crossing in this location.
- 3.3 Pedestrian guard railing is present along the southern side of the junction with Station Road and the A3023 Manor Road to guide pedestrians to cross at a safe crossing point along Station Road. This crossing point is uncontrolled with dropped kerbs, tactile paving and pedestrian refuge island and provides a north south link across Station Road to continue along the A3023.
- 3.4 The A3023 has footways along both sides of the road and approximately 91m to the south of the Station Road junction is a zebra crossing facility across the A3023. The A3023 provides pedestrian access to Hayling Beach to the south via the footways.
- 3.5 The existing pedestrian infrastructure is shown in **Photographs 5 - 7**.



Photograph 5: Crossing point at vehicular access to the rear of properties along Station Road



Photograph 6: Pedestrian crossing point on Station Road



Photograph 7: Footways along Station Road

Local Cycle Network

- 3.6 An extract of the Cycle Hayling 'Cycling and Walking Map 2022 Jubilee Edition' is shown in **Figure 3**. The blue lines represent the Harbour View cycle route, the yellow lines represent general cycle routes and the orange lines represent the Seafront Circuit. The dotted lines show an on-road route and diamond lines an off-road rough terrain route.



Figure 3: Cycle Hayling 'Cycling and Walking Map 2022 Jubilee Edition Extract' (Source:

http://www.cyclehayling.org.uk/wp-content/uploads/2022/08/2022_A0_cycle_map_2_small.pdf)

- 3.7 National Cycle Network (NCN) Route 2 is a long distance cycle route along the south coast, which will link Dover with St Austell in Cornwall. The section in Hayling Island runs east from

the Hayling Ferry terminal to Staunton Avenue, where the route runs north to link to Sinah Lane. From Sinah Lane, the route runs north to the northern tip of Hayling Island and across Langstone Bridge to link back to the mainland in Langstone.

- 3.8 The NCN 2 route from the Hayling Ferry terminal to Sinah Lane is an on-road cycle route and then for the remainder of the route going north on the island is traffic-free. **Figure 4** illustrates NCN2 in relation to the site. The yellow lines represent traffic-free routes and the blue lines represent on-road cycle routes.



Figure 4: Local Cycle Routes (Source: www.sustrans.co.uk)

Bus Services

- 3.9 The nearest bus stops to the site are the 'West Town Inn' bus stops, located approximately 78m (1-minute walk) west of the site along Station Road.
- 3.10 The bus stops are served by Stagecoach South bus route 30 in the eastbound direction and bus route 31 in the westbound direction. Both routes are circular around the island and go

to and from Havant Town Centre. Havant Bus Station provides several additional bus services to destinations such as Portsmouth, Leigh Park, Rowlands Castle, Bedhampton, Petersfield, Chichester and Littlehampton. The bus station has toilet facilities, waiting rooms, refreshments shop and bus departure information.

3.11 A summary of the bus timetables from the 'West Town Inn' bus stops is provided in **Table 1**.

Service	Route	Operator	Frequency		
			Mon-Fri	Sat	Sun
30	Havant – Hayling Island (circular)	Stagecoach South	Every 30 mins	Every 30 mins	Hourly
31	Havant – Hayling Island (circular)	Stagecoach South	Every 30 mins	Every 30 mins	Hourly

Table 1: Local Bus Routes

3.12 The eastbound stop has a flag and pole and the westbound stop has a flag attached to a lamppost. The bus infrastructure for the 'West Town Inn' bus stops is shown in **Photographs 8 and 9**.



Photograph 8: West Town Inn eastbound bus stop



Photograph 9: West Town Inn westbound bus stop

Rail Services

3.13 There is no rail station on Hayling Island, however both buses stop at Havant Bus Station, which is located approximately 550m from Havant station (7-minute walk).

3.14 The station is managed by South Western Railways and provides services along the south coast to destinations such as:

- Portsmouth Harbour (17-30 minutes, 4 trains per hour)
- Portsmouth and Southsea (12-17 minutes, 5 trains per hour)
- Southampton Central (42 minutes, 2 trains per hour)
- Brighton (1 hour, 6/11 minutes, 2 trains per hour)
- London Waterloo (1 hour, 20/35 minutes, 2 trains per hour)
- Littlehampton (40 minutes, 1 train per hour)
- London Victoria (1 hour, 46/50 minutes, 2 trains per hour)

3.15 The station benefits from step-free access, customer help points, toilets, baby changing facilities, Wi-Fi, café, CCTV and ticket office. The station has a car park with 492 spaces, of which 8 are disabled spaces. Sheltered bicycle parking with CCTV coverage is also available with space for 92 bicycles.

Summary of Site Accessibility

3.16 The site is located within West Town Village Centre, which is host to numerous local facilities. There are also several opportunities to promote walking and cycling for local journeys and bus and rail services for destinations further afield. The site is located within an established residential area which can support sustainable travel and is therefore considered a suitable location to support residential development.

4. DEVELOPMENT PROPOSALS

- 4.1 The development proposals comprise an additional floor to the mixed use building at 53A Station Road, to provide a one-bedroom flat. The commercial unit on the ground floor and the existing residential unit on the first floor would remain.

Access Arrangements

- 4.2 The development is proposed to be car-free as per the existing flat on the first floor and access to the property would also remain as existing to the rear of the building, via Station Road.

Parking Arrangements

- 4.3 Havant Borough Council (HBC) Parking Supplementary Planning Document (SPD) July 2016 requires 1 space per dwelling for 1-bedroom dwellings.
- 4.4 The standards state that: *“The level of parking to be provided must be based on the nature and scale of development, access to shops and services together with public transport accessibility. A lower level of provision must not result in displacement of parking pressure into nearby residential areas”*.
- 4.5 As mentioned in section 3 of this TN, the site is located within West Town Village Centre, which has a good level of accessibility. There are opportunities for multi-modal journeys with the local buses stopping at Havant Bus Station (7-minute walk from Havant Station) and good cycle routes (NCN 2) to the station. Walking, cycling and public transport would therefore be attractive modes of travel for residents of the additional flat.
- 4.6 The existing flats on the first floor of the building do not provide parking and it is considered that one additional unit would not create a level of demand required to provide off-street car parking.
- 4.7 Hayling Community Centre car park is located 250m (3 minute) to the south of the site, which provides free parking and the echelon car parking along Station Road provides free parking for 2 hours. Visitors to the development, who travel by car could therefore use the Community Centre car park or on-street car parking if required for short period of times.

- 4.8 When taking the good level of accessibility of the site to local facilities and access to sustainable modes of transport into consideration, providing no car parking is considered appropriate for the development.

Cycle Parking

- 4.9 HBC's cycle parking standards are set out in the aforementioned SPD and are summarised in Table 2.

Dwelling Type	No. of long stay cycle spaces per unit	No. of Units	Required Provision
1 bed	1	1	1
Total:	-	1	1

Table 2: Cycle Parking Standards

- 4.10 Cycle parking for the flat would be provided in excess of HBC's cycle parking standards to support a sustainable development, with cycle parking spaces provided in a sheltered store, in the garden to the rear of the building. There is space for 4 bicycles.

Refuse and Servicing

- 4.11 Refuse collection for the development would be collected on-street from Station Road. The additional dwelling will have their own two wheel refuse container which will be stored in the same location as the existing flat, which operates well and is therefore considered suitable.
- 4.12 Delivery and servicing activity would be accommodated on-street via Station Road as per existing.

5. TRIP GENERATION

- 5.1 This section of the TN assesses the likely vehicular trip generation associated with the proposed development using a TRICS assessment.

Proposed Vehicle Trip Generation

- 5.2 To establish the vehicular trip generation of the proposed residential flat, the TRICS (v7.9.2) database has been consulted using the following search criteria:

- Residential – flats privately owned
- Sites in England (excluding Greater London)
- 6-20 units
- Weekday surveys only
- Sites in 'Suburban Area' 'Edge of Town' and 'Neighbourhood Centre' and
- Sites with no Travel Plan.

- 5.3 The results of the TRICS assessment are summarised in **Table 3** with the full output included in **Appendix B**.

Vehicle Trips	AM Peak (0800-0900)		PM Peak (1700-1800)		12 Hour Total Daily Flows
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per dwelling)	0.094	0.208	0.208	0.057	2.564
Trip Generation (1 units)	0	0	0	0	3

Table 3: Proposed Vehicle Trip Generation (TRICS v7.9.2)

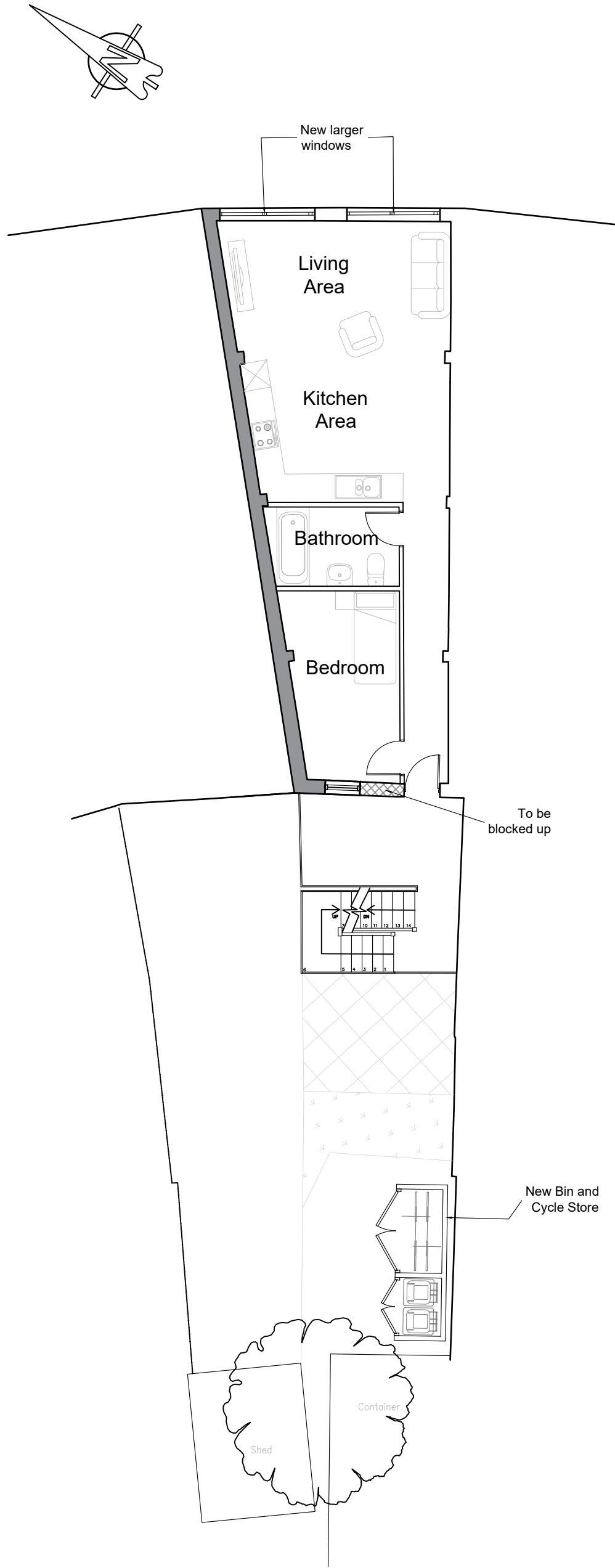
- 5.4 The outcome of the TRICS assessment notes the potential for no new vehicle movements during both the AM and PM peak periods and up to 3 two-way vehicle movements daily (0700-1900 hours).
- 5.5 Given the location of the site and the vehicle trip generation, the impact of the proposed development is expected to be negligible.

6. SUMMARY AND CONCLUSIONS

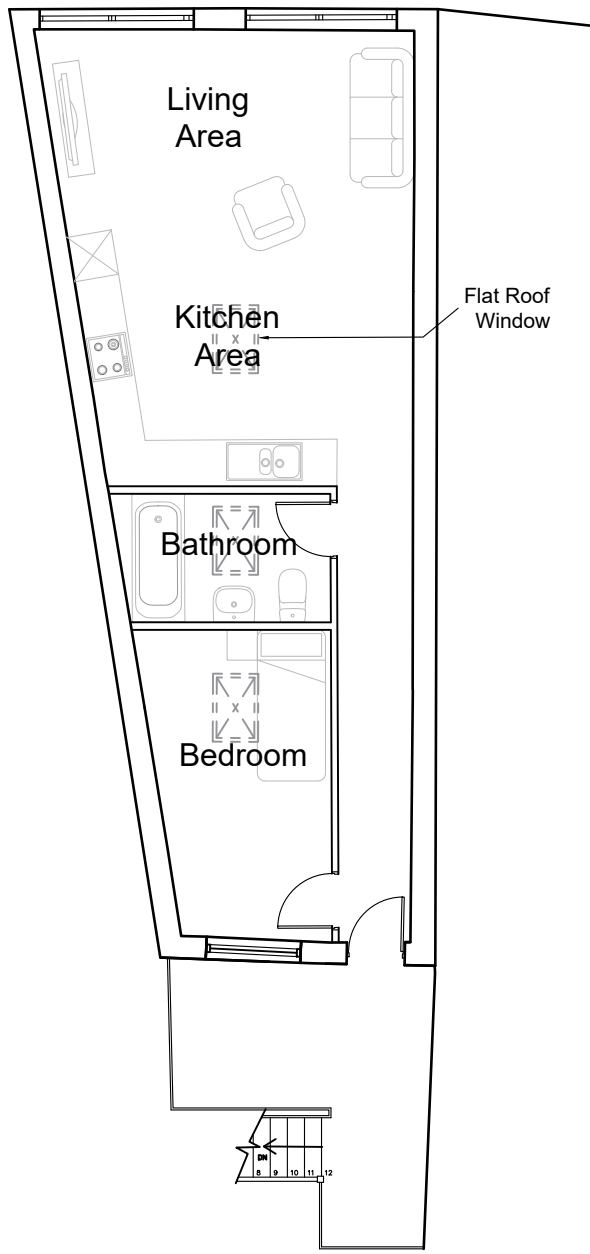
- 6.1 This TN has been prepared by Paul Basham Associates on behalf of The Malins Group to support a planning application at 53A Station Road, Hayling Island for an additional storey above an existing mixed use building (commercial ground floor and residential to first floor) to provide a one bedroom flat.
- 6.3 The site is located within West Town Village Centre on the western side of Station Road, Hayling Island. The site is within the borough of Havant and is within a mixed residential and commercial area. The site is bordered by Station Road to the north, commercial/residential properties along Station Road to the east and west and the rear of the properties within Fountain Square to the south.
- 6.4 The existing site comprises a mixed-use building with a commercial unit on the ground floor and a two-bedroom flat on the first floor which operates as car free.
- 6.5 The development is proposed to be car-free and pedestrian and cycle access to the property would remain as existing via Station Road. Cycle parking for the additional flat will be provided in excess of HBC's cycle parking standards to support a sustainable development, with cycle parking spaces provided to the rear of the building in a sheltered area.
- 6.6 Refuse collection for the development would be collected on-street from Station Road. The additional dwelling will have their own two wheel refuse container which will be stored in the same location as the existing flat, which operates well and is therefore considered suitable.
- 6.7 Based on the TRICS assessment, the proposed development is anticipated to generate no new vehicle movements during both the AM and PM peak periods and up to 3 two-way vehicle movements daily (0700-1900 hours). The impact of the proposed development is therefore expected to be negligible.
- 6.8 This TN has demonstrated that the proposed development would not have a severe impact on the local road network and would present a good opportunity for sustainable development. We would therefore encourage HBC to look favourably upon this application from a highway's perspective.

Appendix A

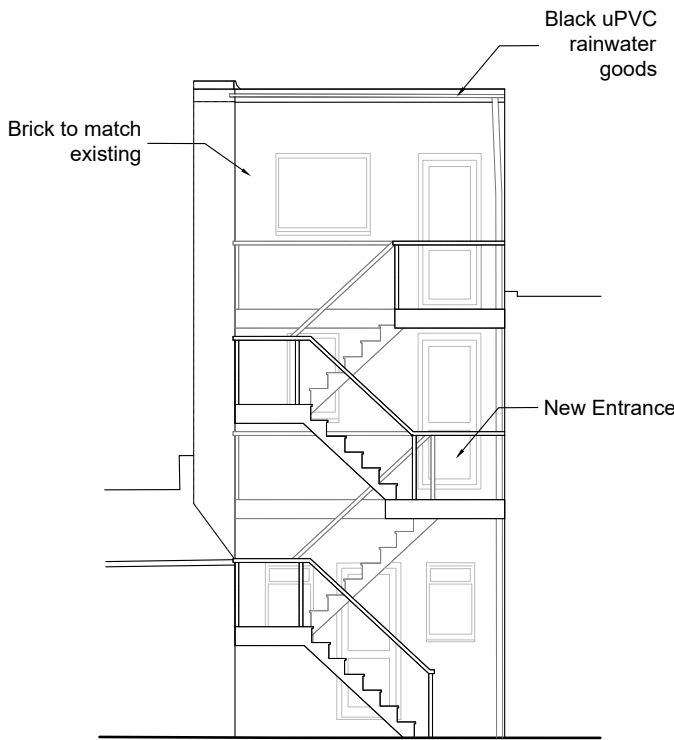
GENERAL NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE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



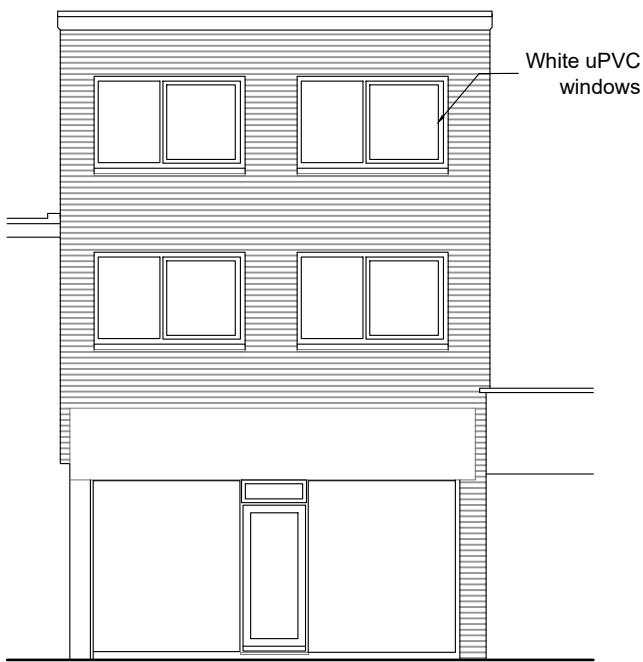
PROPOSED FIRST FLOOR PLAN



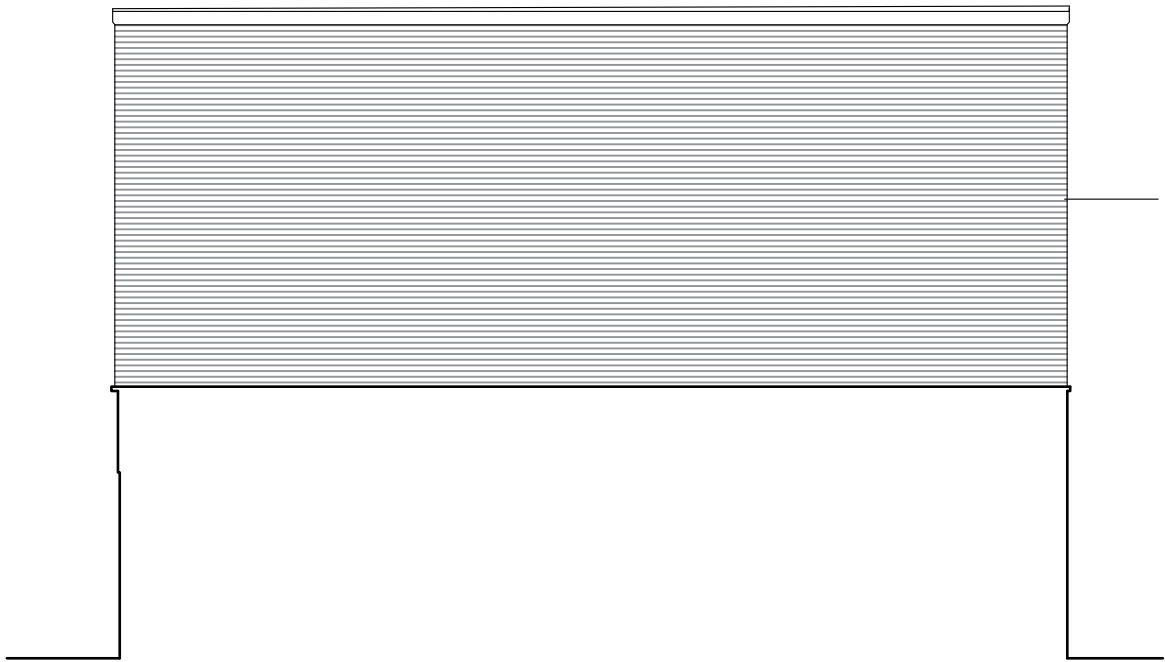
PROPOSED SECOND FLOOR PLAN



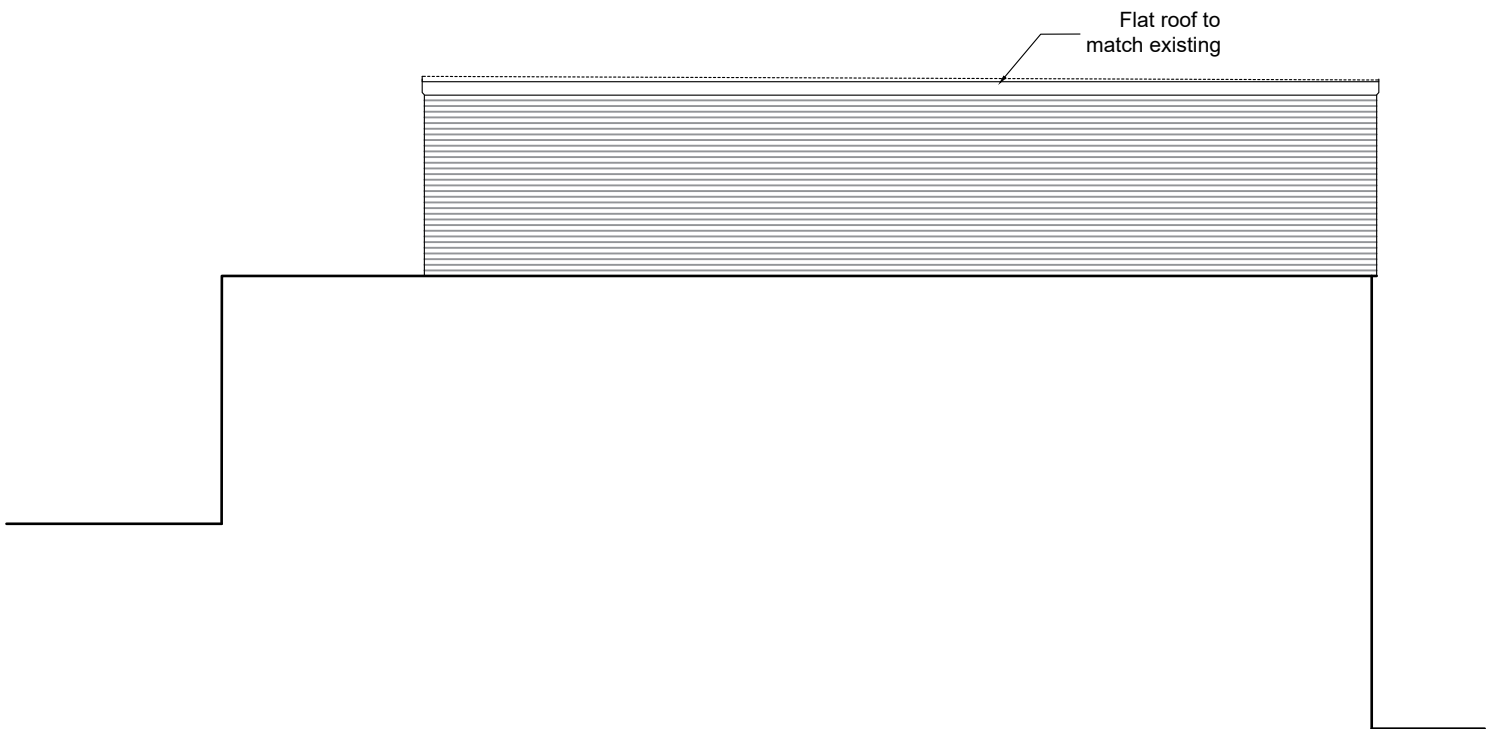
PROPOSED REAR (SW) ELEVATION



PROPOSED FRONT (NE) ELEVATION

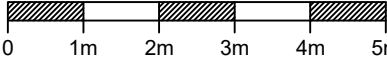


PROPOSED SIDE (NW) ELEVATION



PROPOSED SIDE (SE) ELEVATION

1:100 scale



Revision	Date	Description	Dwn	Ctkd
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Drawing Title :

Proposed Plans and Elevations

Drawn By	Date	Checked By	Date	Approved By	Date
HM	July 22				

Drawing No.	Revision	Scale
22 - 3339 - 103		1:100 @ A2

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Appendix B

Calculation Reference: AUDIT-247601-220819-0821

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 20 (units:)
Range Selected by User: 6 to 20 (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: 01/01/14 to 16/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

Residential Zone	3
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 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:

50,001 to 75,000 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 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 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.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
2	LE-03-C-01	BLOCK OF FLATS	LEICESTERSHIRE
	NEW STREET		
	LEICESTER		
	OADBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
3	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	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.

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	3	18	0.038	3	18	0.189	3	18	0.227
08:00 - 09:00	3	18	0.094	3	18	0.208	3	18	0.302
09:00 - 10:00	3	18	0.170	3	18	0.151	3	18	0.321
10:00 - 11:00	3	18	0.038	3	18	0.094	3	18	0.132
11:00 - 12:00	3	18	0.075	3	18	0.057	3	18	0.132
12:00 - 13:00	3	18	0.075	3	18	0.075	3	18	0.150
13:00 - 14:00	3	18	0.113	3	18	0.094	3	18	0.207
14:00 - 15:00	3	18	0.094	3	18	0.132	3	18	0.226
15:00 - 16:00	3	18	0.151	3	18	0.094	3	18	0.245
16:00 - 17:00	3	18	0.094	3	18	0.075	3	18	0.169
17:00 - 18:00	3	18	0.208	3	18	0.057	3	18	0.265
18:00 - 19:00	3	18	0.075	3	18	0.113	3	18	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.225			1.339			2.564

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 14 - 20 (units:)
 Survey date range: 01/01/14 - 16/10/20
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

CARS

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	3	18	0.038	3	18	0.170	3	18	0.208
08:00 - 09:00	3	18	0.075	3	18	0.189	3	18	0.264
09:00 - 10:00	3	18	0.113	3	18	0.113	3	18	0.226
10:00 - 11:00	3	18	0.038	3	18	0.057	3	18	0.095
11:00 - 12:00	3	18	0.038	3	18	0.038	3	18	0.076
12:00 - 13:00	3	18	0.057	3	18	0.075	3	18	0.132
13:00 - 14:00	3	18	0.113	3	18	0.075	3	18	0.188
14:00 - 15:00	3	18	0.094	3	18	0.132	3	18	0.226
15:00 - 16:00	3	18	0.132	3	18	0.075	3	18	0.207
16:00 - 17:00	3	18	0.094	3	18	0.057	3	18	0.151
17:00 - 18:00	3	18	0.189	3	18	0.038	3	18	0.227
18:00 - 19:00	3	18	0.057	3	18	0.094	3	18	0.151
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.038			1.113			2.151

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.