

Transport Statement

**314-318 London Road
Waterlooville**

**Prepared for
Cloud Living**

by

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ACRONYMS AND ABBREVIATIONS

CIHT	Chartered Institute for Highways and Transportation
DfT	Department for Transport
GTA	Guidance on Transport Assessment
HBC	Havant Borough Council
HCC	Hampshire County Council
LHA	Local Highway Authority
LTP	Local Transport Plan
PIA	Personal Injury Accident
SMA	Stuart Michael Associates Limited
TRICS	Trip Rate Information Computer System
MfS	Manual for Streets



1.0 INTRODUCTION

Instruction

- 1.1 This Transport Statement has been prepared by Stuart Michael Associates (SMA), consulting engineers, on behalf of Cloud Living (the Applicant). This Transport Statement provides transportation advice in support of a Planning Application for the redevelopment, of part ground floor and all upper floors, of an existing A1/A3 retail block for residential purposes (11 x residential units). A new storey is proposed to accommodate a further 4 x residential units. The development site (the site) is located at 314-318 London Road, Waterlooville (Figure 1.1).
- 1.2 The existing ground floor comprises a mix of commercial area for A1 and A3 land class (501sqm). The first and second floors also provide A3 commercial space (502sqm) and ancillary office space for the A1 units (452sqm). The A3 space has previously been occupied by McDonalds. Part of the Ground Floor A3 space has already been converted into 2 x A1 retail units with the remaining A3 space currently vacant (100sqm).
- 1.3 Parking is provided to the rear of the building with access from Curzon Road. The redevelopment plans will see the car park upgraded to provide a total of 16 parking spaces.

Site Description

- 1.4 The site is located on London Road, within the town centre of Waterlooville. The site backs onto Curzon Road and is bound by commercial buildings (numbers 312 and 320 London Road) to the north and south.

Background

- 1.5 Conversion of the existing Ground Floor retail space from A3 to A1 is classified as Permitted Development. Conversion of the A3 ancillary office and storage area to residential requires a Planning Application for change of use and is therefore the focus of this Transport Statement.
- 1.6 This Transport Statement has been prepared according to the Department for Transport (DfT) guidance publication, 'Guidance on Transport Assessment' (2007). This document indicates that for residential development of less than 50 dwellings a Transport Assessment is not required (ref: Appendix B). Hampshire county Council (HCC) the Local highway Authority (LHA) require



that the potential impact of the development's person (multi-modal) trip generation is assessed to establish the level of highway contribution that would be sought for the development. This Transport Statement has subsequently been prepared in accordance of the GTA guidance and HCC requirements. This report focuses on the potential trip generation of the proposed development, comparative of the existing situation.

Assessment Methodology

1.7 The following methodology has been undertaken in the preparation of this Transport Statement:

- Review of existing site land uses and proposed site land uses
- Assessment of multi-modal access to the site
- Desktop review of local policy to establish the required level of parking for the proposed development
- Analysis of road safety data in proximity of site access, covering Curzon Road and Hulbert Road
- Swept path analysis of proposed car parking layout for standard vehicle, refuse vehicle and small commercial delivery vehicle,
- Highway boundary search
- Review of TRICs database and calculation of existing person trip generation
- Review of HCC person trip rates and calculation of proposed person trip generation
- Calculation of Highways contribution based on HCC policy.

Report Structure

1.8 The remainder of this report is structured as follows:

- Section 2: Briefly discusses those planning policies of relevance for small scale redevelopment proposals.
- Section 3: Describes the existing baseline highway conditions surrounding the site including traffic flows, road safety and provision for walking, cycling and public transport;
- Section 4: Describes the extent of the proposed development, including parking and access;



- Section 5: Assesses the likely trip generation, modal share of the proposed development and the impact this would prompt on the local road network, cycle & pedestrian and public transport routes;
- Section 6 provides the Highways contribution calculation based on the likely trip generation of the site comparative of the existing trip generation.
- Section 7: Concludes that the proposed development would not have an adverse impact on the local highway network.



2.0 TRANSPORT PLANNING POLICY AND GUIDANCE

Local Planning Policy

- 2.1 The development proposals have been designed in accordance with local planning policy. The Havant Borough Council (HBC) Adopted Core Strategy (2011) forms part of the Havant Borough Local Development Framework (LDF), which will guide future development across the borough to 2026.
- 2.2 The Core Strategy is the principal document of the LDF, setting out the broad detail and direction of development.
- 2.3 Reflective of the scale of development, consideration has been had for the following listed policies in preparing this Transport Statement:
- Policy CS4 Town, District and Local Centres
 - Policy CS6 Regeneration of the Borough
 - Policy CS20 Transport and Access Strategy
 - DM11 Planning for More Sustainable Travel
 - DM13 Car and Cycle Parking on Residential Development
 - DM14 Car and Cycle Parking on Development (excluding residential)
- 2.4 Strategic **Policy CS4** focuses on the delivery of development within town centres. Planning permission will be granted for appropriate town centre development proposals that:
- Promote and enhance the following hierarchy of identified centres including Havant and Waterlooville town centres.
 - Enhance the evening economy of the town and district centres.
 - Retain and enhance local markets.
 - Support small and independent businesses.
 - Encourage high quality, mixed-use development in designated centres that retain active ground floor frontages.
- 2.5 **Policy CS6** addresses the regeneration of the borough, whereby planning permission will be granted for development which positively contributes by type of use and design; particularly when it is focused within the listed locations (inclusive of Waterlooville Town Centre). Regeneration is focussed on the following areas in Waterlooville:



- London Road public realm.
- Integration of Major Development Area.
- Connectivity with Wellington Retail Park.
- Improved car and cycle parking, public realm and a sustainable mix of uses.

2.6 In the supporting text it is discussed that the integration of the town centre with the Major Development Area directly to the west has the potential to effectively deliver a new sustainable community. Cars are a dominant feature of Waterlooville as parking is at a premium and must be addressed as part of regenerative development, such as the opportunities for redevelopment of rundown or derelict sites in London Road.

2.7 The following policies are relevant in the context of transport planning. **Policy CS20** addresses transport and access. The following requirements of this policy are considered relevant to this development proposal:

- Is consistent with and contributes to the implementation of the **Reduce, Manage and Invest** strategy.
- Does not increase congestion and promotes better use of existing transport networks.
- Improves accessibility
- Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

2.8 In accordance with the **Reduce, Manage, Invest** strategy the LDF seeks to reduce the need to travel by car by locating new developments where they complement existing uses, for example, homes are close to jobs, recreation and bus routes

2.9 Specific transport policies are identified under the Development Management Policies of the Core Strategy. Policies DM11-14 are considered relevant to this planning application.

2.10 **Policy DM11 'Planning for More Sustainable Travel'**, seeks to ensure the integration of sustainable transport modes with development. The following criteria of this policy are considered relevant to this application:



- 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
- 3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
- 4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
- 5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

2.11 Transport infrastructure for the development will be delivered through policies **DM13 Car and Cycle Parking on Residential Development** and **DM14 Car and Cycle Parking on Development (excluding residential)** of the core Strategy. Development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the in accordance with the relevant standards.

2.12 Local Parking Guidance is contained under Appendix 5 of the Core Strategy and within the HBC Supplementary Planning Document (SPD) **Residential Parking and Cycle Provision**. The SPD classifies Waterloooville town centre as being a highly accessible location. As such, *proposals within the Waterloooville Town Centre boundaries will be expected to have a reduced standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicle*.

Travel Statistics

2.13 The local ward travel statistics have been derived from the 2011 census data. The level of access to a vehicle within the Waterloo ward, in which the site is located, is relatively high comparative of the Borough (Havant). Within the ward 82% have access to a vehicle compared with 79% for the Borough (**Table 2.1**).



Table 2.1: 2011 Census - Car and Van Availability

	Ward	Non-Metropolitan District	Region	Country
	Waterloo	Havant	South East	England
Proportion with access to a car	82%	79%	81%	74%
Proportion without access to a car	18%	21%	19%	26%

- 2.14 The Method of Travel to Work 2011 census data (**Table 2.2**), indicates that driving a car is the predominant mode of travel to work (77%). This is higher than the Borough (72%) and is considered to be reflective of the relatively high level of access to a vehicle (**Table 2.1**). Trips by alternative travel modes are slightly lower than the Borough situation but follow a similar trend.

Table 2.2: 2011 Census – Method of Travel to Work

	Ward	Non-Metropolitan District	Region	Country
	Waterloo	Havant	South East	England
All Usual Residents Aged 16 to 74	4374	53163	3981067	23813153
Underground, Metro, Light Rail, Tram	0%	0%	0%	4%
Train	1%	3%	8%	6%
Bus, Minibus or Coach	4%	5%	5%	8%
Taxi	0%	1%	0%	1%
Motorcycle, Scooter or Moped	1%	1%	1%	1%
Driving a Car or Van	77%	72%	65%	60%
Passenger in a Car or Van	6%	7%	5%	5%
Bicycle	2%	3%	3%	3%
On Foot	7%	8%	12%	11%
Other Method of Travel to Work	1%	1%	1%	1%

- 2.15 The HBC SPD Residential Parking and Cycle Provision considers Waterlooville town centre to be a highly accessible location. It is therefore considered that there is the opportunity to reduce the proportion travelling by car through the sustainable location of new development within the town centre.
- 2.16 The development site provide the opportunity to contribute towards the discussed policies and assist with reducing reliance on the private car within the borough through; providing a sustainable location which is easily accessible by alternative modes of travel as well as benefiting the local economy.



3.0 EXISTING CONDITIONS

The Site

- 3.1 The site is located at 314-318 London Road, Watlooville as illustrated in **Figure 1.1**. The building was formerly occupied by a McDonalds restaurant with two mobile phone retailers situated on the ground floor also. The Ground Floor has previously been used for A1 and A3 purposes with the upper floors solely used for A3 purposes.
- 3.2 The existing Gross Floor Area of the building equates to 1,465sqm. The A3 restaurant accounted for 732sqm GFA retail space with a further 452sqm GFA providing ancillary office space. The two operational A1 units account for 271 sqm GFA. The following table provides a breakdown of the existing/former building land-uses by Gross Floor areas and floor (**Table 3.1**):

Table 3.1: Existing Building Gross Floor Area (sqm) by Floor

Building Floor	A1 retail (operational)	A3 retail space	A3 ancillary office space	Plant	Total
Ground Floor	271	230	-	-	501
1 st Floor	-	251	226	-	477
2 nd Floor	-	251	226	-	477
Other	-	-	-	10	10
Total	271	732	452	10	1465

- 3.3 Conversion of retail space from A3 to A1 is classified as Permitted Development. Part of the existing Ground Floor A3 space has already been converted for A1 use and is currently fitted ready for occupation. 100sqm of the A3 space to the ground floor remains vacant together with the upper floors. The following table (**Table 3.2**) provides an overview of the building land-uses and occupation status by Gross Floor Area.

Table 3.2: Building Land-uses following Conversion of A3 to A1 and occupation status Gross Floor Areas (sqm) by Floor

Building Floor	Operational	New	Vacant	
	A1 retail (operational)	New A1 units	Vacant A3 retail space	Vacant A3 ancillary office space
Ground Floor	271	130	100	-
1 st Floor	-	-	251	226
2 nd Floor	-	-	251	226
Other	-	-	-	-
Total	271	130	602	452



- 3.4 The adjacent buildings of 312 London Road (west) and 320 London Road (north) are occupied by A1 (non-food retail) and A2 (financial services) land uses. The site backs onto Curzon Road, from which vehicular access is currently sought. Curzon Road also provides access to the Waitrose car park. To the north Curzon Road links with Hulbert Road (B2151) and then the A3.

Site Access

- 3.5 The main building access (pedestrian only) is taken from London Road. Vehicular access to the car park is located to the rear from Curzon Road (**Appendix 1**). Pedestrian access to the building is provided from the car park, this is currently used by staff and servicing personnel of the fast-food restaurant only.

Site Operating Hours

- 3.6 When operational the fast-food restaurant would operate a 7 day a week service.

Parking

- 3.7 The existing car park currently provides parking for approximately 13 vehicles with access taken from Curzon Road (**Appendix 1**).
- 3.8 No formal cycle parking is currently provided on-site.

Site Accessibility

Access on Foot/Cycle

- 3.9 London Road is pedestrianised through the town centre of Waterloooville (**Figure 3.1**). North of the site London Road becomes the A3 and benefits from being an identified off road cycle route, linking with other on-road cycle routes (**Figure 3.1**). South of the site London Road links with Stakes Hill Road an identified on-road cycle route (**Figure 3.1**).
- 3.10 Curzon Road is subject to a 30mph speed restriction. The local road network east and south east of Curzon Road being typically residential in nature and therefore vehicle speeds are restricted to a maximum speed of 30mph. Footways and street lighting are present on these residential roads.
- 3.11 Hulbert Road forms part of the local strategic road network linking with the A3 immediately north of the site. Signalised crossing points are located at the



junction of Curzon Road with Hulbert Road, this facilitates safe pedestrian movement between the northern area of Waterlooville and the town centre.

Access by Public Transport

- 3.12 Bus services are available from Hulbert Road (circa 200m) and Waterlooville Precinct on Hambledon Road (circa 200m). This demonstrates that public bus services are accessible within the IHT desired maximum walking distance of 400m. **Table 3.3** provides a summary of the services operating from these bus stops.

Table 3.3: Existing Bus Services

Service No.	Route	Weekday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
7	Southsea-Portsmouth (via Waterlooville)	0600 - 2345	10 mins	0600 - 2345	10 mins	0800 - 2345	30 mins
8	Gunwharf-Portsmouth- Cosham-Waterlooville-Cowplain-Clanfield	0530 - 0000	15 mins	0600 - 0000	15 mins	0700 - 0000	20 mins
31	London Victoria-Portsea	2027 & 0808	2 per day	2012 & 0838	2 per day	2012 & 0838	2 per day
37	Havant-Petersfield	0545 - 1930	Hourly	0720 - 0920	Hourly	0920 - 1715	2 Hourly
39	Havant - Wecock Farm	0620 - 2200	10mins	0730 - 2200	10mins	0930 - 1730	Hourly
145	Hambledon-Waterlooville-Havant Emsworth	0810 - 1710	4 am services & 5 pm services	n/a	n/a	n/a	n/a
300	Denmead-Waterlooville-Chichester	0920 - 1410	1 am service & 1 pm service	n/a	n/a	n/a	n/a
637	Crookham Corner-Horndean School	0750 & 1525	1 am service & 1 pm service	n/a	n/a	n/a	n/a
X9	Hospital-Waterlooville-Hambledon/Denmead	0630 - 1900	30 mins	0750 - 1830	30 mins	n/a	n/a
MV2	West Meon-Waterlooville	1017 & 1212	2nd Fri of the month only	n/a	n/a	n/a	n/a

- 3.13 All bus services, with the exception of the 145, 300 and 637 school services, offer frequent buses seven days a week (**Table 3.3**). The services provide access across town as well as to local employment centres; Portsmouth, Queen Annes Hospital, Havant and South Sea.

Rail Services

- 3.14 The nearest rail station is situated in Bedhampton, Havant approximately 4.6Km from the site. However more frequent services operate from Havant Station, approximately 5km from the site. Both stations are served by South West Trains rail services operating between Fareham and Portsmouth Harbour. There are typically 4 services per hour (**Table 3.4**) in each direction, services do



not however operate at equi-15 minute intervals, but at regular minutes past the hour.

Table 3.4: Rail Services from Havant Railway Station

Service	Route	Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
No. 13	Fareham-Portsmouth	0440-0120	4 per hour	0440-0120	4 per hour	0700-0100	4 per hour

Accessibility by Car

- 3.15 The site is located on London Road, which is lined with commercial buildings being part of Waterlooville Town Centre. London Road is pedestrianised within the town centre. North and south of the site and town centre London Road continues as the A3, forming part of the local strategic network.
- 3.16 Curzon Road, from which the site is accessed, is a two way road with vehicle speeds restricted at 30mph. Curzon Road links with the local highway network north of the site at Hulbert Road by way of a signalised junction.

Accessibility Summary

- 3.17 The site is considered to be highly accessible by a variety of modes of travel, concluding that this site is of a sustainable location in terms of accessibility. This is confirmed within the HBC SPD **Residential Parking and Cycle Provisions**.

Road safety

- 3.18 Personal Injury Accident (PIA) data for the immediate area of the site has been obtained (**Appendix 2**). The latest 5 year period available: 1st July 2009-30th June 2014. This confirms that there have been 13 recorded incidents in the locality of the site.
- 3.19 The data indicates that there have been 5 incidents at the roundabout junction of Hulbert Road (B2150)/London Road (A3)/Maurepas Way (A3). The data indicates that these incidents were as a result of:
- rear end shunts,
 - driver failing to give way on approach to the roundabout,
 - driver misjudging the road alignment and hitting the kerb
 - driver undertaking an emergency stop due to approaching a cyclist in the dark without lights/reflective wear.



- 3.20 Analysis of this cluster of incidents has found **driver error** as being the causation factor resulting in slight injury. The incidents are not considered to have been caused as a result of a highway safety issue.
- 3.21 1 incident has been reported at the junction of Curzon Road, at the junction with Hulbert Road. The driver failed to acknowledge the red light at the pedestrian crossing and collided with a mobility scooter on the crossing, resulting in serious injury.
- 3.22 1 incident has been reported on Curzon Road, resulting in slight injury. The driver failed to slow on approach to the bend passing on the opposite side of the carriageway and colliding with an oncoming vehicle.
- 3.23 The remaining 6 incidents occurred on Hulbert Road (B2150) and Maurepas Way (A3), predominantly caused by driver misjudgement (**Appendix 2**).
- 3.24 No incidents have been reported at, or within proximity of, the site access on Curzon Road.



4.0 DEVELOPMENT PROPOSALS

- 4.1 The redevelopment proposes conversion of the remaining vacant A3 ground floor space (100sqm) and upper floors, together with a new 3rd storey to provide 15 x 2 bed apartments. An illustrative masterplan is attached at **Appendix 3**. It is proposed to retain the existing building structure and redevelop the internal space of the building. The additional storey to be added to the building will accommodate 4 of the residential units. The proposed residential units by floor are tabulated below:

Table 4.1: Development Proposals

Building Floor	Residential Units
Ground Floor	1
1 st Floor	5
2 nd Floor	5
3 rd Floor (new additional floor)	4

- 4.2 Car parking will be provided for the residential and commercial uses within the existing car park, to the rear of the building.

Site Access Arrangements

- 4.3 It is proposed to retain the existing site access arrangements; with the main pedestrian access on London Road and vehicular access to the car park on Curzon Road (**Appendix 1 & Appendix 3**). Pedestrian access into the building from the car park is currently facilitated by rear access points, these would be retained and are proposed for the use of commercial operators and residents only.

Access on foot/cycle

- 4.4 For residential development, Manual for Streets (MfS) suggests a walkable neighbourhood as being where facilities are reached within an 800m (10 minute) walk. The CIHT 'Providing for Journeys on Foot' (2000) provides a more detailed approach in respect of journey purpose. The IHT indicates acceptable walking distances of between 200m and 2Km, these are summarised in **Table 4.1**.

Table 4.2: Suggested Acceptable Walking Distances (CIHT)

	Town Centres	Commuting/School/Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Maximum	800m	2km	1.2km



- 4.5 The importance of cycling at a local level and the significant contribution that this effective mode of travel can make, in respect of journeys up to 5km, has previously been recognised in earlier government policy (PPG13) and in various current CIHT and DfT publications and guidance notes. Similarly, the Smarter Choices Programme and monitoring studies have shown that significant levels of modal shift to foot and cycle can be achieved with regard to journeys up to 5km.
- 4.6 An analysis of the catchment area of the site up to 5km has been undertaken as illustrated in **Figure 4.1**. This demonstrates that much of the local area is within reasonable walking and cycling distance.
- 4.7 It is likely that the commercial units would attract local custom. **Figure 4.1** illustrates that the local residential area is within suitable walking distance for accessing these town centre facilities (up to 800m).
- 4.8 Waterlooville is a compact town and the town centre location of the proposed residential development therefore benefits from being within walking and cycling distance of much of the town's facilities and amenities. The employment area to the west of the site, accessible from Hambledon Road is easily accessible on foot and cycle within 800m. To the north, the A3, which is a cycle route (**Figure 3.1**), provides direct access to the employment area adjacent to the M3 (**Figure 4.1**).

Access by Bus and Rail

- 4.9 The site benefits from being located within convenient walking distance of bus routes providing frequent access to destinations such as Portsmouth, Havant and Southsea (**Table 3.1**). Such bus services, accessible within the preferred maximum walking distance of 400m would provide both residents and employees of the commercial units with an alternative means of travel for accessing the site from further afield.
- 4.10 Rail services are also accessible from Havant which is located approximately 5km from the site. The station could be accessed by cycle or the local bus services (**Figure 4.1**).



Parking

Car Parking

- 4.11 Car parking is currently provided for the site within the car park to the rear of the building, accessible from Curzon Road. There are currently approximately 13 spaces identified within the car park. As part of the development proposals it is proposed to reconfigure the parking layout to provide a total of 16 parking spaces.
- 4.12 The on-site car parking is identified for use by residents and shop employees. It is not intended that customers of the stores would park in the car park. Customers, if accessing the town centre by car, would use the local car parks available as is typical behaviour when accessing small town centre stores.
- 4.13 In accordance with Havant Borough Council and HCC guidelines 1 parking space is required per residential unit, this equates to a required provision of 15 spaces. A ratio of 1 space per 30sqm is required for the commercial units, with a 25% reduction permitted for highly accessible locations.
- 4.14 It has been agreed with HBC that 1 space per retail unit would be acceptable with a total provision of 16 spaces on-site (**Appendix 4**). HBC has requested that 4 of the spaces are available for use by the retail units during shop operating hours.
- 4.15 To ensure no un-authorised parking would occur on site a controlled parking zone would be enforced by way of resident and staff parking permits. Permits would be distributed at 1 permit per residential unit and 2 permits per retail unit. To facilitate dual use of the parking spaces a resident parking time restriction would operate on 4 spaces, to ensure availability to the retail premises. The controlled parking zone would be enforced by way of signage and regulated by the residents and retail unit employees.

The Cycle Parking

- 4.16 HCC requires that 1 cycle space is provided per unit and 1 space per residential unit and 1 space per 6 staff or 1 space per 300sqm GEA for retail development. This equates to a requirement of 15 spaces for residential cycle storage and a minimum of 1 space for retail cycle storage. Cycle parking is to be provided within an identified cycle shelter with provision for the total 16 cycles. (**Appendix 3**).



- 4.17 Visitor (short stay) cycle storage should be provided at a level of 1 loop per residential unit and 1 stand per 200sqm GEA. Cycle parking is provided on London Road for visitors to the town centre, which would serve the retail units as per the existing situation. Resident visitor cycle parking would also be accommodated on London Road.

Delivery Vehicles and Refuse Collection

- 4.18 Refuse collection and deliveries will remain as per the existing situation. The bin store and commercial storage area is located within the car park (**Appendix 3**). An Autotrack assessment has demonstrated that a refuse vehicle and delivery vehicle (box van: 7.5m) can enter and exit the car park in forward gear, **Drawing 4296.001**.



5.0 TRIP GENERATION AND IMPACT ASSESSMENT

- 5.1 The trip generation and impact assessment has been undertaken based upon the existing vacant A3 space comparative of the proposed residential units. **Table 3.2** reproduced below, provides an overview of the building land-uses and current occupation status, following conversion of the A3 space for A1 land use purposes:

Table 3.2 (reproduced): Building Land-Uses and Occupation Status Gross Floor Areas (sqm) by Following Conversion of A3 space to A1

Building Floor	Operational	New	Vacant	
	A1 retail (operational)	New A1 units	Vacant A3 retail space	Vacant A3 ancillary office space
Ground Floor	271	130	100	-
1 st Floor	-	-	251	226
2 nd Floor	-	-	251	226
Other	-	-	-	-
Total	271	130	602	452

- 5.2 The assessment has compared the potential person trip generation of the vacant A3 retail area (602sqm), with that of the proposed 15 x residential units potential person trip generation.

Existing Person Trip Generation

- 5.3 The A3 space is currently vacant and therefore, in line with industry best practice approved trip rates should be applied to the site to establish the potential trip generation.
- 5.4 In view of this impact assessment being undertaken to establish the level of highway contribution sought by HCC, the trip rates identified within the HCC Transport Contribution Policy document have been applied (ref: A New Approach to Calculating Transport contributions in Hampshire). Trip rates are provided by HCC for Residential and B land use classification, for all other land uses trip rates within the TRICS database should be used.
- 5.5 For the existing situation TRICS trip rates have been used for the A3 land use. To procure trip rates from the TRICS database the following parameters were applied in the site selection:



Table 5.1: TRICS Selection Parameters (Existing A5 Land Use)

Existing	A3- Restaurant
TRICS landuse	Hotel, Food & Drink
TRICS Sub Land Use	Fast food - drive through
Size	225 - 450 sqm
Location	Town Centre
Area	Retail Zone
Travel Plan	No
Days of Survey	Weekday

- 5.6 The daily TRICS person (multi-modal) trip rates, applied as part of this assessment are provided in **Table 5.2** below. The full TRICS report is attached at **Appendix 5**.

Table 5.2: Existing Land-Use Person Trip Rates

Land Use	Trip Rate Database	Daily Two-Way Trip Rate/100sqm
Hotel food&Drink	TRICS	476.443

- 5.7 The existing vacant A3 retail area equates to 602sqm GFA (**Table 3.2**). Taking the above trip rates and applying them to the existing Gross Floor Area (GFA) of the existing land-uses has provided the following (**Table 5.3**) daily person trip generation.

Table 5.3: Existing Land-Use Person Trip Generation

Land Use	Existing	Daily Two-Way	
	GFA (sqm)	Trip Rate/100sqm	Trip Gen
Hotel food&Drink	602	476.443	2868

- 5.8 Based on the above calculations, the existing situation has the potential to generate a total of 2,868 two way person (multi-modal) trips per day.

Proposed Development Person Trip Generation

- 5.9 To calculate the proposed development trip generation HCC have provided the trip rates for the residential development. The HCC trip rates for the proposed development are summarised in **Table 5.4** below.

Table 5.4: Proposed Development Person Trip Rates

Land Use	Proposed No. Units	Daily Two-Way Trip Rate/unit
Residential	15	7

- 5.10 The resulting potential daily person trip generation for the proposed residential development is summarised in **Table 5.5**. This indicates that the residential development has the potential to generate 105 person (multi-modal) trips daily.



Table 5.5: Proposed Development Person Trip Generation

Land Use	Proposed	Daily Two-Way	
	No. Units	Trip Rate/unit	Trip Gen
Residential	15	7	105

Development Impact Assessment

- 5.11 To quantify the impact of the proposed residential development, the potential trip generation of the proposed development has been compared with that of the existing situation (**Table 5.6**).

Table 5.6: Trip Generation Comparative Assessment

Land Use	Existing	Proposed	Total Change
Hotel food&Drink	2868	-	
Residential	-	105	
Total	2868	105	-2763

- 5.12 **Table 5.6** demonstrates that the proposed development land classes would generate less (circa 2,763 trips) person trips daily, than the existing land-use classes.



6.0 HIGHWAYS CONTRIBUTION

- 6.1 HCC require highways contributions for new developments in accordance with the HCC Transport Contributions Policy document **•A New approach to Calculating Transport Contributions in Hampshire•**(2007).
- 6.2 The policy is based on a formulaic approach. A basic measurement of transport impact is quantified by the net increase in the number of multi-modal trips that a development is expected to generate. A financial value is then be attached to each multi-modal trip (ref: para 5.2).
- 6.3 Where a site has a previous use the net increase in multi-modal trips will be used to calculate the contributions. Should the site have been dormant for 5 years or more, all traffic generated by a proposed new use of the site will be considered new to the network (ref: para 6.3). McDonalds ceased to operate from the unit in July, 2013, circa 13 months previous. Therefore, only a net increase in trips will require calculation of a highway contribution.
- 6.4 The multi-modal trip rate and trip generation assessment (Section 5.0) has provided the potential trip generation of the existing and proposed site land-uses. Consistent with HCC policy for developments of this size, the trip rates have been provided by HCC for the residential development, with the TRICS database providing the A3 and A1 trip rates.
- 6.5 The impact assessment found that the proposed redevelopment will result in a reduction in daily person (multi-modal) trips, as demonstrated in **Table 5.6** and reproduced in **Table 6.1** below.

Table 6.1: Trip Generation Comparative Assessment (ref: Table 5.6)

Land Use	Existing	Proposed	Total Change
Total	2868	105	-2763

- 6.6 In view of the foregoing assessment coupled with the HCC Transport contribution Policy such a reduction in trips would indicate a nil impact and therefore no Highways contribution should be sought. The development will deliver sustainable infrastructure in the form of sufficient car and cycle parking on-site to serve the development, together with safe pedestrian access.



7.0 SUMMARY AND CONCLUSION

Summary

- 7.1 This Transport Statement has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Cloud Living in support of the redevelopment of 314-318 London Road, WaterlooVille. The Applicant proposes to convert the existing A3 land-use unit into 2 x smaller units for A1 use and 15 x 2 bed residential apartments. An additional new storey is proposed also.
- 7.2 The site is located on London Road, WaterlooVille within the town centre. The site backs on to Curzon Road and is positioned between number 312 and 320 London Road.
- 7.3 The site is considered to be highly accessible by a variety of transport modes. Located within the town centre the site benefits from convenient access to frequent bus services operating from bus stops within 200m of the site. London Road forms part of a local cycle route providing access north-south across WaterlooVille, linking with east-west routes. The central location of the site means the site is accessible within 2km and 5km of much of the town, providing the opportunity to travel on foot/cycle.
- 7.4 The site access arrangements are to be retained, with the main pedestrian access from London Road and vehicular access from Curzon Road.
- 7.5 The existing car park is to be reconfigured to provide 16 formal parking spaces, as agreed with HBC. Outside of shop operating hours parking will be allocated for use by the residential units. During shop operating hours 4 of the spaces are to be restricted for use by the retail units only. Authorised parking onsite will be enforced by way of a resident and staff parking permit scheme.
- 7.6 Cycle parking is not currently provided on site. As part of the redevelopment cycle parking will be provided for the retail units as well as the residential units, in accordance with local policy. Provision of 15 long stay spaces and 15 short stay (visitor) spaces will be provided for the residential units with a minimum of 1 space provided for the retail units.
- 7.7 The latest Personal Injury Accident record has been procured and it confirms that there have been 13 recorded incidents in proximity to the site over the last five years. A cluster of incidents has been identified at the roundabout junction of Hulbert Road (B2150)/London road (A3)/Maurepas Way (A3). Analysis of



these results has found that these incidents were caused by driver error and not as a result of a highway safety issue. No incidents were reported in proximity of the site vehicular access point.

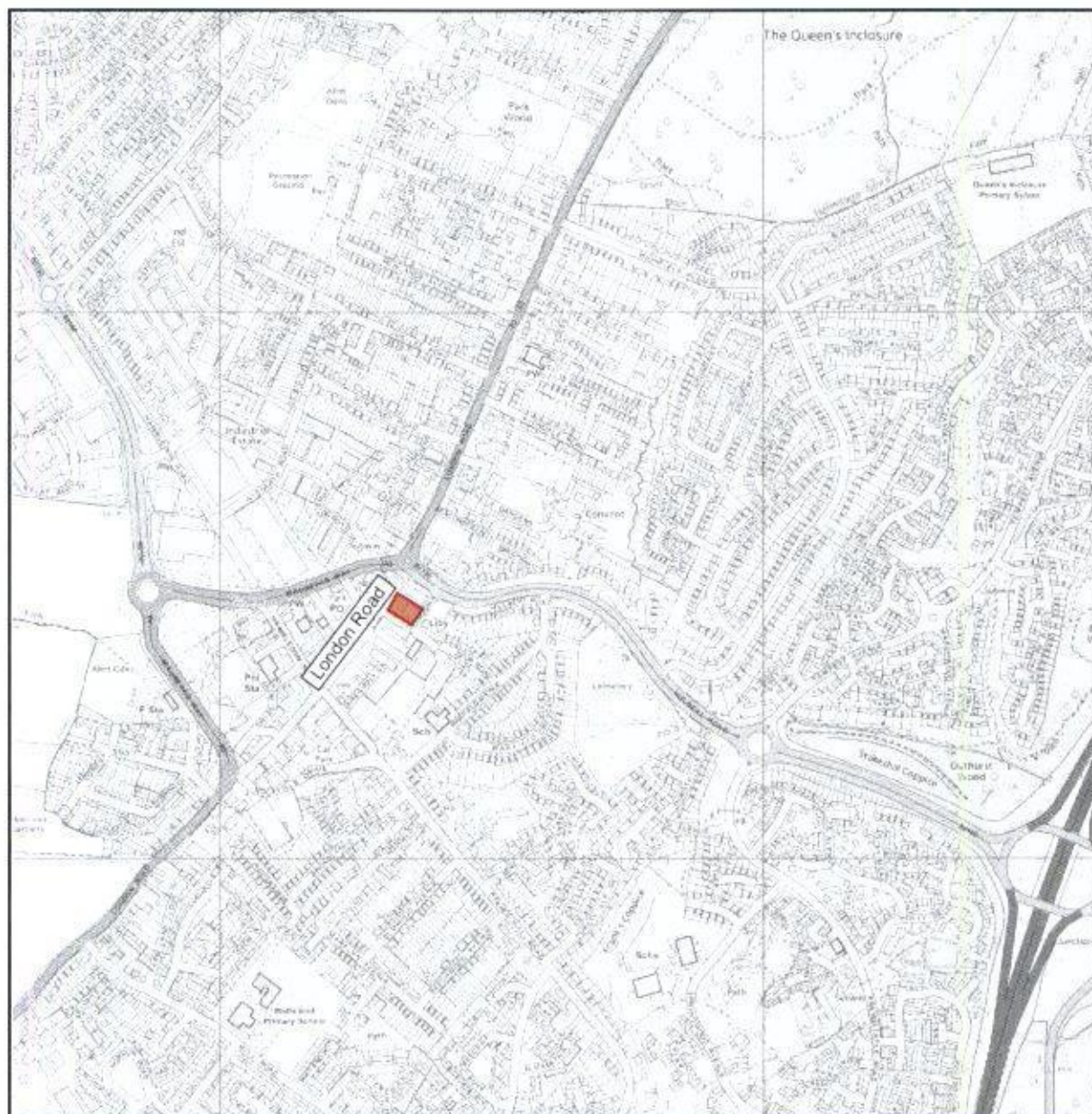
- 7.8 The potential impact of the development has been guided by the HCC Transport Contribution Policy assessment. This is based upon daily person trip generation.
- 7.9 The potential trip generation of the existing situation has been derived from TRICS trip rates. The daily person trip generation for the site is calculated at 2,868 trips. The proposed development person trip generation has been calculated based upon HCC trip rates and TRICS trip rates. The potential daily person trip generation for the site is calculated at 105 trips.
- 7.10 The redevelopment is anticipated to result in a reduction of circa 2763 trips daily.
- 7.11 The assessment has found that the development would not have a significant impact on the local area, but in fact reduce trip generation from that of the existing land-use. Where no net increase in multi-modal trips is calculated, no highways contribution should be sought for this development.

Concluding Comments

- 7.12 Based upon the above conclusions, it is considered that overall the proposed development would be acceptable in highways terms and would not result in a detrimental impact on the local area and therefore planning consent should be granted.



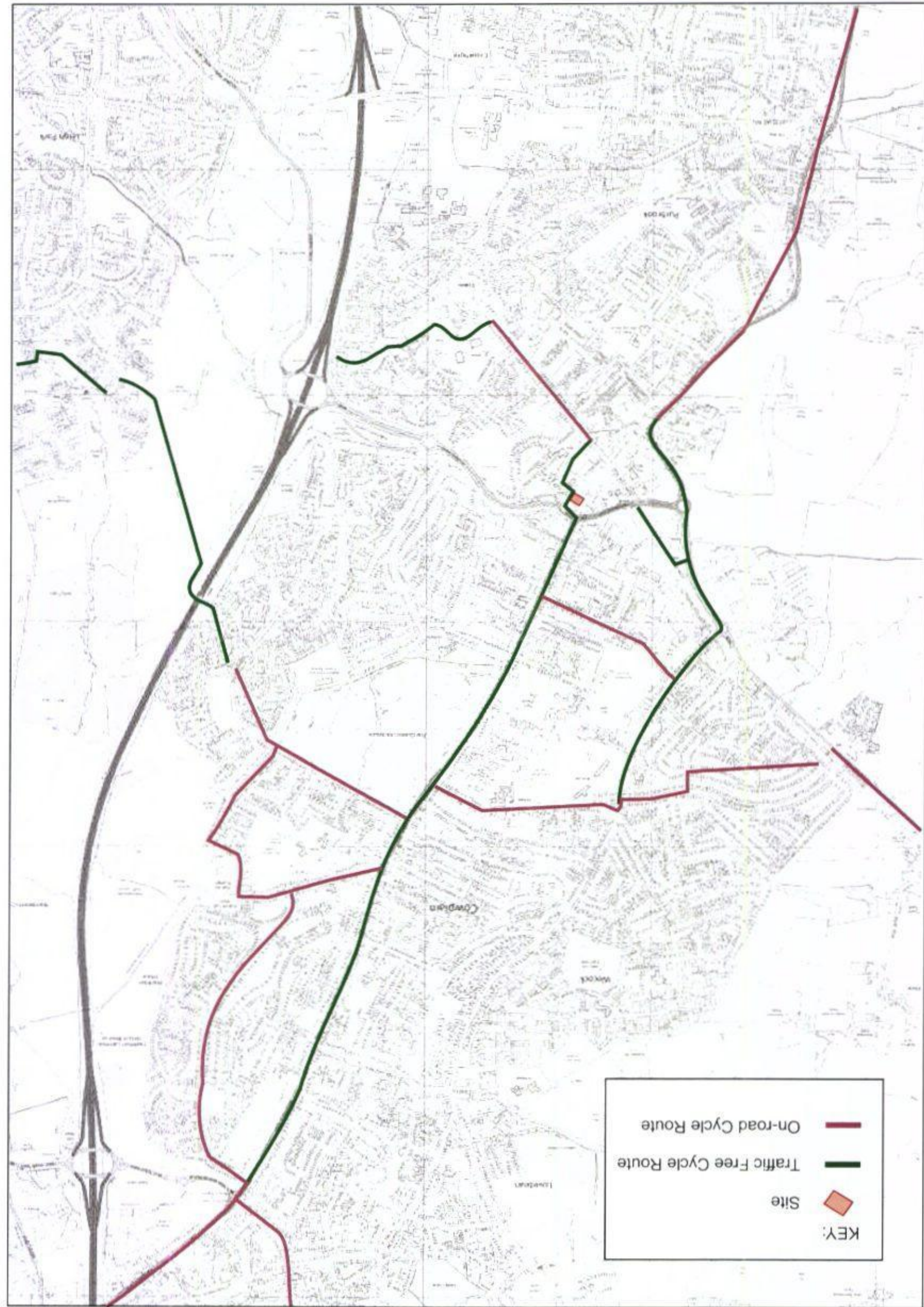
FIGURE 1.1



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FIGURE 3.1



KEY:

- On-road Cycle Route
- Traffic Free Cycle Route
- Site

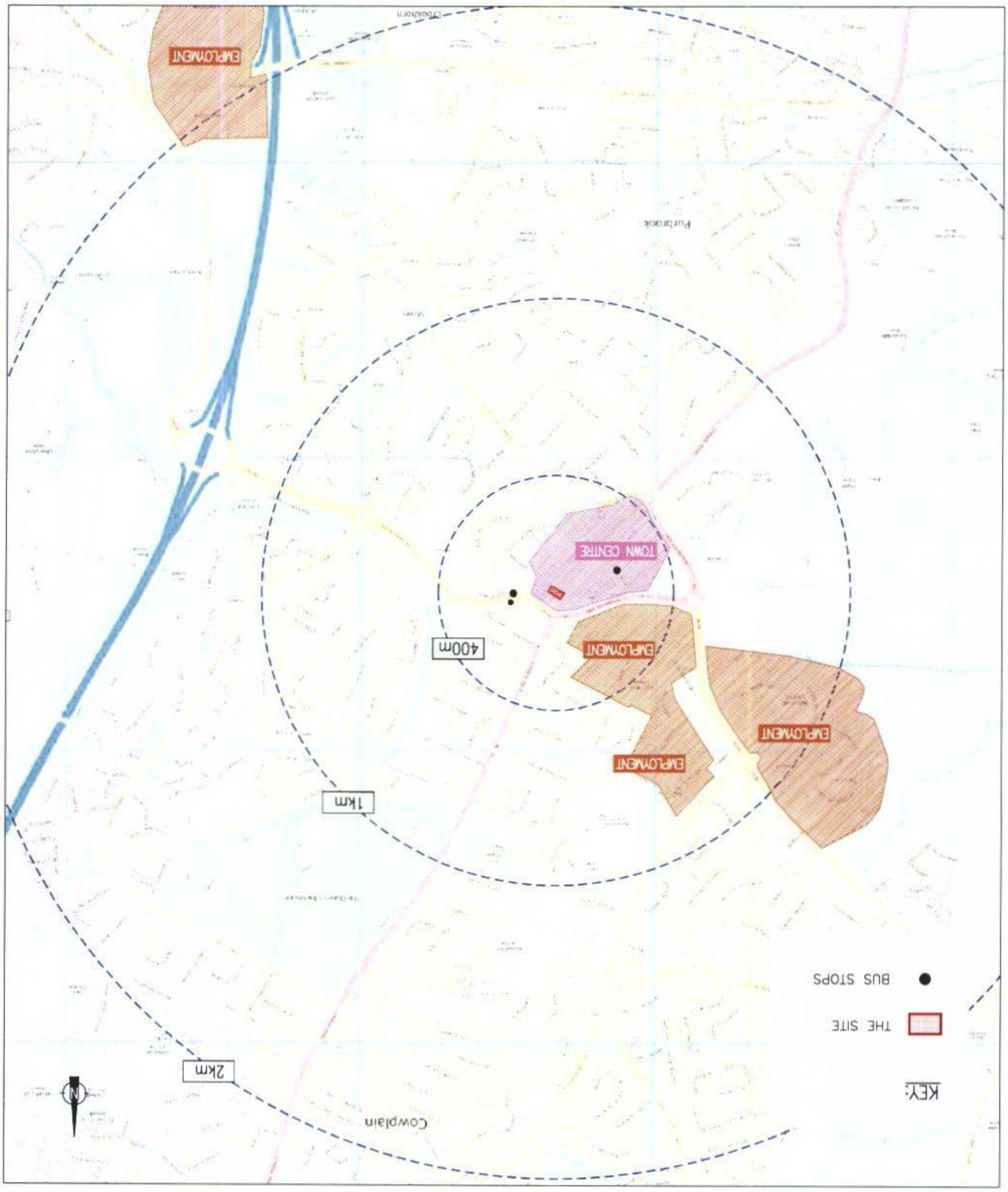


Note:
Map derived from Ordnance Survey Mapping with
the permission of the Controller of HMSO under
licence No. 540015 © Crown copyright



FIGURE 4.1

Rev	Description	Dwn	Chk	Date
REVISIONS				
JOB TITLE				
LONDON ROAD, WATERLOOVILLE				
DRAWING TITLE				
ACCESSIBILITY PLAN				
DATE				
AUG 2014				
DRAWN				
JGP				
CHECKED				
NJC				
ISSUE CHECKBOX				
SCALE				
1:12500				
FIGURE 4.1				
DRAWING No.				
A3				

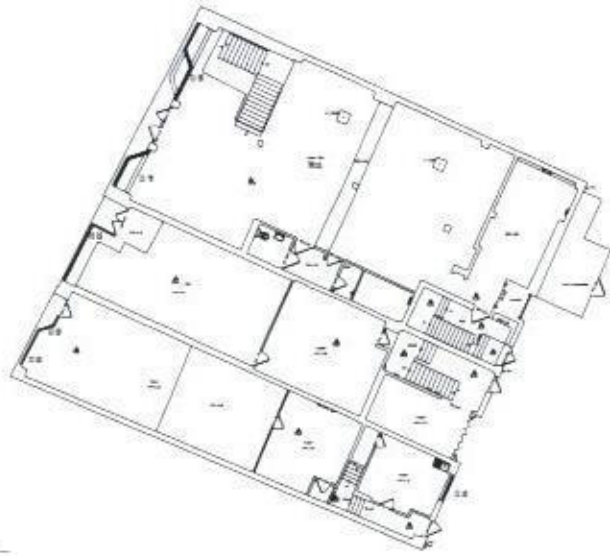


APPENDIX 1

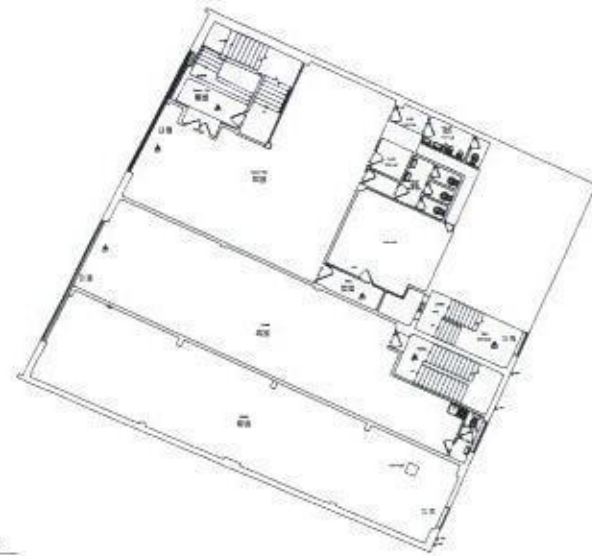
Former McDonalds Building, Waterlooville

Measured Floor Plans

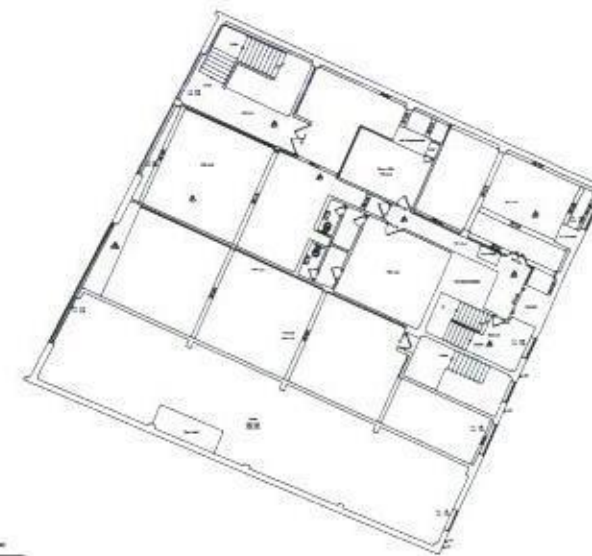
Ground Floor



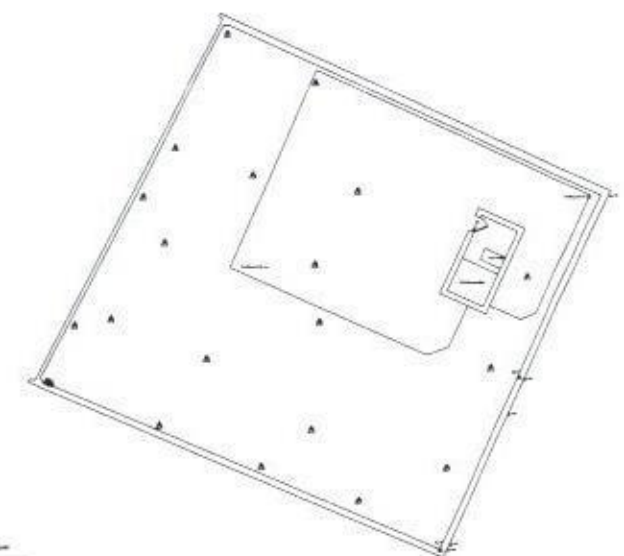
First Floor



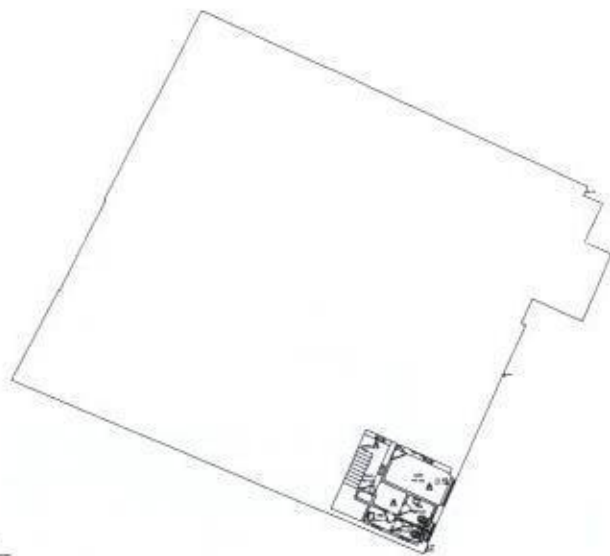
Second Floor



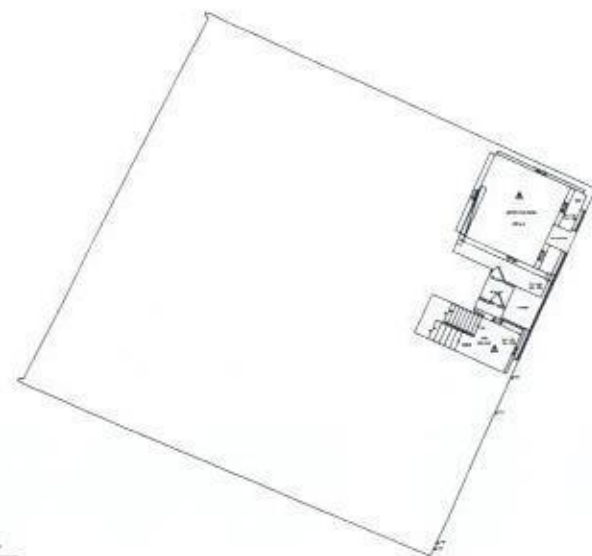
Roof Plan



Ground Floor Mezzanine



First Floor Mezzanine



FCH 2.40	Floor to false ceiling height
BCH 0.00	Floor to ceiling height
F-C 0.00	Floor to cill height
C-H 0.00	cill to head height
CH 0.00	Door Height
△	Finished Floor level

Rooms with false (suspended) ceilings do not show any hidden beams or ceiling height steps




J. Brotherton & Partners
 Land Surveyors & Engineers

Floor: 1st Floor
 Date: 10/10/11
 Drawn: J.B.P.
 Checked: J.B.P.
 Scale: 1:100

Client: J. Brotherton & Partners
 Project: Measured Floor Plans
 Name: Former McDonalds Building, Waterlooville
 Address: Waterlooville, Hampshire

Drawn: J.B.P.
 Date: 10/10/11
 Scale: 1:100
 Project: Measured Floor Plans

APPENDIX 2

Waterlooville
Accident Date BETWEEN '01-Jul-2009' AND '30-Jun-2014'

100217827 SLIGHT 468243/109520 28/05/2010 09:25
LOCATION MAUREPAS WAY 97 METRES FROM LONDON ROAD, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING W ALONG MAUREPAS WAY LOST CONTROL AND HIT THE CENTRAL RESERVATION, CAUSING THE RIDER TO FALL.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle <= 50cc	Female	21 1 Driver/Rider	SLIGHT 1 Female	21

100236528 SLIGHT 468356/109521 09/06/2010 08:25
LOCATION B2150 HULBERT RD/A3 LONDON RD RBT WATERLOOVILLE
DESCRIPTION CAR TRAV NORTHWEST APPROACHING RBT DRIVER SLOWED DUE TO TRAFFIC AHEAD CAR THEN STRUCK IN REAR BY FOLLOWING VAN

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	30 1 Driver/Rider	SLIGHT 1 Female	30
2 Van/Goods < 3.5t	Male	Unk		

100304982 SLIGHT 468349/109523 20/07/2010 23:00
LOCATION B2150 HULBERT RD/A3 LONDON RD RBT WATERLOOVILLE
DESCRIPTION CAR TRAV NORTHWEST APPROACHING RBT IN N/S LANE STRUCK KERB THEN COLLIDED WITH RAILINGS

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	20 1 Driver/Rider	SLIGHT 1 Male	20

110044917 SERIOUS 468475/109480 31/01/2011 18:45
LOCATION B2150 HULBERT RD APPROX 130M SE OF A3 LONDON RD RBT WATERLOOVILLE
DESCRIPTION CAR1 TRAV SOUTHEAST FROM WATERLOOVILLE NEG LH BEND DRIVER LOST CONTROL CAUSING VEH TO CROSS CENTRAL RESERVATION THEN COLLIDE WITH CAR2 TRAV WEST FROM HAVANT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	35 1 Driver/Rider	SLIGHT 1 Male	35
2 Car	Female	24 2 Passenger	SLIGHT 1 Female	35
		3 Driver/Rider	SERIOUS 2 Female	24

110425954 SLIGHT 468358/109423 07/10/2011 11:30
LOCATION CURSON ROAD OUTSIDE NUMBER 1, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 2 (GOODS VEHICLE) TRAVELLING NE ALONG CURZON ROAD FAILS TO NEGOTIATE AROUND SHARP RIGHT HAND BEND AND COLLIDES WITH VEH 1 (CAR) TRAVELLING IN THE OPPOSITE DIRECTION.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	54 1 Driver/Rider	SLIGHT 1 Female	54
2 Goods > 7.5t	Male	Unk		

120142161 SLIGHT 468352/109531 12/04/2012 09:00
LOCATION A3 LONDON RD JW B2150 HULBERT RD RBT WATERLOOVILLE
DESCRIPTION CAR1 TRAV NORTHWEST ALONG B2150 HULBERT ROAD WAS DISTRACTED BY VEHICLE IN LANE 1 AND ENTERED ROUNDABOUT COLLIDED WITH NEAR SIDE CAR2 (POLICE CAR) TRAV SOUTHWEST AROUND ROUNDABOUT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	64 1 Driver/Rider	SLIGHT 2 Female	38
2 Car	Female	38		

Waterlooville
Accident Date BETWEEN '01-Jul-2009' AND '30-Jun-2014'

120253976 SLIGHT 468234/109514 02/07/2012 11:15
LOCATION A3 MAUREPAS WAY AT JUNCTION WITH WELLINGTON WAY CAR PARK, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING W ALONG A3 MAUREPAS WAY LOST CONTROL AFTER TURNING LEFT INTO THE WELLINGTON WAY CAR PARK OFFSLIP.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle <= 50cc	Male	16 1 Driver/Rider	SLIGHT 1 Male	16

120303367 SLIGHT 468333/109640 05/08/2012 13:20
LOCATION FRESHFIELD GARDENS OUTSIDE NUMBER 37, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING ALONG FRESHFIELD GARDENS MOVED OFF AFTER AN ALTERCATION WITH CAS 1 (PEDESTRIAN) AND DRAGGED CAS 1 ALONG THE ROAD.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	45 1 Pedestrian	SLIGHT 1 Male	44

130031823 SLIGHT 468449/109483 25/01/2013 17:00
LOCATION B2150 HULBERT RD BEND NR HOMEWATER HOUSE HAVANT
DESCRIPTION CAR1 TRAV SOUTHEAST FROM WATERLOOVILLE NEG LH BEND DRIVER LOST CONTROL CAUSING VEH TO MOUNT CENTRAL RESERVATION ENTER OPPOSITE C/WAY THEN COLLIDE WITH CAR2 TRAV EAST FROM HAVANT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	41 1 Driver/Rider	SLIGHT 1 Male	41
2 Car	Male	21 2 Passenger	SLIGHT 1 Female	32
		3 Driver/Rider	SLIGHT 2 Male	21

130043839 SLIGHT 468581/109485 03/02/2013 17:00
LOCATION B2150 HULBERT RD BEND NR J/W OLD HULBERT RD HAVANT
DESCRIPTION CAR TRAV WEST TOWARDS WATERLOOVILLE NEG LH BEND DRIVER LOST CONTROL CAUSING VEH TO LEAVE C/WAY ON N/S THEN STRIKE LAMP POST NO 16

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	26 1 Driver/Rider	SLIGHT 1 Male	26

130080448 SLIGHT 468153/109364 20/02/2013 19:30
LOCATION HAMBLEDON ROAD AT JUNCTION WITH SWISS ROAD, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SE ALONG HAMBLEDON ROAD APPROACHED THE JUNCTION WITH SWISS ROAD THEN COLLIDED ON ITS NEAR SIDE WITH CAS 1 (PEDESTRIAN) THAT WAS ATTEMPTING TO CROSS THE ROAD.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Not known	Unk 1 Pedestrian	SLIGHT 1 Male	15

130256680 SLIGHT 468350/109530 11/07/2013 22:20
LOCATION B2150 HULBERT RD JW A3 MAUREPAS WAY RBT WATERLOOVILLE
DESCRIPTION PC2 TRAV WEST ALONG B2150 HULBERT ROAD NO LIGHTS AND RIDER WEARING DARK CLOTHES VAN1 (POLICE VAN) TRAV IN SAME DIRECTION PERFORMED AN EMERGENCY STOP AS PC2 WAS NOT SEEN UNTIL THE LAST MINUTE CAUSING INJURY TO PASSENGER IN VAN1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Van/Goods < 3.5t	Male	Unk 1 Passenger	SLIGHT 1 Female	23
2 Pedal Cycle	Not known	Unk		

Waterlooville
Accident Date BETWEEN '01-Jul-2009' AND '30-Jun-2014'

140010344 SLIGHT 468436/109487 10/01/2014 09:56
LOCATION B2150 HULBERT RD J/W HOMEWATER HOUSE WATERLOOVILLE
DESCRIPTION CAR1 TRAV SOUTHEAST FROM WATERLOOVILLE TURNING LEFT TOWARDS HOMEWATER HOUSE WITHOUT INDICATION STRUCK IN REAR BY FOLLOWING CAR2 ATTEMPTING TO OVERTAKE

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	29 1 Driver/Rider	SLIGHT	1 Female	29
2 Car	Male	Unk			

140066248 SLIGHT 468353/109530 24/02/2014 08:10
LOCATION B2150 HULBERT RD/A3 MAUREPAS WAY RBT WATERLOOVILLE
DESCRIPTION CAR2 TRAV NW ALONG B2150 HULBERT ROAD COLLIDED WITH REAR OF CAR1 STATIONARY AT JUNCTION WAITING TO ENTER THE ROUNDABOUT

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	52 1 Driver/Rider	SLIGHT	1 Female	52
2 Car	Male	Unk			

140108431 SERIOUS 468395/109513 28/03/2014 16:00
LOCATION B2150 HULBERT ROAD AT JUNCTION WITH CURZON ROAD, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SE ALNG B2150 HULBERT ROAD COLLIDED WITH VEH 2 (MOBILITY SCOOTER) WHICH WAS TRAVELLING NE ON A PEDESTRIAN CROSSING WHEN THE LIGHTS WERE RED FOR TRAFFIC, KNOCKING IT ONTO ITS SIDE.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	52 1 Driver/Rider	SERIOUS	2 Female	80
2 Mobility scooter	Female	80			

140167066 SLIGHT 468132/109377 08/05/2014 11:00
LOCATION HAMBLEDON ROAD OUTSIDE NUMBER 5, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION CAS 1 (PASSENGER) ALIGHTING FROM VEH 1 (BUS) WHICH WAS STATIONARY AGAINST WEST KERB OF HAMBLEDON ROAD WHEN CAS 1 MISJUDGES STEP AND FELL OVER.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Bus or Coach	Not known	Unk 1 Passenger	SLIGHT	1 Male	68

APPENDIX 3

Nicola Clay

From: Robert Steele [RSteele@savills.com]
Sent: 20 August 2014 11:04
To: Nicola Clay; 'paul@cloudlivinghomes.com'; 'gareth@cloudlivinghomes.com'; 'bill@cloudlivinghomes.com'
Cc: 'Chris Flint'; David Wiseman
Subject: London Rd, Waterloooville - parking
Attachments: ATT00001.txt; ATT00002.htm

FYI – below.

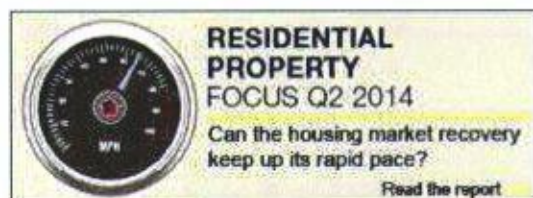
Robert Steele MRTPI
Senior Planner
Planning

Savills, 2 Charlotte Place, Southampton, SO14 0TB

 Tel : +44 (0) 23 8071 3992
Mobile : +44 (0) 7812 249 345
Email : RSteele@savills.com
Website : www.savills.co.uk



Before printing, think about the environment



From: Stephen Cantwell [<mailto:Stephen.Cantwell@havant.gov.uk>]
Sent: 20 August 2014 11:01
To: Robert Steele
Subject: RE: Acolaid Case GEN/14/00705 - parking

Hello Robert,

Sorry for any confusion.

Residential Parking: The SPD (tables 4-5 at para 6.6 - 6.9 pasted-in below) set out the parking requirements for Waterloooville town centre with the (roughly) 75% already applied. So please use these. The difference between these is that table 4 is allocated, table 5 is unallocated.

For Retail parking: Table 2 of Appendix 5 to the Local Plan Core Strategy 2011: (), sets out the usual parking requirement for retail uses, with a column in which the 75% rate is applied. In response to your proposal Highway officer considers that 1 space per shop is acceptable.

In summary, the highway officer advises that you provide 16 spaces, with 4 of these as priority spaces for the shops during opening hours.

I hope this clarifies things.

Regards
Stephen Cantwell

APPENDIX 5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL VEHICLES

Selected regions and areas:

14 LEINSTER
LU LOUTH 1 days

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

Filtering Stage 2 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: 382 to 382 (units: sqm)
Range Selected by User: 225 to 450 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 01/12/12

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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

Town 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:

Retail Zone 1

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

Filtering Stage 3 selection:

Use Class:

A5

1 days

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

Population within 1 mile:

10,001 to 15,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

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

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

1 days

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

LIST OF SITES relevant to selection parameters

1 LU-06-D-01 MCDONALD'S LOUTH
 DUBLIN STREET
 DUNDALK
 Town Centre
 Retail Zone
 Total Gross floor area: 382 sqm
 Survey date: WEDNESDAY 14/11/12 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 SITES

Site Ref	Reason for Deselection
CS-06-D-01	location
DN-06-D-02	location
WM-06-D-01	location

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

MULTI-MODAL 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	1	382	0.262	1	382	0.000	1	382	0.262
07:00 - 08:00	1	382	2.094	1	382	0.785	1	382	2.879
08:00 - 09:00	1	382	1.309	1	382	1.571	1	382	2.880
09:00 - 10:00	1	382	2.880	1	382	2.880	1	382	5.760
10:00 - 11:00	1	382	3.665	1	382	3.665	1	382	7.330
11:00 - 12:00	1	382	2.356	1	382	2.356	1	382	4.712
12:00 - 13:00	1	382	7.330	1	382	7.330	1	382	14.660
13:00 - 14:00	1	382	8.901	1	382	9.162	1	382	18.063
14:00 - 15:00	1	382	5.759	1	382	5.497	1	382	11.256
15:00 - 16:00	1	382	7.592	1	382	7.330	1	382	14.922
16:00 - 17:00	1	382	8.901	1	382	8.639	1	382	17.540
17:00 - 18:00	1	382	8.115	1	382	8.377	1	382	16.492
18:00 - 19:00	1	382	10.733	1	382	10.733	1	382	21.466
19:00 - 20:00	1	382	9.948	1	382	10.209	1	382	20.157
20:00 - 21:00	1	382	10.995	1	382	11.257	1	382	22.252
21:00 - 22:00	1	382	8.901	1	382	8.639	1	382	17.540
22:00 - 23:00	1	382	6.021	1	382	6.806	1	382	12.827
23:00 - 24:00	1	382	0.262	1	382	0.785	1	382	1.047
Total Rates:			106.024			106.021			212.045

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.

Parameter summary

Trip rate parameter range selected	382 - 382 (units: sqm)
Survey date range	01/01/05 - 01/12/12
Number of weekdays (Monday-Friday)	1
Number of Saturdays	0
Number of Sundays	0
Surveys manually removed from selection	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	382	0.000	1	382	0.000	1	382	0.000
07:00 - 08:00	1	382	0.000	1	382	0.000	1	382	0.000
08:00 - 09:00	1	382	0.000	1	382	0.000	1	382	0.000
09:00 - 10:00	1	382	0.000	1	382	0.000	1	382	0.000
10:00 - 11:00	1	382	0.000	1	382	0.000	1	382	0.000
11:00 - 12:00	1	382	0.000	1	382	0.000	1	382	0.000
12:00 - 13:00	1	382	0.000	1	382	0.000	1	382	0.000
13:00 - 14:00	1	382	0.000	1	382	0.000	1	382	0.000
14:00 - 15:00	1	382	0.000	1	382	0.000	1	382	0.000
15:00 - 16:00	1	382	0.000	1	382	0.000	1	382	0.000
16:00 - 17:00	1	382	0.000	1	382	0.000	1	382	0.000
17:00 - 18:00	1	382	0.262	1	382	0.262	1	382	0.524
18:00 - 19:00	1	382	0.262	1	382	0.262	1	382	0.524
19:00 - 20:00	1	382	0.000	1	382	0.000	1	382	0.000
20:00 - 21:00	1	382	0.000	1	382	0.000	1	382	0.000
21:00 - 22:00	1	382	0.000	1	382	0.000	1	382	0.000
22:00 - 23:00	1	382	0.262	1	382	0.262	1	382	0.524
23:00 - 24:00	1	382	0.000	1	382	0.000	1	382	0.000
Total Rates:			0.786			0.786			1.572

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.

Parameter summary

Trip rate parameter range selected: 382 - 382 (units: sqm)
 Survey date range: 01/01/05 - 01/12/12
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	382	0.000	1	382	0.000	1	382	0.000
07:00 - 08:00	1	382	0.262	1	382	0.000	1	382	0.262
08:00 - 09:00	1	382	0.000	1	382	0.262	1	382	0.262
09:00 - 10:00	1	382	0.000	1	382	0.000	1	382	0.000
10:00 - 11:00	1	382	0.000	1	382	0.000	1	382	0.000
11:00 - 12:00	1	382	0.000	1	382	0.000	1	382	0.000
12:00 - 13:00	1	382	0.000	1	382	0.000	1	382	0.000
13:00 - 14:00	1	382	0.000	1	382	0.000	1	382	0.000
14:00 - 15:00	1	382	0.000	1	382	0.000	1	382	0.000
15:00 - 16:00	1	382	0.000	1	382	0.000	1	382	0.000
16:00 - 17:00	1	382	0.000	1	382	0.000	1	382	0.000
17:00 - 18:00	1	382	0.000	1	382	0.000	1	382	0.000
18:00 - 19:00	1	382	0.000	1	382	0.000	1	382	0.000
19:00 - 20:00	1	382	0.000	1	382	0.000	1	382	0.000
20:00 - 21:00	1	382	0.000	1	382	0.000	1	382	0.000
21:00 - 22:00	1	382	0.000	1	382	0.000	1	382	0.000
22:00 - 23:00	1	382	0.000	1	382	0.000	1	382	0.000
23:00 - 24:00	1	382	0.000	1	382	0.000	1	382	0.000
Total Rates:			0.262			0.262			0.524

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.

Parameter summary

Trip rate parameter range selected: 382 - 382 (units: sqm)
Survey date range: 01/01/05 - 01/12/12
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	382	0.000	1	382	0.000	1	382	0.000
07:00 - 08:00	1	382	0.000	1	382	0.000	1	382	0.000
08:00 - 09:00	1	382	0.000	1	382	0.000	1	382	0.000
09:00 - 10:00	1	382	0.000	1	382	0.000	1	382	0.000
10:00 - 11:00	1	382	0.000	1	382	0.000	1	382	0.000
11:00 - 12:00	1	382	0.000	1	382	0.000	1	382	0.000
12:00 - 13:00	1	382	0.000	1	382	0.000	1	382	0.000
13:00 - 14:00	1	382	0.000	1	382	0.000	1	382	0.000
14:00 - 15:00	1	382	0.000	1	382	0.000	1	382	0.000
15:00 - 16:00	1	382	0.000	1	382	0.000	1	382	0.000
16:00 - 17:00	1	382	0.000	1	382	0.000	1	382	0.000
17:00 - 18:00	1	382	0.000	1	382	0.000	1	382	0.000
18:00 - 19:00	1	382	0.000	1	382	0.000	1	382	0.000
19:00 - 20:00	1	382	0.000	1	382	0.000	1	382	0.000
20:00 - 21:00	1	382	0.000	1	382	0.000	1	382	0.000
21:00 - 22:00	1	382	0.000	1	382	0.000	1	382	0.000
22:00 - 23:00	1	382	0.000	1	382	0.000	1	382	0.000
23:00 - 24:00	1	382	0.000	1	382	0.000	1	382	0.000
Total Rates:			0.000			0.000			0.000

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

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.

Parameter summary

Trip rate parameter range selected: 382 - 382 (units: sqm)
Survey date range: 01/01/05 - 01/12/12
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	382	0.000	1	382	0.000	1	382	0.000
07:00 - 08:00	1	382	0.000	1	382	0.000	1	382	0.000
08:00 - 09:00	1	382	0.000	1	382	0.000	1	382	0.000
09:00 - 10:00	1	382	0.000	1	382	0.000	1	382	0.000
10:00 - 11:00	1	382	0.262	1	382	0.262	1	382	0.524
11:00 - 12:00	1	382	0.000	1	382	0.000	1	382	0.000
12:00 - 13:00	1	382	0.000	1	382	0.000	1	382	0.000
13:00 - 14:00	1	382	0.000	1	382	0.000	1	382	0.000
14:00 - 15:00	1	382	0.000	1	382	0.000	1	382	0.000
15:00 - 16:00	1	382	0.000	1	382	0.000	1	382	0.000
16:00 - 17:00	1	382	0.000	1	382	0.000	1	382	0.000
17:00 - 18:00	1	382	0.000	1	382	0.000	1	382	0.000
18:00 - 19:00	1	382	0.262	1	382	0.262	1	382	0.524
19:00 - 20:00	1	382	0.000	1	382	0.000	1	382	0.000
20:00 - 21:00	1	382	0.000	1	382	0.000	1	382	0.000
21:00 - 22:00	1	382	0.000	1	382	0.000	1	382	0.000
22:00 - 23:00	1	382	0.000	1	382	0.000	1	382	0.000
23:00 - 24:00	1	382	0.000	1	382	0.000	1	382	0.000
Total Rates:			0.524			0.524			1.048

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.

Parameter summary

Trip rate parameter range selected:	382 - 382 (units: sqm)
Survey date range:	01/01/05 - 01/12/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL VEHICLE OCCUPANTS

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	1	382	0.262	1	382	0.000	1	382	0.262
07:00 - 08:00	1	382	2.618	1	382	0.785	1	382	3.403
08:00 - 09:00	1	382	1.832	1	382	2.356	1	382	4.188
09:00 - 10:00	1	382	3.141	1	382	3.141	1	382	6.282
10:00 - 11:00	1	382	5.236	1	382	4.974	1	382	10.210
11:00 - 12:00	1	382	3.927	1	382	3.665	1	382	7.592
12:00 - 13:00	1	382	10.471	1	382	10.471	1	382	20.942
13:00 - 14:00	1	382	13.351	1	382	13.613	1	382	26.964
14:00 - 15:00	1	382	8.639	1	382	8.115	1	382	16.754
15:00 - 16:00	1	382	12.304	1	382	12.827	1	382	25.131
16:00 - 17:00	1	382	13.351	1	382	13.613	1	382	26.964
17:00 - 18:00	1	382	14.398	1	382	13.351	1	382	27.749
18:00 - 19:00	1	382	19.110	1	382	20.157	1	382	39.267
19:00 - 20:00	1	382	15.445	1	382	16.754	1	382	32.199
20:00 - 21:00	1	382	17.801	1	382	17.801	1	382	35.602
21:00 - 22:00	1	382	13.351	1	382	13.351	1	382	26.702
22:00 - 23:00	1	382	9.162	1	382	10.209	1	382	19.371
23:00 - 24:00	1	382	0.262	1	382	1.309	1	382	1.571
Total Rates:			164.661			166.492			331.153

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.

Parameter summary

Trip rate parameter range selected: 382 - 382 (units: sqm)
Survey date range: 01/01/05 - 01/12/12
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
 MULTI-MODAL PEDESTRIANS
 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	1	382	0.000	1	382	0.000	1	382	0.000
07:00 - 08:00	1	382	0.524	1	382	0.000	1	382	0.524
08:00 - 09:00	1	382	4.450	1	382	4.188	1	382	8.638
09:00 - 10:00	1	382	3.403	1	382	2.880	1	382	6.283
10:00 - 11:00	1	382	2.356	1	382	2.618	1	382	4.974
11:00 - 12:00	1	382	1.571	1	382	1.832	1	382	3.403
12:00 - 13:00	1	382	2.880	1	382	3.141	1	382	6.021
13:00 - 14:00	1	382	12.565	1	382	12.304	1	382	24.869
14:00 - 15:00	1	382	7.330	1	382	6.806	1	382	14.136
15:00 - 16:00	1	382	7.330	1	382	8.639	1	382	15.969
16:00 - 17:00	1	382	4.450	1	382	9.162	1	382	13.612
17:00 - 18:00	1	382	4.188	1	382	3.141	1	382	7.329
18:00 - 19:00	1	382	1.309	1	382	1.309	1	382	2.618
19:00 - 20:00	1	382	3.927	1	382	3.927	1	382	7.854
20:00 - 21:00	1	382	3.141	1	382	5.236	1	382	8.377
21:00 - 22:00	1	382	1.571	1	382	2.356	1	382	3.927
22:00 - 23:00	1	382	0.524	1	382	0.524	1	382	1.048
23:00 - 24:00	1	382	0.000	1	382	0.000	1	382	0.000
Total Rates:			61.519			68.063			129.582

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.

Parameter summary

Trip rate parameter range selected: 382 - 382 (units: sqm)
 Survey date range: 01/01/05 - 01/12/12
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL PUBLIC TRANSPORT USERS

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	1	382	0.000	1	382	0.000	1	382	0.000
07:00 - 08:00	1	382	0.262	1	382	0.000	1	382	0.262
08:00 - 09:00	1	382	1.571	1	382	0.000	1	382	1.571
09:00 - 10:00	1	382	0.000	1	382	0.000	1	382	0.000
10:00 - 11:00	1	382	0.262	1	382	0.524	1	382	0.786
11:00 - 12:00	1	382	0.000	1	382	0.000	1	382	0.000
12:00 - 13:00	1	382	0.000	1	382	0.000	1	382	0.000
13:00 - 14:00	1	382	0.262	1	382	0.000	1	382	0.262
14:00 - 15:00	1	382	4.712	1	382	0.000	1	382	4.712
15:00 - 16:00	1	382	1.047	1	382	0.785	1	382	1.832
16:00 - 17:00	1	382	0.000	1	382	1.309	1	382	1.309
17:00 - 18:00	1	382	1.047	1	382	0.000	1	382	1.047
18:00 - 19:00	1	382	1.309	1	382	0.262	1	382	1.571
19:00 - 20:00	1	382	0.262	1	382	0.000	1	382	0.262
20:00 - 21:00	1	382	0.785	1	382	0.000	1	382	0.785
21:00 - 22:00	1	382	0.000	1	382	0.262	1	382	0.262
22:00 - 23:00	1	382	0.000	1	382	0.000	1	382	0.000
23:00 - 24:00	1	382	0.000	1	382	0.000	1	382	0.000
Total Rates:			11.519			3.142			14.661

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.

Parameter summary

Trip rate parameter range selected: 382 - 382 (units: sqm)
Survey date range: 01/01/05 - 01/12/12
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
 MULTI-MODAL TOTAL PEOPLE
 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	1	382	0.262	1	382	0.000	1	382	0.262
07:00 - 08:00	1	382	3.403	1	382	0.785	1	382	4.188
08:00 - 09:00	1	382	7.853	1	382	6.545	1	382	14.398
09:00 - 10:00	1	382	6.545	1	382	6.021	1	382	12.566
10:00 - 11:00	1	382	8.115	1	382	8.377	1	382	16.492
11:00 - 12:00	1	382	5.497	1	382	5.497	1	382	10.994
12:00 - 13:00	1	382	13.351	1	382	13.613	1	382	26.964
13:00 - 14:00	1	382	26.178	1	382	25.916	1	382	52.094
14:00 - 15:00	1	382	20.681	1	382	14.921	1	382	35.602
15:00 - 16:00	1	382	20.681	1	382	22.251	1	382	42.932
16:00 - 17:00	1	382	17.801	1	382	24.084	1	382	41.885
17:00 - 18:00	1	382	19.634	1	382	16.492	1	382	36.126
18:00 - 19:00	1	382	21.990	1	382	21.990	1	382	43.980
19:00 - 20:00	1	382	19.634	1	382	20.681	1	382	40.315
20:00 - 21:00	1	382	21.728	1	382	23.037	1	382	44.765
21:00 - 22:00	1	382	14.921	1	382	15.969	1	382	30.890
22:00 - 23:00	1	382	9.686	1	382	10.733	1	382	20.419
23:00 - 24:00	1	382	0.262	1	382	1.309	1	382	1.571
Total Rates:			238.222			238.221			476.443

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.

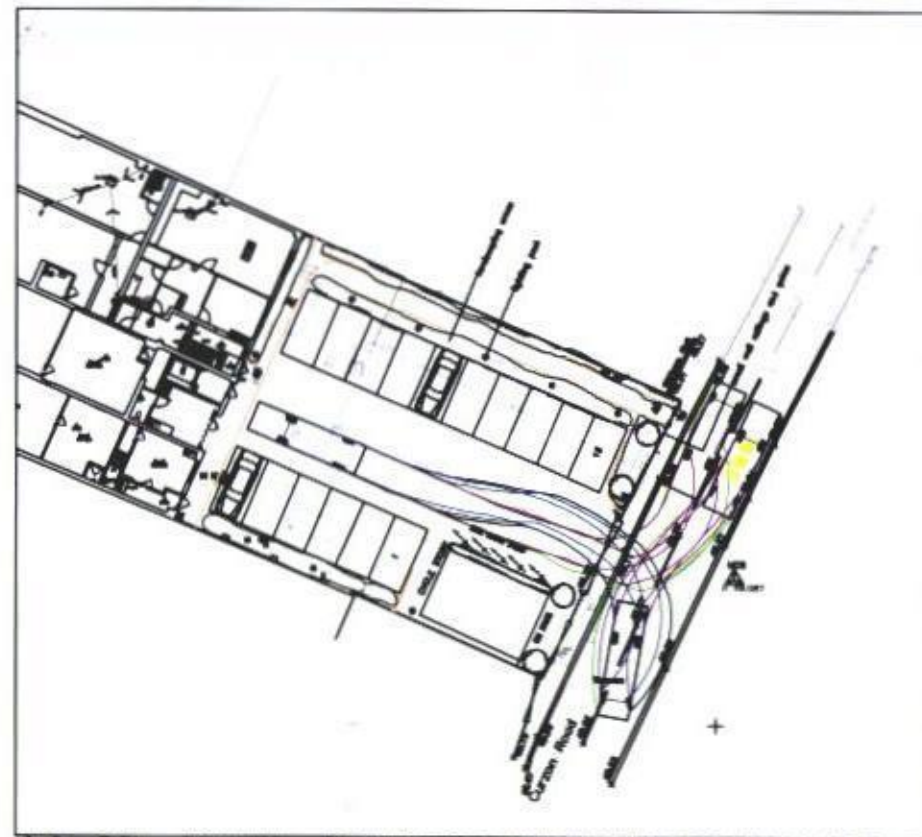
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Parameter summary

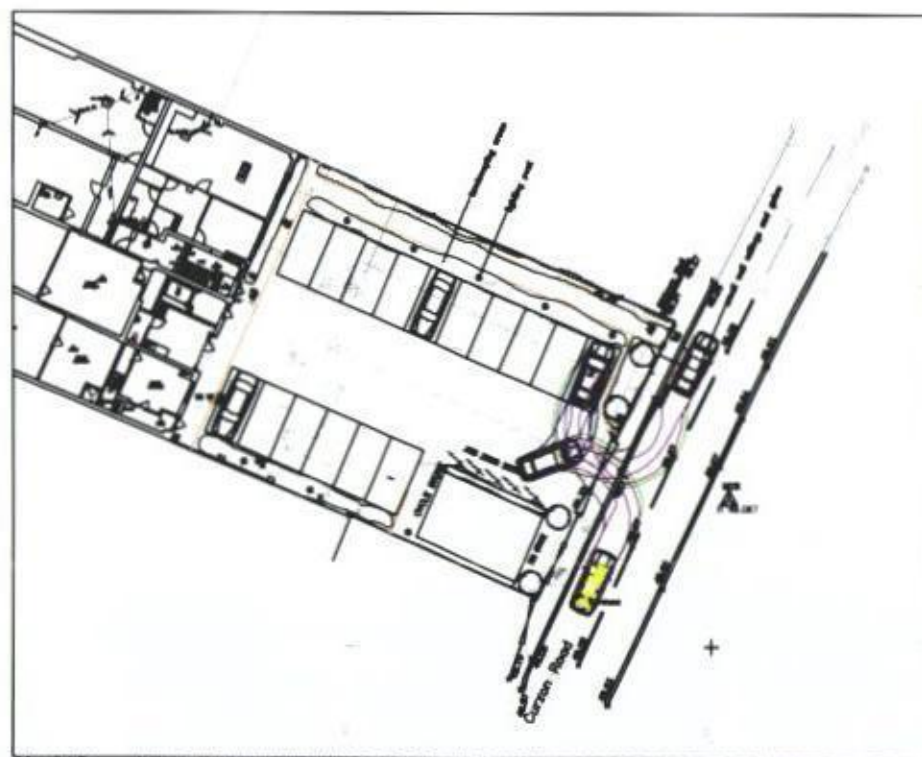
Trip rate parameter range selected: 382 - 382 (units: sqm)
 Survey date range: 01/01/05 - 01/12/12
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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.

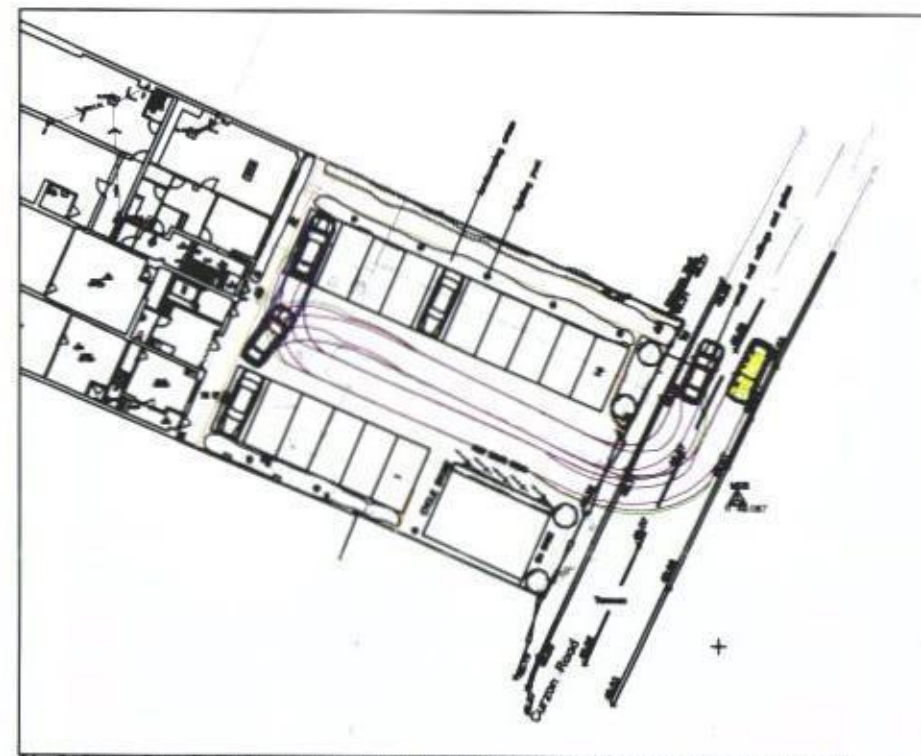
DRAWING 4926.001



1) 8m 7.5ton BOX VAN - FORWARD GEAR SOUTH BOUND ON CURZON ROAD, REVERSE INTO SITE, TOWARDS REAR BUILDING AND EXIT SITE IN FORWARD GEAR



2) CAR - LEFT TURN FORWARD GEAR INTO SITE, ENTER CAR PARKING SPACE REVERSE OUT AND EXIT SITE IN FORWARD GEAR LEFT ONTO CURZON ROAD



3) CAR - RIGHT TURN FORWARD GEAR INTO SITE, ENTER PARKING SPACE, REVERSE OUT AND EXIT SITE IN FORWARD GEAR LEFT ONTO CURZON ROAD



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CURZON ROAD, WATERLOOVILLE

AUTOTRACK SWEEP PATHS

Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary	Approval	Tender	Const	
DRAWING STATUS				
DATE	DESIGN	CHECKED	ISSUE	CHECKED
AUG '14	JGP	NJC		
DRAWING NO.	REV	SCALE		
4926.001		1:500	A3	

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