

YACHTHAVEN, HAYLING ISLAND

ENVIRONMENTAL STATEMENT

DECEMBER 2011

APPENDIX 5.1

YACHTHAVEN, COPSE LANE, HAYLING ISLAND – TRANSPORT STATEMENT

1 INTRODUCTION

- 1.1 Yachthaven is an established industrial site on Hayling Island, fronting Chichester Harbour. Access is gained from the nearest adopted highway, Copse Lane, by way of a private drive which also serves the adjacent private dwelling, Yachthaven House (currently vacant and not within the application site). There is also an area of approximately 565 sq m comprising a single boat yard and mud berth surrounded by the application site but in other ownership.
- 1.2 This Transport Statement is intended to accompany a revised planning application to clear the industrial site and provide 6 new houses, together with a pontoon with 12 berths, improvements to the existing slipway and a small office with eight lockers for boat owners and six small stores for dinghies / canoes. The development would include the restoration of the coastal footpath and the creation of a nature reserve.

2 EXISTING PLANNING SITUATION

- 2.1 Whilst the site is currently unused with some derelict buildings, it has previously been occupied by various commercial uses including a boatyard, a car breaker's yard and a plant hire depot. Planning approval was granted in 1978 for 5,760 sq m (62,000 sq ft) of industrial floorspace.
- 2.2 Planning consents given in 1996 for 6 houses, 19 pontoon moorings, a replacement slipway, mast & sail store, boat compound and car / trailer parking, all in conjunction with revocation of the established commercial use, were not implemented and have now lapsed.
- 2.3 It was the applicant's understanding that the former industrial use remains valid. Therefore, for the purposes of this Transport Statement, in the absence of any past traffic survey information, the industrial floorspace covered by the 1978 approval has been used to estimate notional base traffic flows using trip rates derived from the nationally recognised TRICS database.

3 DEVELOPMENT PROPOSALS

- 3.1 As stated above, the current application is for six detached houses on the eastern part of the site, together with a small office with eight lockers for boat owners and six small stores for dinghies / canoes. The existing slipway will be replaced and pontoons provided to replace 12 of the 26 swinging moorings currently licensed to the site.
- 3.2 Six of the moorings will be for residents of the new houses and six will be for non-residents.
-

4 EXISTING ACCESS CONDITIONS

- 4.1 Copse Lane is generally rural in character with no footways or lighting and is subject to a 40 mph speed limit where it passes the site entrance, emphasised by '40' roundels and 'Slow' markings on the road. Whilst actual speed measurements have not been taken, it seems unlikely that most vehicles would be exceeding the speed limit along this stretch, owing to the curved road alignment, the warning signs and markings and the presence of other access points nearby.
- 4.2 There is no record of any accidents in this vicinity during the past six years (2005 – 2010).
- 4.3 The site access joins Copse Lane on the outside of a bend and there is good visibility to the right (the lead traffic side) from at least 2.4m behind the road edge; a vehicle approaching from that direction would be seen approximately 180m away. To the left the 'Y' distance is somewhat less at around 100m; this is slightly less than the 120m 'Y' distance recommended in DMRB*, but considerably more than the 66m required at a speed of 40 mph if the braking criteria used in Manual for Streets ('MfS') are applied.
*(*The Highways Agency's Design Manual for Roads & Bridges)*
- 4.4 These sightlines are indicated on drawing number 14894/1, a reduced scale copy of which is attached to this report for ease of reference.
- 4.5 Manual for Streets 2, published in 2010, ('MfS2') makes it clear that unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem; this advice is based on research carried out during the preparation of MfS2. It also recommends that MfS should be used as the starting point for any scheme affecting non-trunk roads, although this may be subject to local context where the speed limit is 40 mph or greater.
- 4.6 The context here is a relatively lightly trafficked local road and in practical terms it can be readily seen from a site visit that the visibility in both directions is sufficient to allow approaching traffic to slow down or stop to avoid a vehicle leaving the access, or waiting to turn in, without any need for severe braking.
- 4.7 The access driveway itself is currently a single track lane constructed largely of road planings, in good condition, with a gate at the entrance which was installed fairly recently to prevent fly tipping. It will be necessary to raise driveway levels for flood risk purposes as part of the development and at the same time it could be widened in places, if required, to enable two vehicles to pass. The increased width can be achieved without the need to remove trees or hedges and the rise in levels will facilitate a form of construction which will not affect tree roots.
-

5 TRAFFIC GENERATION

Base Traffic Flows

- 5.1 As comprehensive traffic flow information is not available for the previous use of the site, and in any case could change significantly with a different occupier within the same use classes, the TRICS (Trip Rate Information Computer System) database has been consulted to derive a notional weekday traffic figure for the past industrial use. For this purpose, industrial units of 6,000 sq m or less have been used for comparison, with two sites being excluded from the selection as being very different in character from anything likely to have occupied the application site.
- 5.2 The resulting TRICS output is attached in Appendix A and indicates average two-way trip rates of 5.368 trips / 100 sq m in a 12-hour day, with 0.67 trips / 100 sq m in the peak hour (08:00 – 09:00). Therefore, peak hour flows are approximately 12.5% of 12-hour daily flows.
- (Note: These survey results are for 12-hour days, Monday – Friday only. There would generally be very little movement to or from industrial units of this type outside the hours of 07:00 – 19:00 and no TRICS data are available for such times. Neither is there enough information available from TRICS to allow any sensible estimate of Saturday flows, presumably because industrial premises of this type tend not to open on Saturdays, or if they do, only for short periods).*
- 5.3 For the 26 licensed moorings, TRICS sites for marinas have been used for comparison, excluding non-coastal marinas.
- 5.4 The resulting TRICS output for marinas is attached as Appendix B and indicates average two-way daily trip rates per berth of around 0.78 trips on a weekday (Friday) and 1.86 at weekends. The survey periods in both cases are longer than for the industrial units, extending to 21:00 or 22:00, although it can be seen that the traffic drops off noticeably in the later evening hours.
- 5.5 Using the TRICS data the average weekday traffic flow which may have arisen from the historical site use can be estimated as:
- $$(5,760 / 100 \times 5.368) + (26 \times 0.78) = \mathbf{329 \text{ vpd.}}$$
- 5.6 The peak hour would be 08:00 – 09:00, when the combined two-way flow using the driveway can be estimated as:
- $$(5,760 / 100 \times 0.67) + (26 \times 0.045) = \mathbf{40 \text{ vph}}$$
- (i.e. 30 arrivals plus 10 departures).
- 5.7 Whilst there would be more leisure (marina) traffic at weekends, the total movements to and from the site would have been considerably less owing to the absence of industrial traffic, so it is not proposed to consider the weekend scenario further in this report.
- 5.8 Since undertaking this initial trip analysis we have been informed that the local planning authority does not necessarily agree that the previous industrial use of the site remains valid. However, it is clear that the access was historically used without difficulty by a much greater volume of traffic than will be generated by the proposed development.
-

Development traffic

- 5.9 For the residential development, TRICS sites for privately owned houses are being used, excluding developments in town centres or edge of centre, and those within very large population areas.
- 5.10 There will be no regular movement of boats by road, so very few movements if any, of large vehicles or trailers along the access driveway from Copse Lane.
- 5.11 The resulting TRICS output is attached as Appendix C and indicates an average two-way trip rate per dwelling of around 8.0 trips per 24-hour day, with around 0.6 trips / dwelling in the AM peak hour (08:00 – 09:00) and 0.8 trips / dwelling in the PM peak (19:00 – 20:00).
- 5.12 Six of the proposed pontoon berths will be associated with the new houses, so will not generate any more vehicular traffic than that normally associated with any other private houses. For the remaining six berths, the marina trip rates in Appendix B can again be used.
- 5.13 Therefore, the total weekday development traffic flows (two-way) are predicted to be of the following order of magnitude:

Land use	Daily trip rate	Daily vehicle movements	08:00 – 09:00 trip rate	08:00 – 09:00 veh. movements
6 houses (including berths)	8.0 / dwelling	48	0.6 / dwelling	4
6 berths	0.78 / berth	5	0.045 / berth	<1
Total		53		5

- 5.14 From this it is clear that the number of vehicles entering and leaving the site will be minimal, certainly much less than the past industrial traffic or that which might arise from any other economic use of the site.

7 ACCESSIBILITY BY OTHER TRAVEL MODES

- 7.1 The site is approximately 6 km (3.75 miles) by road from the centre of Havant and approximately 7 km (4.4 miles) from the Hayling Ferry in the other direction.
- 7.2 The nearest bus service is on Havant Road (Routes 30 & 31, with a daytime frequency of four buses an hour in each direction), approximately 1.2 km (0.75 miles) walking distance from the site, so it is unlikely that many journeys would be made to or from the site on foot.
- 7.3 However, both Havant town centre and the Hayling ferry giving onward access to Portsmouth and Southsea are within easy cycling distance and the terrain is generally flat, so cycling could be a realistic travel alternative for some journeys, either for leisure or commuting purposes.
- 7.4 However, it is accepted that most journeys to and from the site would be made by car and there is little realistic chance of significantly shifting that position.

8 SUMMARY & CONCLUSIONS

- 8.1 Yachthaven has in the past been occupied by various commercial and industrial uses and although no traffic survey figures are available from that period, on the basis of typical trip rates obtained from the TRICS database it is estimated that they may well have been in the region of 329 vehicle movements per day and 40 movements in a peak hour (two-way).
- 8.2 Planning consents given in 1996 for 6 houses, 19 pontoon moorings, a replacement slipway, mast & sail store, boat compound and car / trailer parking, all in conjunction with revocation of the established commercial use, were not implemented and have now lapsed. The present proposal is for a very much smaller development.
- 8.3 There would be little or no movement of boats by road, so very few movements, if any, of large vehicles or trailers along the access driveway from Copse Lane.
- 8.4 The access onto Copse Lane has good visibility in line with current published guidance and can be used without causing increased danger to road users.
- 8.5 There are no recorded accidents to suggest that any particular safety problem exists in Copse Lane.
- 8.6 The access driveway is currently single track only, but can be widened to provide passing places if required and the levels raised without requiring additional land or having an undue impact on existing trees or hedges.
- 8.7 Making reasonable assumptions based on nationally recognised traffic survey data, the development will generate much less traffic than the former industrial use.
- 8.8 Even if the previous use of the site is disregarded, the volume of traffic predicted to arise from the development (only 4 - 5 vehicle movements in a weekday peak hour) is insignificant and would not create any traffic problems.
- 8.9 Owing to its distance from local bus stops and other services, although not impossible to walk to a bus stop it is accepted that not many journeys would be made to or from the site on foot, other than recreational walks in the immediate vicinity (including the coastal path). However, both Havant town centre and Portsmouth city centre (via the Hayling Ferry) are within reasonable cycling distance and the generally flat terrain makes cycling a realistic alternative mode of travel.
- 8.10 Taking all the above into account, it is considered that the development would have no adverse effect on road safety or traffic in the local road network and there are no sustainable highways grounds for refusal of the planning application.

Ken Fry ^{IEng FIHE}
Principal Engineer, Mayer Brown Ltd
July 2012

APPENDIX A

TRICS Data – Industrial Units

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

VEHICLES

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 300 to 4900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	2
Village	1
No Sub Category	1

1	AR-02-C-02 SILVERWOOD ROAD SILVERWOOD INDUSTRIAL AREA LURGAN Edge of Town Industrial Zone Total Gross floor area: 2980 sqm	EMTEK, LURGAN	ARMAGH
2	BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm	MECH. ENGINEERS, BRISTOL	BRISTOL CITY
3	CF-02-C-01 PARC-TY-GLAS LLANISHEN CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1068 sqm	PLASTICS COMPANY, CARDIFF	CARDIFF
4	DE-02-C-01 MCLEAN ROAD EGLINTON LONDONDERRY Edge of Town Industrial Zone Total Gross floor area: 1858 sqm	C. LAMINATE SYS., LONDONDERRY	DERRY
5	EB-02-C-01 DRYDEN ROAD LOANHEAD MIDLOTHIAN Edge of Town Industrial Zone Total Gross floor area: 1200 sqm	BREWERY, EDINBURGH	CITY OF EDINBURGH
6	FI-02-C-01 HALBEATH PLACE DUNFERMLINE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4900 sqm	REFRIGERATION, DUNFERMLINE	FIFE
7	HE-02-C-01 COLLEGE ROAD HEREFORD Edge of Town Commercial Zone Total Gross floor area: 1880 sqm	METAL. COATINGS, HEREFORD	HEREFORDSHIRE
8	HF-02-C-01 BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm	IND. UNIT, W. GARDEN CITY	HERTFORDSHIRE
9	NY-02-C-01 FEARBY ROAD MASHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 2491 sqm	FOOD PRODUCTION, MASHAM	NORTH YORKSHIRE

10	WA-02-C-01	FOODS COMPANY, WATERFORD	WATERFORD
	MAYPARK LANE		
	WATERFORD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2800 sqm	
11	WM-02-C-01	METAL BEARINGS, S. COLDFIELD	WEST MIDLANDS
	FORGE LANE		
	MINWORTH		
	SUTTON COLDFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
12	WM-02-C-02	ARDONPRINT, BIRMINGHAM	WEST MIDLANDS
	SYDNEY ROAD		
	SMALL HEATH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

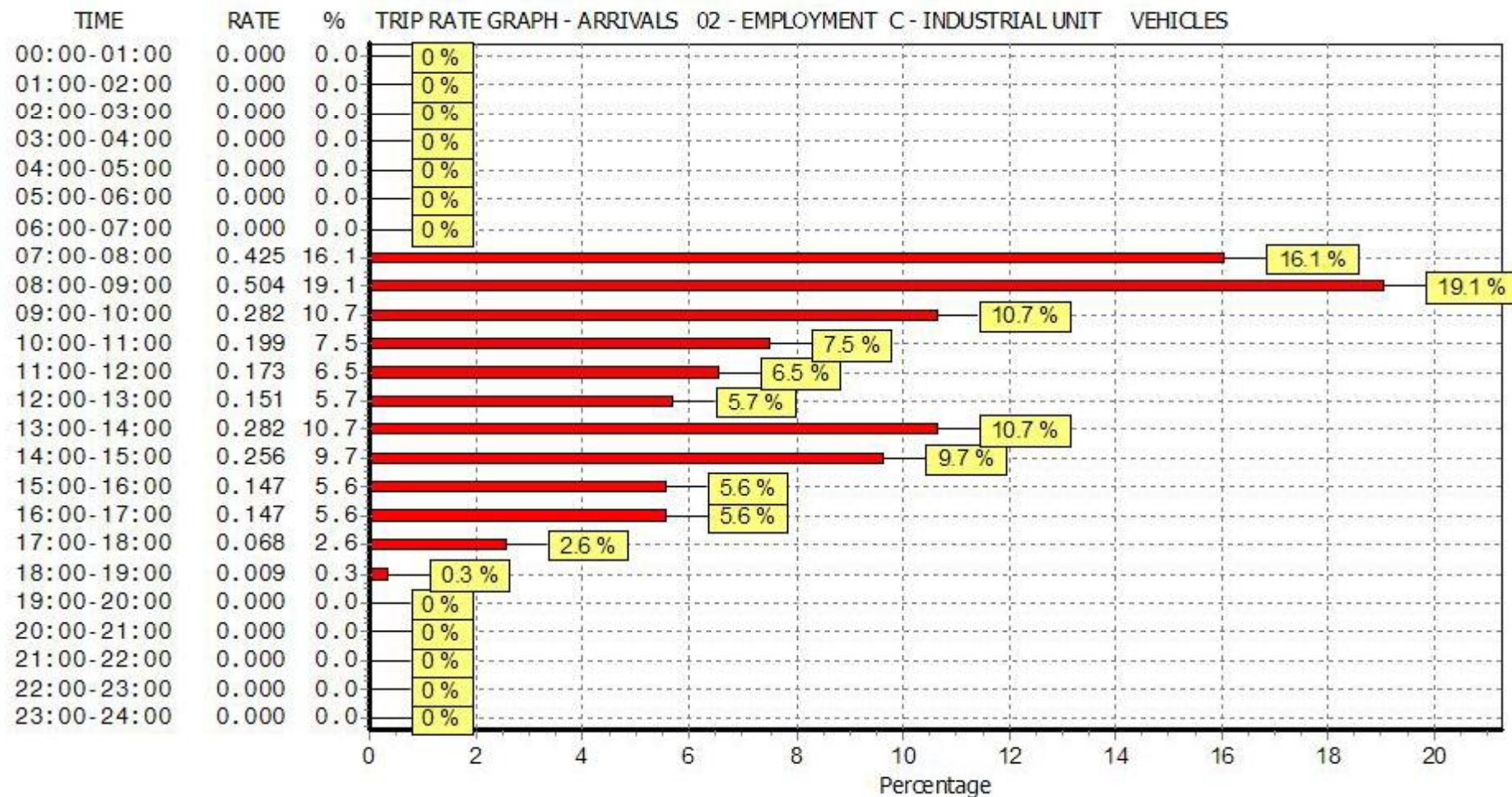
Calculation factor: 100 sqm

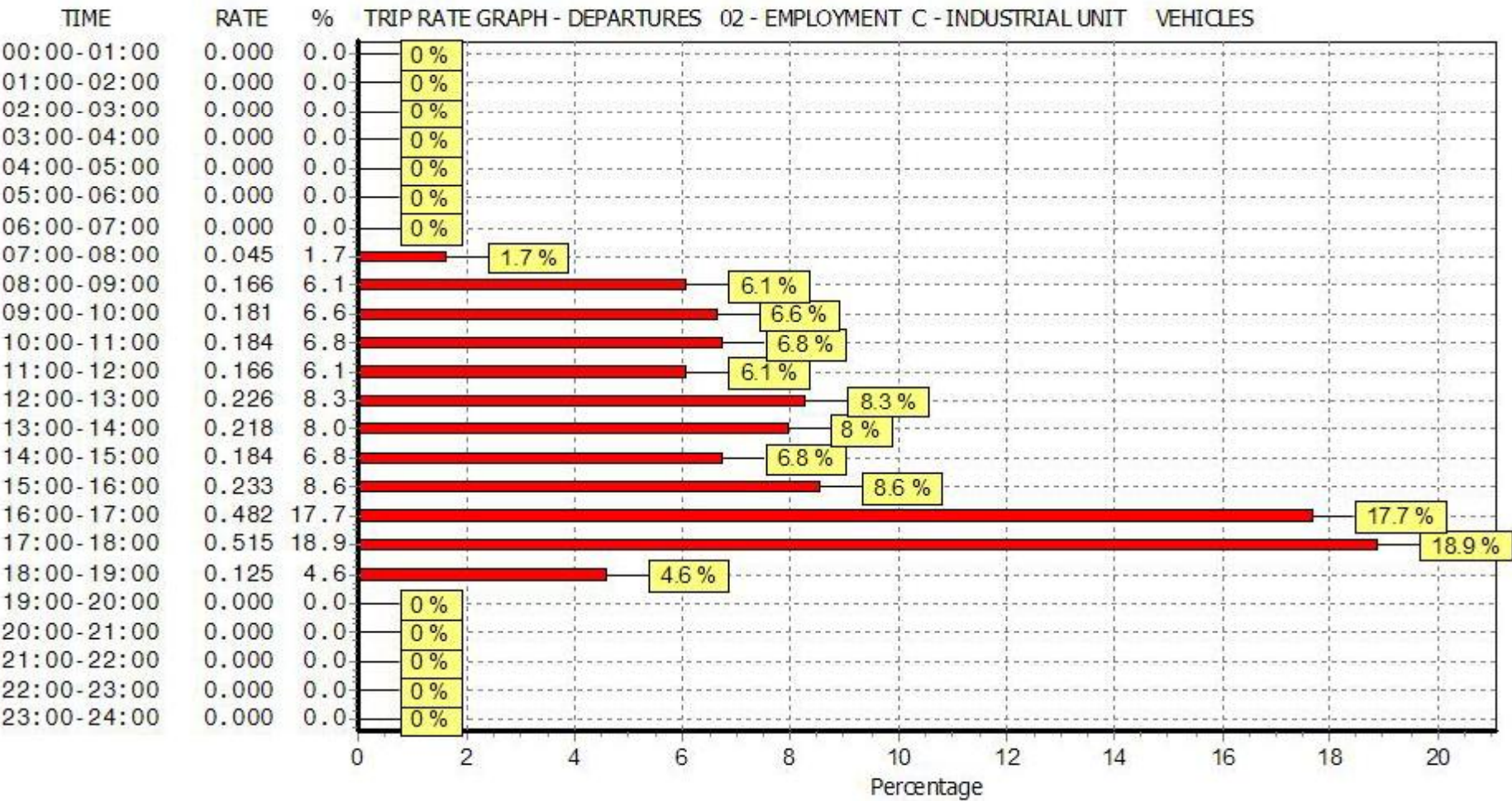
BOLD print indicates peak (busiest) period

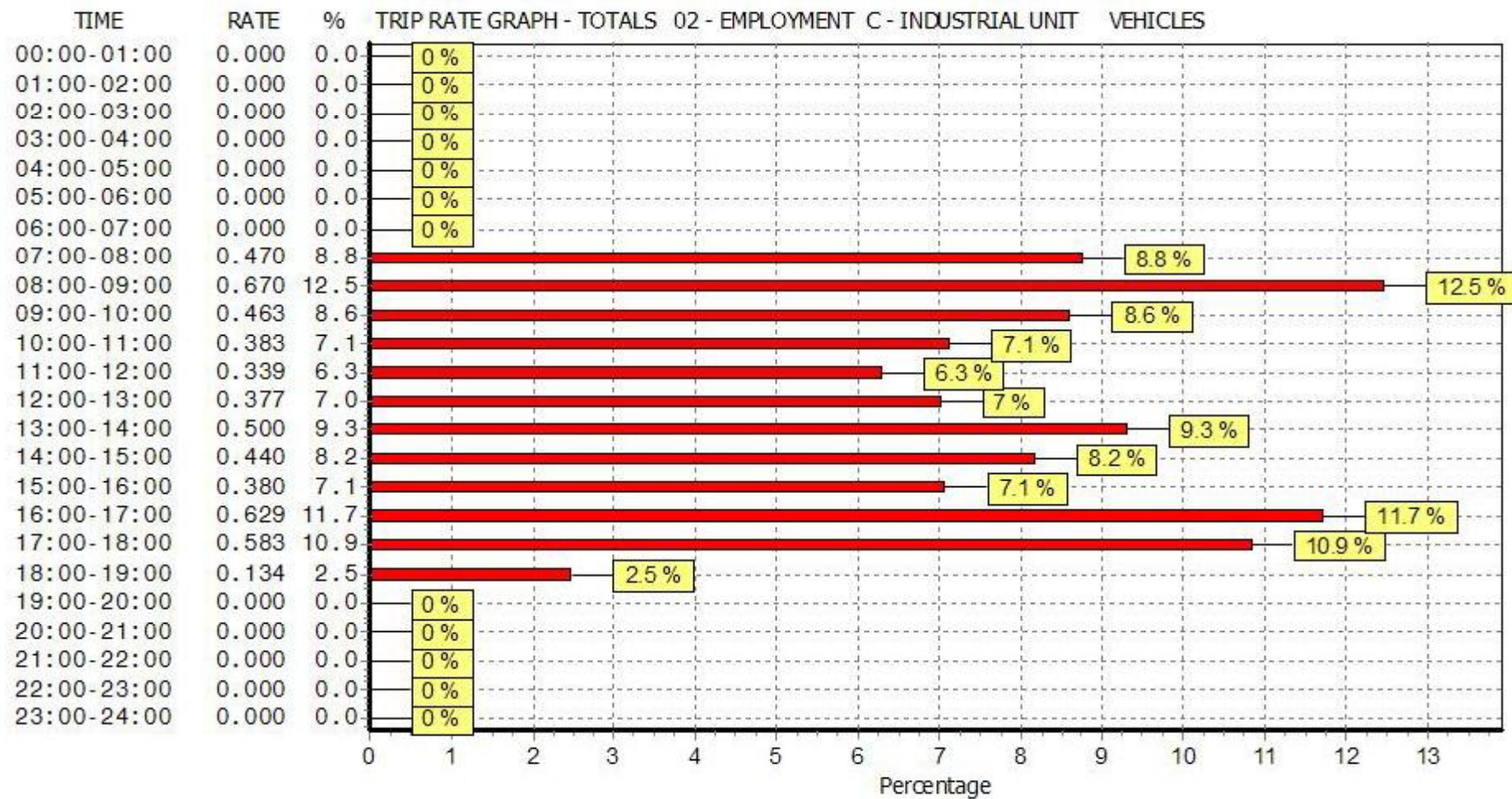
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	12	2215	0.425	12	2215	0.045	12	2215	0.470
08:00 - 09:00	12	2215	0.504	12	2215	0.166	12	2215	0.670
09:00 - 10:00	12	2215	0.282	12	2215	0.181	12	2215	0.463
10:00 - 11:00	12	2215	0.199	12	2215	0.184	12	2215	0.383
11:00 - 12:00	12	2215	0.173	12	2215	0.166	12	2215	0.339
12:00 - 13:00	12	2215	0.151	12	2215	0.226	12	2215	0.377
13:00 - 14:00	12	2215	0.282	12	2215	0.218	12	2215	0.500
14:00 - 15:00	12	2215	0.256	12	2215	0.184	12	2215	0.440
15:00 - 16:00	12	2215	0.147	12	2215	0.233	12	2215	0.380
16:00 - 17:00	12	2215	0.147	12	2215	0.482	12	2215	0.629
17:00 - 18:00	12	2215	0.068	12	2215	0.515	12	2215	0.583
18:00 - 19:00	11	1971	0.009	11	1971	0.125	11	1971	0.134
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.643			2.725			5.368

Parameter summary

Trip rate parameter range selected: 300 - 4900 (units: sqm)
Survey date range: 01/01/03 - 14/10/10
Number of weekdays (Monday-Friday): 12
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 2







APPENDIX B

TRICS Data – Marinas

Land Use : 08 - MARINAS

Category : A - MARINAS

Category : A - MARINAS

Parameter: Number of berths
Range: 270 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 26/06/11

Selected survey days:

Friday 2 days

Selected survey types:

Manual count	2 days
--------------	--------

Directional ATC Count	0 days
-----------------------	--------

Selected Locations:

Edge of Town Centre	1
---------------------	---

Edge of Town Centre	1
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
-----------------	---

Built-Up Zone	1
---------------	---

LIST OF SITES relevant to selection parameters

- | | | | |
|---|-------------------|---------------------------|---------------|
| 1 | DC-08-A-02 | MARINA, WEYMOUTH | DORSET |
| | | COMMERCIAL ROAD | |
| | | WEYMOUTH HARBOUR | |
| | | WEYMOUTH | |
| | | Edge of Town Centre | |
| | | Built-Up Zone | |
| | | Total Number of berths: | 270 |
| 2 | KC-08-A-02 | MARINA, GILLINGHAM | KENT |
| | | PIER ROAD | |
| | | GILLINGHAM | |
| | | Edge of Town | |
| | | Industrial Zone | |
| | | Total Number of berths: | 500 |

TRIP RATE for Land Use 08 - MARINAS/A - MARINAS

VEHICLES

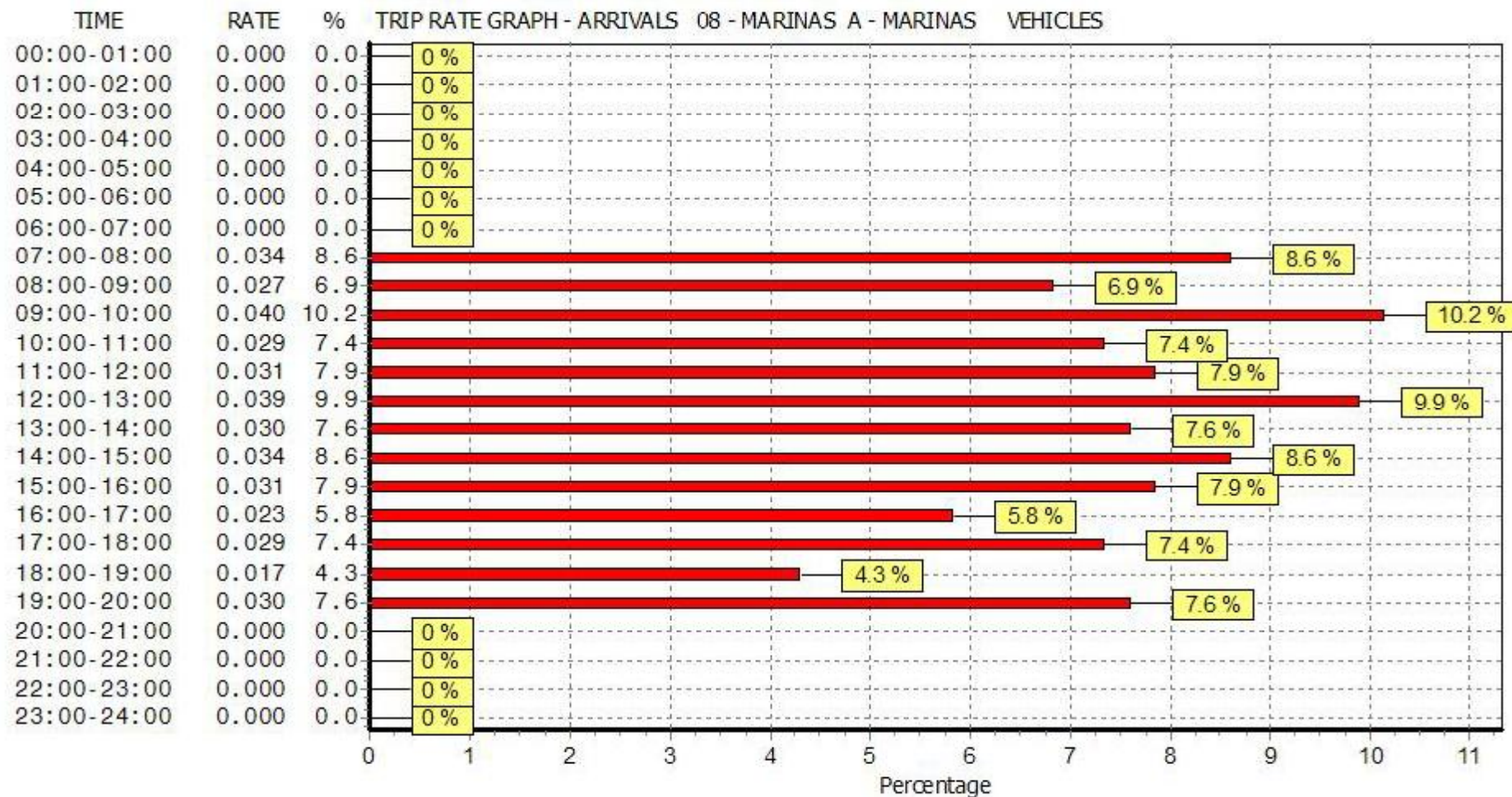
Calculation factor: 1 BERTHS

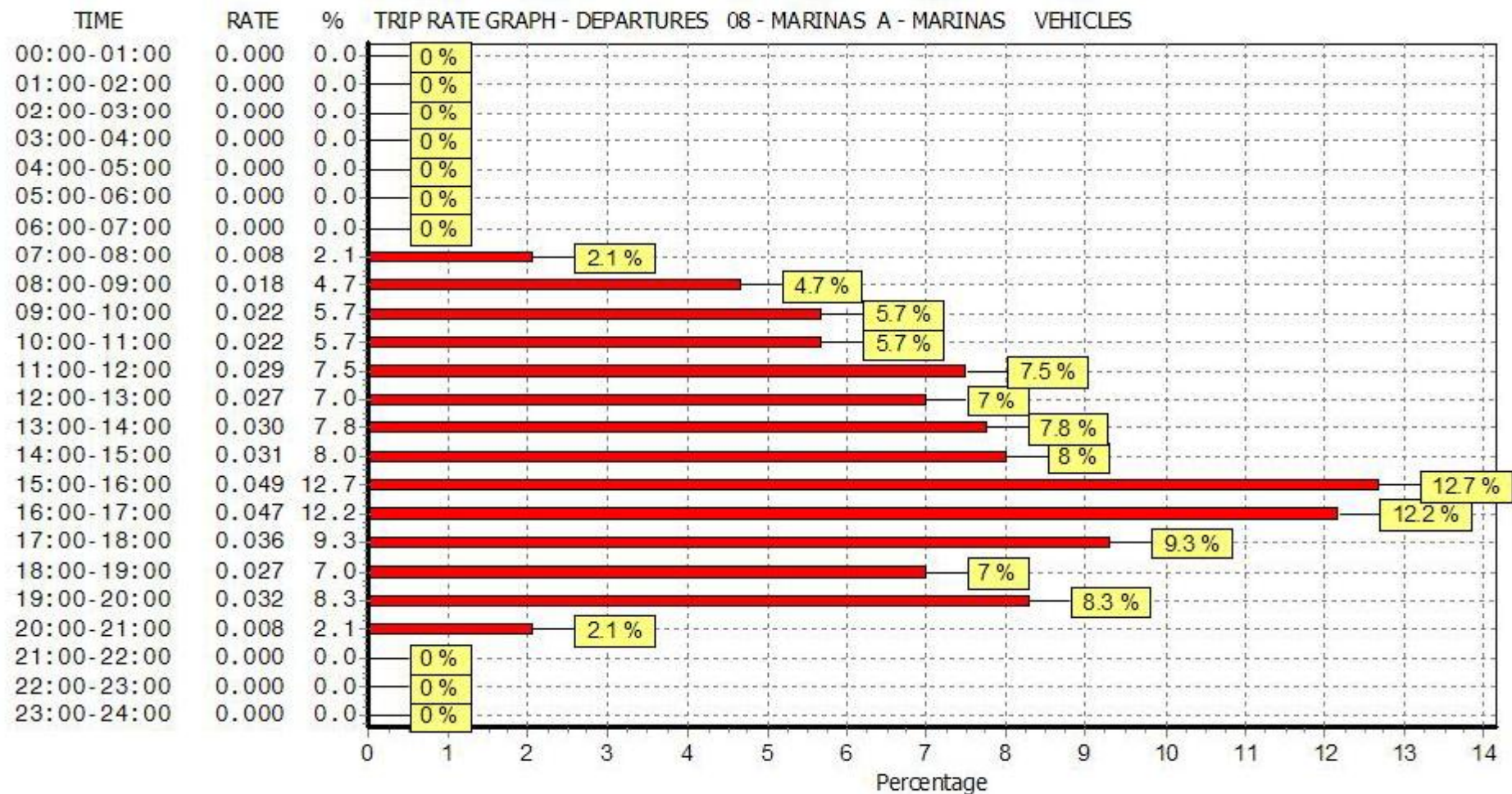
BOLD print indicates peak (busiest) period

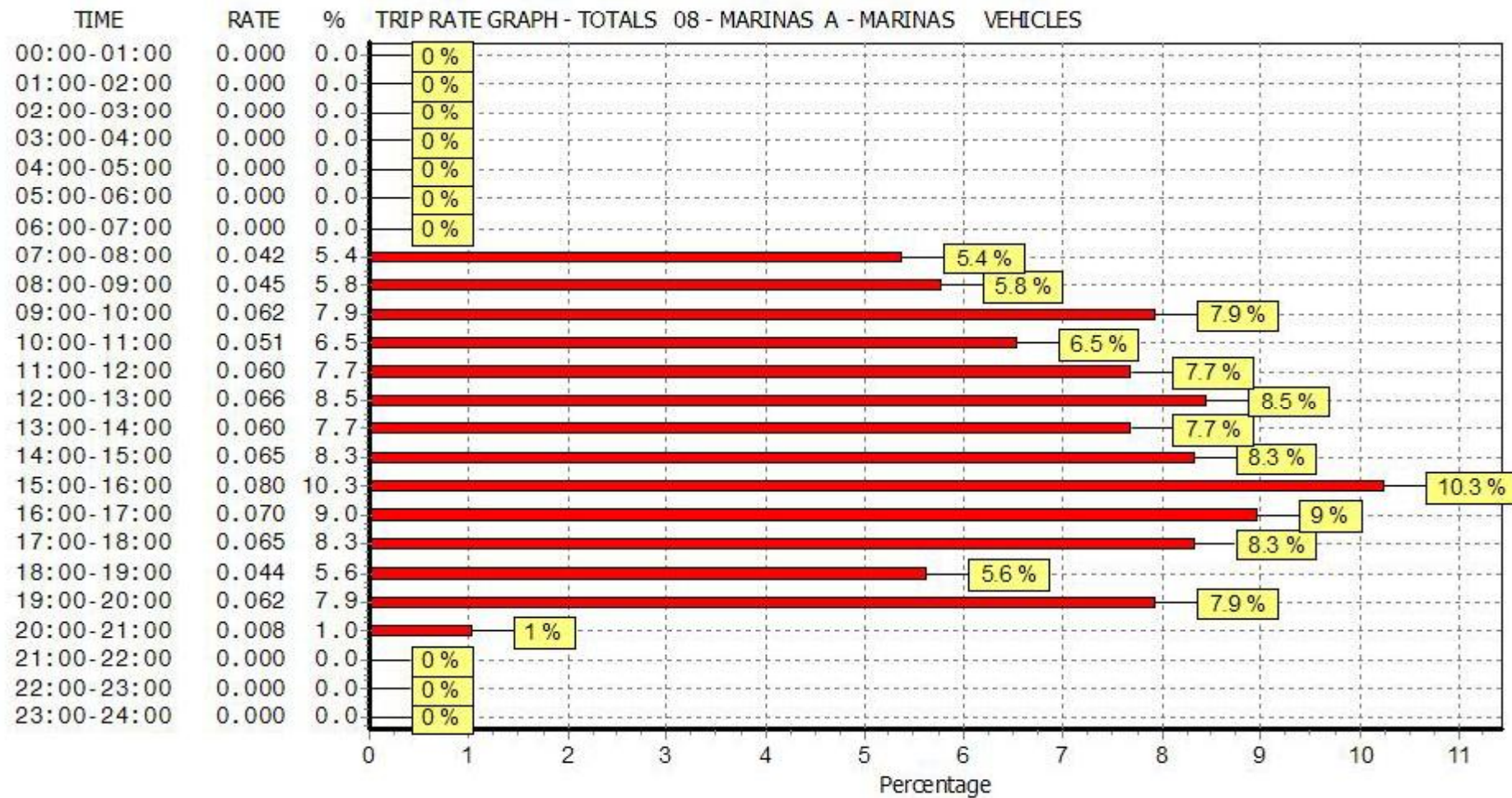
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	385	0.034	2	385	0.008	2	385	0.042
08:00 - 09:00	2	385	0.027	2	385	0.018	2	385	0.045
09:00 - 10:00	2	385	0.040	2	385	0.022	2	385	0.062
10:00 - 11:00	2	385	0.029	2	385	0.022	2	385	0.051
11:00 - 12:00	2	385	0.031	2	385	0.029	2	385	0.060
12:00 - 13:00	2	385	0.039	2	385	0.027	2	385	0.066
13:00 - 14:00	2	385	0.030	2	385	0.030	2	385	0.060
14:00 - 15:00	2	385	0.034	2	385	0.031	2	385	0.065
15:00 - 16:00	2	385	0.031	2	385	0.049	2	385	0.080
16:00 - 17:00	2	385	0.023	2	385	0.047	2	385	0.070
17:00 - 18:00	2	385	0.029	2	385	0.036	2	385	0.065
18:00 - 19:00	2	385	0.017	2	385	0.027	2	385	0.044
19:00 - 20:00	1	500	0.030	1	500	0.032	1	500	0.062
20:00 - 21:00	1	500	0.000	1	500	0.008	1	500	0.008
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.394			0.386			0.780

Parameter summary

Trip rate parameter range selected: 270 - 500 (units:)
Survey date range: 01/01/01 - 26/06/11
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0







APPENDIX C

TRICS Data – Houses (privately owned)

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 4 to 437 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 15/07/11

Selected survey days:

Monday	15 days
Tuesday	17 days
Wednesday	10 days
Thursday	24 days
Friday	13 days

Selected survey types:

Manual count	75 days
Directional ATC Count	4 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	40
Edge of Town	34
Neighbourhood Centre (PPS6 Local Centre)	4
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	58
Built-Up Zone	2
Village	1
Out of Town	2
No Sub Category	15

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

VEHICLES

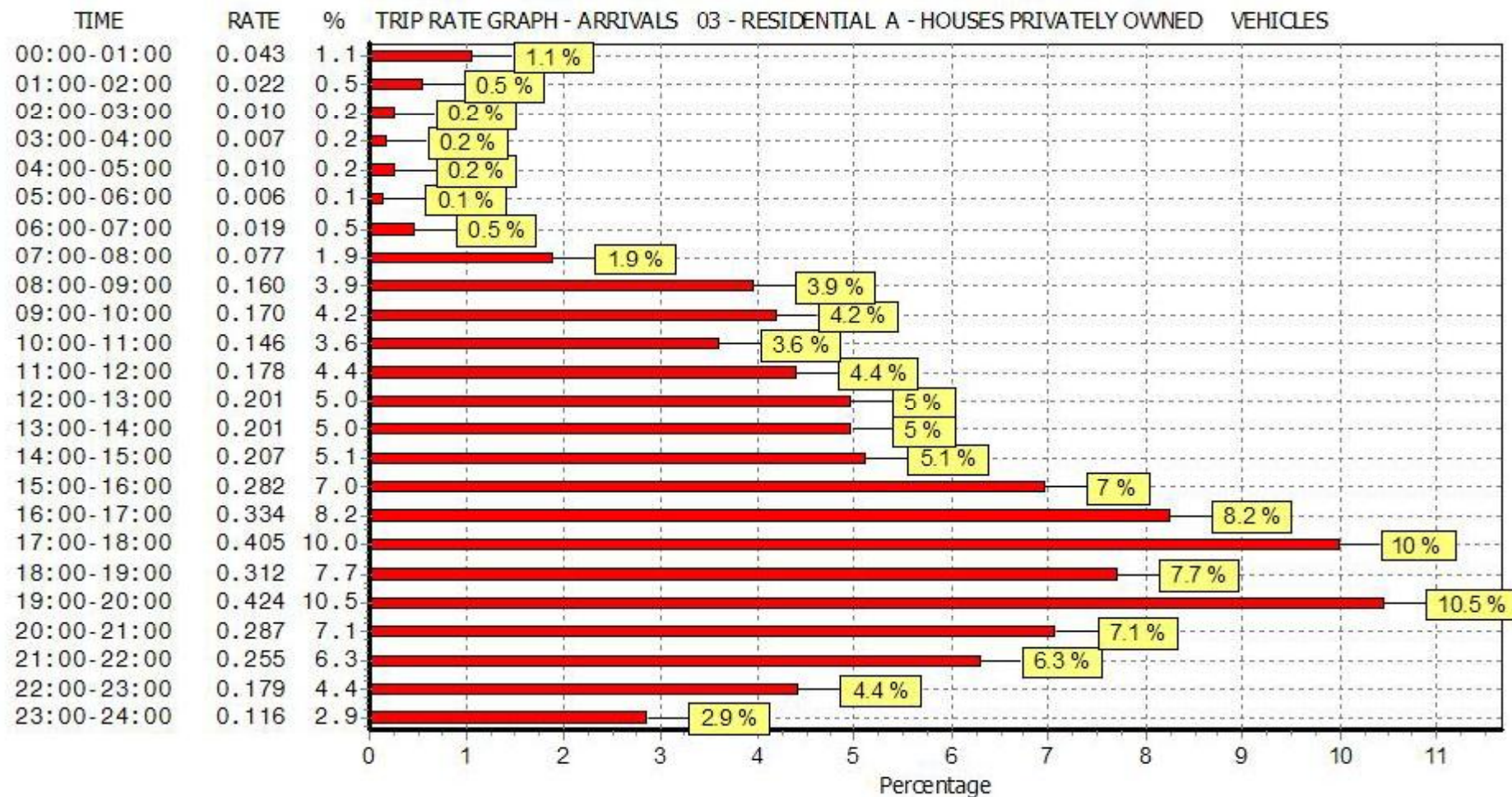
Calculation factor: 1 DWELLS

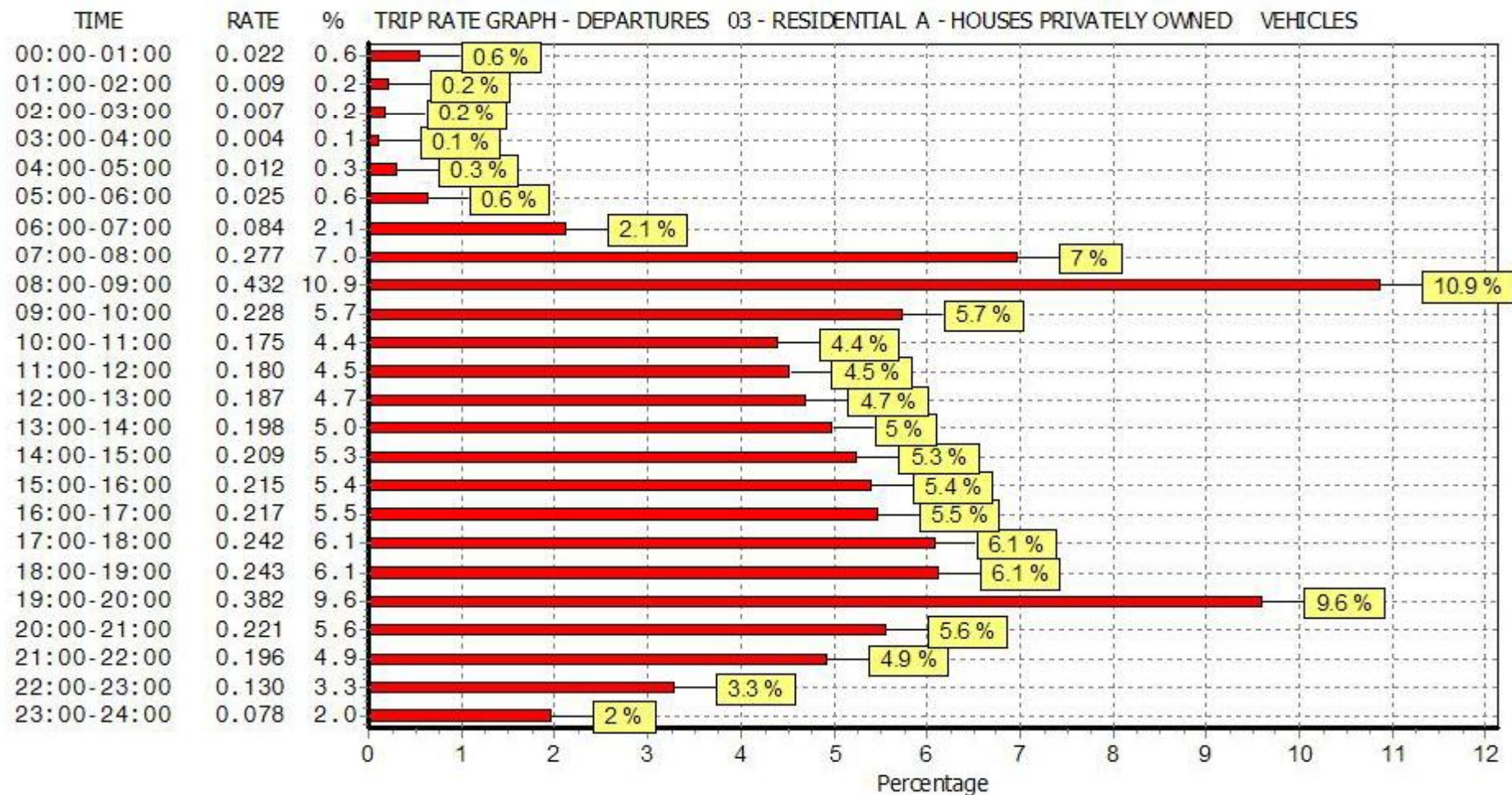
BOLD print indicates peak (busiest) period

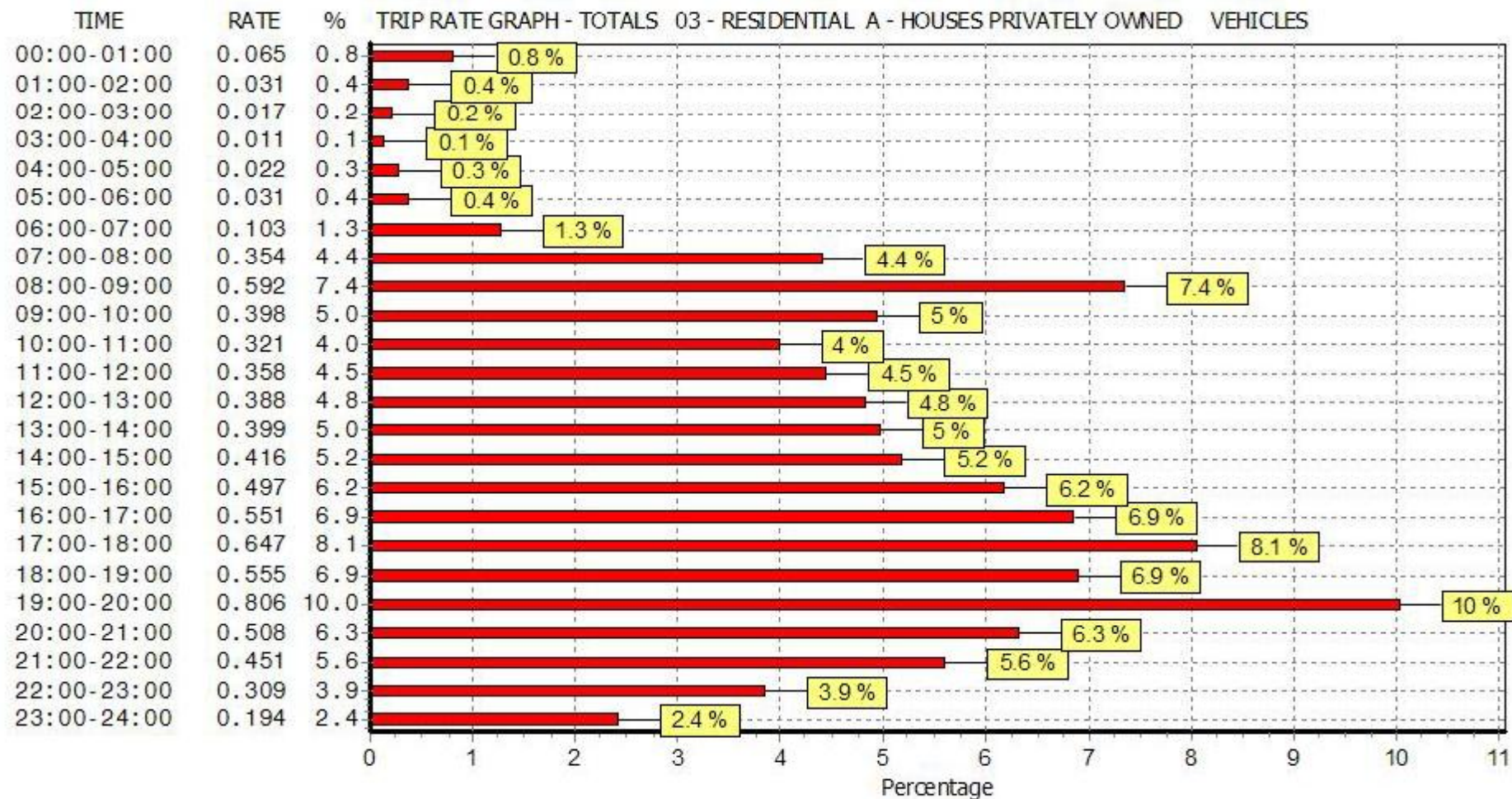
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	4	168	0.043	4	168	0.022	4	168	0.065
01:00 - 02:00	4	168	0.022	4	168	0.009	4	168	0.031
02:00 - 03:00	4	168	0.010	4	168	0.007	4	168	0.017
03:00 - 04:00	4	168	0.007	4	168	0.004	4	168	0.011
04:00 - 05:00	4	168	0.010	4	168	0.012	4	168	0.022
05:00 - 06:00	4	168	0.006	4	168	0.025	4	168	0.031
06:00 - 07:00	4	168	0.019	4	168	0.084	4	168	0.103
07:00 - 08:00	79	101	0.077	79	101	0.277	79	101	0.354
08:00 - 09:00	79	101	0.160	79	101	0.432	79	101	0.592
09:00 - 10:00	79	101	0.170	79	101	0.228	79	101	0.398
10:00 - 11:00	79	101	0.146	79	101	0.175	79	101	0.321
11:00 - 12:00	79	101	0.178	79	101	0.180	79	101	0.358
12:00 - 13:00	79	101	0.201	79	101	0.187	79	101	0.388
13:00 - 14:00	79	101	0.201	79	101	0.198	79	101	0.399
14:00 - 15:00	79	101	0.207	79	101	0.209	79	101	0.416
15:00 - 16:00	79	101	0.282	79	101	0.215	79	101	0.497
16:00 - 17:00	79	101	0.334	79	101	0.217	79	101	0.551
17:00 - 18:00	79	101	0.405	79	101	0.242	79	101	0.647
18:00 - 19:00	79	101	0.312	79	101	0.243	79	101	0.555
19:00 - 20:00	4	168	0.424	4	168	0.382	4	168	0.806
20:00 - 21:00	4	168	0.287	4	168	0.221	4	168	0.508
21:00 - 22:00	4	168	0.255	4	168	0.196	4	168	0.451
22:00 - 23:00	4	168	0.179	4	168	0.130	4	168	0.309
23:00 - 24:00	4	168	0.116	4	168	0.078	4	168	0.194
Total Rates:			4.051			3.973			8.024

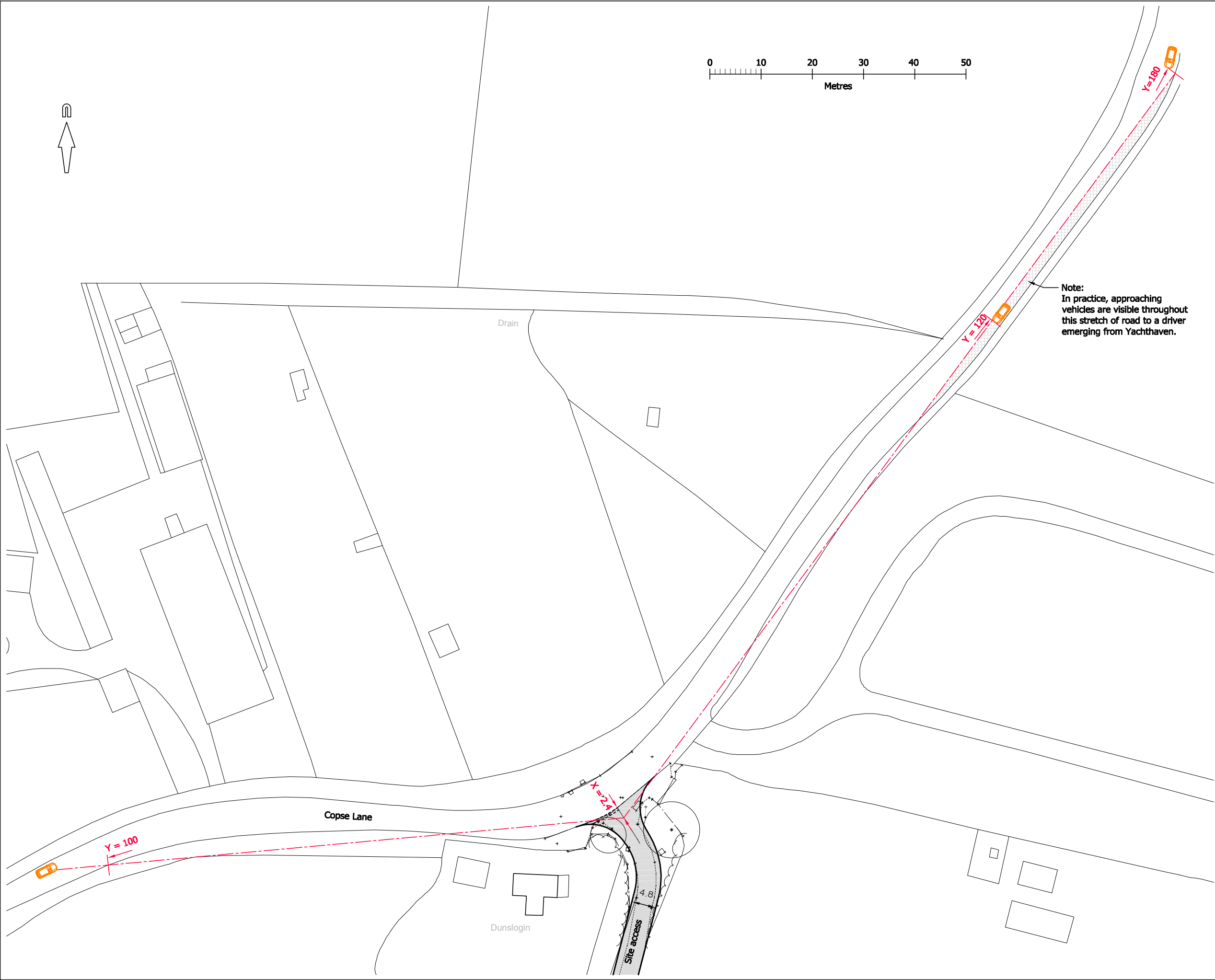
Parameter summary

Trip rate parameter range selected:	4 - 437 (units:)
Survey date range:	01/01/03 - 15/07/11
Number of weekdays (Monday-Friday):	95
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0









This map incorporates Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Mayer Brown Ltd Licence No 100002189.

rev.	amendment	date



mayer brown
Mayer Brown Limited
B15 Whitecross Business Centre
Whitecross Lane Shanklin Isle of Wight PO37 7EJ
Telephone 01983 866234 Fax 01983 868737
lowoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
YACHTHAVEN (HAYLING) LTD

project
**YACHTHAVEN
HAYLING ISLAND**

scale 1:500 @ A2	drawn by KWF	checked by KWF
----------------------------	------------------------	--------------------------

date FEBRUARY 2012	cad file YACHTHVN.DWG
------------------------------	---------------------------------

title
ACCESS AND SIGHTLINES

drawing number 14894/1	rev.
----------------------------------	------