



37 Park Parade, Havant

Transport Statement

April 2025

Kingfisher Properties



**RESIDENTIAL SCHEME
37 PARK PARADE
HAVANT**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	105.0018/TS/1	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
<i>Prepared by:</i>	Eleanor Geary	April 2025
<i>Checked by:</i>	Caroline Duff	April 2025
<i>Approved by:</i>	Mark Smith	April 2025

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited



Kingfisher Properties

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT

RESIDENTIAL SCHEME 37 PARK PARADE HAVANT

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION	2
2.	EXISTING CONDITIONS AND SITE ACCESSIBILITY	4
3.	PROPOSED DEVELOPMENT	15
4.	TRIP GENERATION AND HIGHWAY IMPACT	18
5.	SUMMARY AND CONCLUSIONS.....	21

Figures

- Figure 1 – Site Location
- Figure 2 – Public Rights of Way Routes
- Figure 3 – Local Cycle Routes
- Figure 4 – Personal Injury Accident Data
- Figure 5 – Multi-Modal Split

Tables

- Table 1 – Site Access to Local Amenities and Facilities
- Table 2 – Accommodation Schedule
- Table 3 – Car Parking Standards
- Table 4 – Cycle Parking Standards
- Table 5 – Proposed Development Trip Generation

Appendices

- Appendix A – Site Layout
- Appendix B – TRICS Outputs

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Kingfisher Properties to support a change of use planning application to replace an existing Snooker Club with a residential development comprising of 7 flats at 37 Park Parade, Havant.
- 1.2 The proposed residential development would be car free (in line with the existing snooker club), which is supported by the accessible location of the site, including access to sustainable modes of travel which will be fully assessed within this TS.
- 1.3 The site location is shown in **Figure 1**, with the proposed site layout attached in **Appendix A**.



Figure 1: Site Location

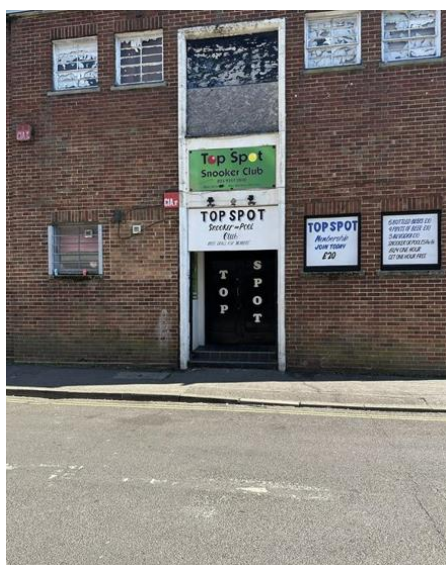
- 1.4 This TS considers site accessibility, a review of Personal Injury Accident (PIA) data, proposed development, car and cycle parking requirements, access and servicing arrangements, along with a review of trip generation and highway impact on the surrounding highway network.

- 1.5 There have been no recent planning applications for the site, however an application was submitted in 2012 (planning ref: APP/12/01178) to convert the Netto supermarket into 5 retail units and then subsequent applications relating to accommodating various tenants including a gym and dance studio. However, there has been no material planning change since 2015. The last application was for change of use for part of the ground floor from A1 to D2 (Dance school and fitness classes) (planning ref: APP/15/00791). As part of the 2015 planning application, it was noted in regard to highways and parking *'The site itself does not have any on site car parking but is sited immediately opposite a public car park and within the centre of Leigh Park where bus routes provide public transport to the centre. It is anticipated that customers will make joint trips to both the site and the local centre for which there is no highway objection'*.
- 1.6 In addition, directly to the north of the proposed development there was an application in 2001 (planning ref: 01/52263/008) to *'Convert redundant offices and snooker hall into 11no one-bedroom self-contained flats'* at 7a-25a Greywell Road, Havant, Hampshire, PO9 5AH', which was granted.
- 1.7 This TS has been prepared in accordance with NPPF as well as Havant Borough Council guidance. In support of this residential development a site visit was conducted in April 2025 and collision data obtained.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Existing Site

- 2.1 The development is located on Tidworth Road and is currently known as Top Spot Snooker Club. The site has pedestrian access from the ground floor but is located on the first floor of the building. The site is currently a car-free development.
- 2.2 The site is bound by the pedestrianised High Street to the north, which has a range of local amenities and facilities, Tidworth Road to the south and west, with further amenities and facilities to the east of the site. The ground floor of the site building includes a convenience store, a dance studio and Leigh Fitness.
- 2.3 As aforementioned the site is currently occupied by Top Spot Snooker Club, with access provided off Tidworth Road, along the site's western boundary. To the rear of the site is a public car park known as Tidworth Road car park. Additionally, to the southeast of the site is an existing entrance for deliveries to the site. The existing site conditions are shown in **Photographs 1-2**.



Photographs 1-2: Existing Site Conditions

Existing Site Operation

- 2.4 At current occupier Top Spot Snooker Club is open 7-days a week, with advertised opening times of 16:00-23:00pm Monday to Thursday and 12:00-23:00pm Friday to Sunday. The club at present has over 500 members, with tournaments and private events taking place at the snooker club, with tournaments starting from 6pm.

Local Highways Network

- 2.5 Tidworth Road is subject to a 20mph speed limit and a one-way traffic link (east to west), with footways provided on both sides. Entrance onto Tidworth Road and to Tidworth Road Car Park is taken from Somborne Drive, with the exit provided onto Park Parade. Parking restrictions are provided in the form of double yellow lines. Conditions are shown in **Photograph 3**.



Photographs 3: Tidworth Road Conditions

- 2.6 Park Parade is located to the west of the site, providing a link from Tidworth Road onto Dunsbury Way. Park Parade is subject to a 20mph speed limit, allowing for one-way traffic, with footways provided on both sides of the carriageway. Parking restrictions are in place in the form of restriction of 30 minutes parking and double yellow lines.
- 2.7 Dunsbury Way is subject to 20mph speed limit and allows for two-way single lane traffic. Footways are provided on both sides of the carriageway. Parking restrictions are in place in the form of double yellow lines. Conditions are shown in **Photograph 4**.



Photographs 4: Dunsbury Way Conditions

- 2.8 Tidworth Road, Dunsbury Way and Park Parade are located within a 20mph zone, with the surrounding roads including Purbrook Way and Stockheath Road subject to 30mph. Footways provided on both sides. Purbrook Way aids movement towards strategic routes network such as the A3 and M27.

Site Accessibility

- 2.9 The site is located in a very accessible location, close to a number of local amenities and facilities, including those to aid onward travel. The key amenities and facilities are presented in **Table 1**.

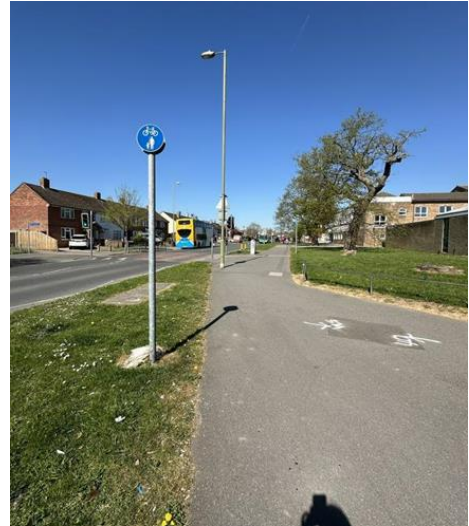
Amenities	Distance	Walking (80m per minute)	Cycling (250m per minute)
'High Street'	47m	1 minute	1 minute
Bus Stop (Park Parade)	140m	2 minutes	1 minute
Leigh Park Centre	170m	2 minutes	1 minute
Tops Day Nurseries: Havant Nursery	750m	10 minutes	3 minutes
HSDC Havant	1.3km	17 minutes	5 minutes
Havant Train Station	1.9km	26 minutes	7 minutes

Table 1: Site Access to Local Amenities and Facilities

- 2.10 **Table 1** shows that the development site is in an accessible and sustainable location with several local amenities and facilities located within a 10-minute walk of the proposed development. Leigh Park centre located on the site's northern boundary includes a convenience store, Tesco, pharmacy, post office, fitness store and Greywell Shopping Centre (including shops and restaurants).
- 2.11 Within the CIHT's *"Planning for Walking" report (2015)*, it states that *Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"*. The majority of amenities and facilities set out above are well within this threshold with a bus stop and key amenities under 150m and therefore this provides excellent support for the development to act as car free.

Pedestrian Infrastructure

- 2.12 The site sits within an urbanised area, with clear and direct routes provided to local amenities and facilities from the site, including the pedestrianised High Street, bus stops and schools.
- 2.13 The main access to the site is from Tidworth Road. Tidworth Road has c.1.3-2m footways available on either side of the carriageway, providing a connection to Tidworth Car Park and High Street.
- 2.14 The High Street is pedestrianised with access only for pedestrians, indicated by signage. As well as this, a shared footway/cycleway is provided along the northern side of Park Parade which provides a direct route onto the continuous shared footway/cycleway along the eastern and western side of Dunsbury Way. Examples are shown in **Photographs 5-7**.



Photographs 5-6: Footway/cycleway on Dunsbury Way

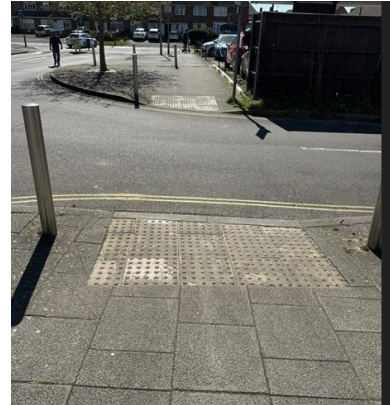


Photograph 7: High Street

2.15 Furthermore, there are several footways within the vicinity of the site, along with clear crossings points in the form of signalised crossings, zebra crossings and dropped kerbs accompanied by tactile paving for uncontrolled crossings. Street lighting is also provided along the carriageways. Examples are shown in Photographs 8-10.



Photograph 8: Zebra Crossing from High Street towards Lidl



Photograph 9: Crossing across Tidworth Car Park Entrance



Photograph 10: Signalised Crossing across Dunsbury Way near Park Parade Junction

- 2.16 The area also provides a number of PRow routes which are shown in **Figure 2**. These provide routes away from the trafficked roads.



Figure 2: Public Rights of Way Routes

- 2.17 **Figure 2** shows the site is located near a number of PRow routes which provide alternative and often traffic-free routes towards local facilities, as well as Shipwright's Way which provides a long-distance recreational route suitable for both walking and cycling.
- 2.18 **Photograph 11** shows the entrance to an unnamed footpath off Ellisfield Road, c.350m from the site location. The footway is not indicated as a PRow route, but connects onto route 108/502/2, which provides a less trafficked route away from the main roads towards amenities including Phoenix Pre-School and Riders Junior School.



Photograph 11: Footway to 108/502/2 PRow

Cycling Infrastructure

- 2.19 As aforementioned there are shared footway/cycleways in the vicinity of the site which are shown in **Photographs 5-6**. In some instances along the routes cyclists are required to cycle on the carriageway, however the low-speed limits and wide lanes are considered suitable to accommodate for cyclists. The cycle routes within the vicinity of the site which include those aforementioned, are shown in **Figure 3**.

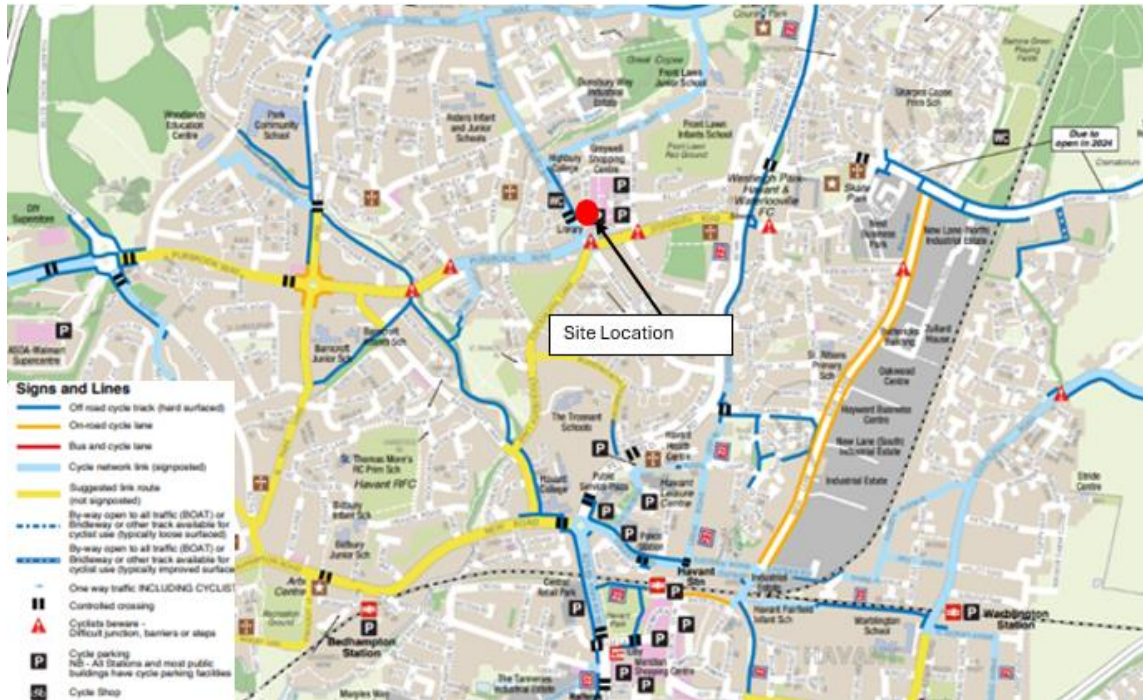


Figure 3: Local Cycle Routes

- 2.20 **Figure 3** shows there are a number of off-road and on-road cycle routes which provide clear routes to key amenities and facilities, and aid onward travel.

Bus

- 2.21 The closest bus stop is located c.140m from the site, along Dunsbury Way. The bus stops feature a flagpole and timetable information, along with covered seating. Stop B and C are located on the western side of the carriageway, with Stop A located on the eastern side of the carriageway. These are shown in **Photographs 12-13**



Photographs 12-13: Bus Stops on Dunsbury Way

- 2.22 These bus stops provide services run by Stagecoach and First Bus. Services include 22, 20 and 39. From Park Parade (Stop C) service 20 and 22 provide services to Havant Bus Station for further onward journeys, as well as providing routes to Portsmouth and Warren Park. Service 22 provides services every 12 minutes with service 20 providing services every 20 minutes. Park Parade (stop C) is also served by service 27 which provides three services between Rowlands Castle and Emsworth Monday to Friday between 9:40am-13:26pm.
- 2.23 Stop B provides regular services for service 39 between Havant and Wecock Farm around every 15-30 minutes. With Stop A on the other side of the carriageway, providing services including 39, 27, 22, 20, as well as service 19. Service 19 provides a route between Portsmouth and Leigh Park with a service around every hour.
- 2.24 Therefore, the site is located in an excellent and sustainable location which regular bus services support, as well as providing onward journey to Havant Bus Station and Train Station.

Rail

- 2.25 Havant Railway Station is located approximately 2km southeast of the site, and can be accessed via bus service 22, 27 or 39 and can also be accessed via rail from Bedhampton Station. The station provides 92 cycle spaces and partial step free access along with a train ramp and wheelchairs.
- 2.26 Havant Railway Station provides services to Brighton (3 services an hour), Southampton Central (2 services an hour), Portsmouth Harbour (4 services an hour), Portsmouth and Southsea (5 services an hour), London Waterloo (2 services an hour) and London Victoria (2 services an hour).

- 2.27 Bedhampton Railway Station is also located approximately 2km southwest of the site. The Station is served by a range of buses including the 23 Stagecoach service. The Station is operated by South Western Railway and provides key hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea. In regard to cycle parking Bedhampton provides 20 cycle spaces, with partial step free access available.

Parking

- 2.28 As aforementioned a public car park 'Tidworth Road Car Park' is provided to the south of the development site, which provides circa 100 spaces and also has electric vehicle charging and disabled parking available.
- 2.29 The car park is owned by Havant Borough Council and parking charges apply. The car park is a pay and display, which is open 24 hours. Charges applying Monday to Saturday from 8 am to 6 pm, with the maximum stay 10 hours. Bank holidays are free for 24 hours. Blue badge holders and motorcycles park for free. Two charging points are provided within Tidworth Road Car Park shown in **Photograph 14**.



Photographs 14: Tidworth Road Electric Charging Points

Personal Injury Accident (PIA) Data

- 2.30 Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed using the most recent 5-year period from CrashMap (2019-2023). The output data from CrashMap is shown in **Figure 4**.

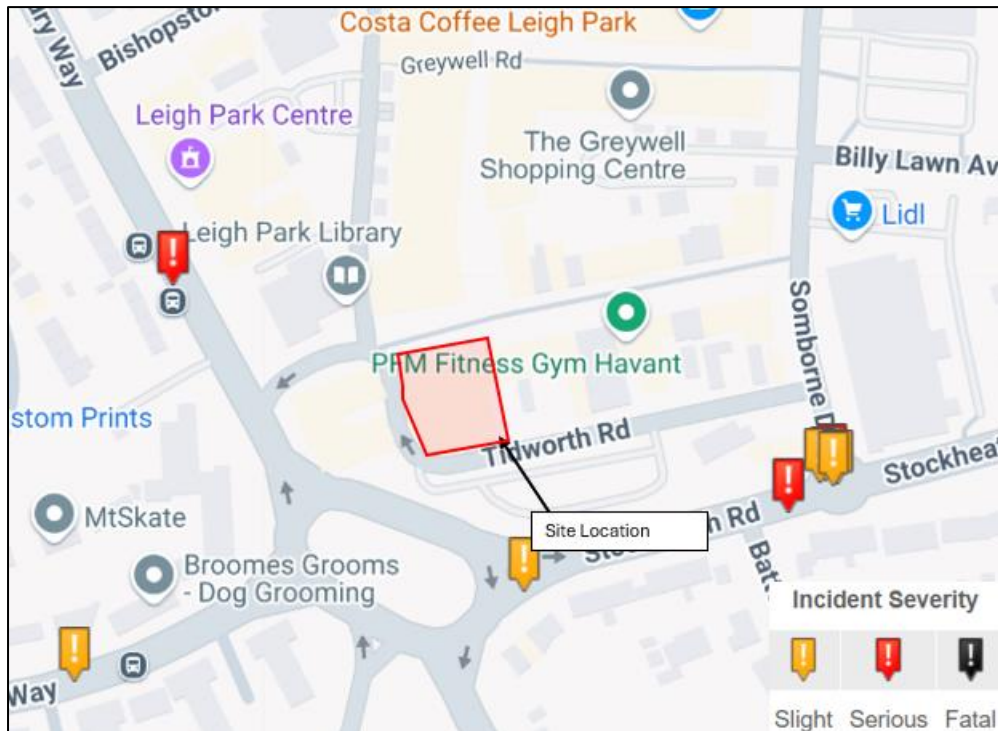


Figure 4: Personal Injury Accident Data

- 2.31 **Figure 4** shows that there are no incidents recorded within the vicinity of the site or on the one-way system. It is noted that out of the 9 incidents, six of which occurred by the mini roundabout on Stockheath Road, however this is not uncommon given the level of traffic utilising the route. No serious incidents have occurred since 2021, with only one in 2019, 2020 and 2021.
- 2.32 Moreover, given that the site will be car free, and the majority of trips generated would be pedestrian or cyclist movements, we have also reviewed accidents relating to these road users. There were two incidents involving pedestrians one in 2020 and another in 2021, with no recorded incidents with cyclists.
- 2.33 Therefore, there is no patterns of incidents within the vicinity of the site, and given that the site will be car free, this will pose a negligible impact upon the local highway network.

Summary

- 2.34 The site is in an excellent location for accessibility and use of sustainable travel, with regular bus services located under 150m from the site providing services around every 15 minutes and frequent rail services from Havant Railway Station can be accessed via bus services including 22, 27 and 39. The surrounding area also provides pedestrian and cycle infrastructure to allow for residents to easily access local amenities and facilities.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development includes the change of use from a snooker club to provide 7 residential flats, provided on the first floor, with the facilities provided on the ground floor retained. The proposed accommodation schedule is shown in **Table 2**, with the development proposals provided within the site layout in **Appendix A**.

	Provision
1 Bedroom	1
2 Bedroom	4
3 Bedroom	2

Table 2: Accommodation Schedule

Vehicular Access Arrangements

- 3.2 The proposed development will be car-free; with no changes proposed to the current arrangement of Tidworth Road which will be retained to provide access to the existing car parking area (which is outside the red line boundary) and for servicing vehicles associated with the site.

Pedestrian Access Arrangements

- 3.3 The proposed development will retain the existing pedestrian access from the ground floor along the western boundary of the building to connect to the footways along Tidworth Road.

Car Parking Provision

- 3.4 No parking is proposed as the site plans to operate as a car free development. Double yellow lines are provided on the surrounding streets therefore residents will not be able to park near the site. All residents will be informed of the parking restrictions and car free nature of the scheme prior to moving in.
- 3.5 Havant Borough Council Parking Supplementary Planning Document (2016) which was partially updated in 2019 has been utilised to understand the level of parking the site would be required to provide. The required provision is shown in **Table 2**.

	Provision	Allocated	Unallocated
1 Bedroom	1	1 space	0.9 spaces
2 Bedroom	4	2 spaces	1.3 spaces
3 Bedroom	2	2 spaces	1.9 spaces

Table 2: Car Parking Standards

3.6 **Table 2** shows that 11 spaces should be provided if all spaces were allocated and 9.9 (10) spaces for unallocated parking provision. However, as aforementioned the site will be car free given the locality of the site and location to other active and sustainable modes of travel.

3.7 It is noted within the guidance that both Havant Town Centre and Waterlooville Town Centre have lower parking standards than the general minimum parking requirements. The guidance for these town centres is noted to be a maximum of 1-2 spaces depending on the unit size, rather than a minimum. Therefore, given that the site is considered to be located in a similar locality in regard to amenities and transport links, it is considered that a reduction can be undertaken for the site. Further to this, as aforementioned as part of the 2015 planning application for the ground floor, it was considered acceptable with no highway's objection for the site to be car free, given that a car park is located immediately opposite, as well as the site being located in the centre of Leigh Park.

3.8 Spaces are available within Tidworth Road Car Park located to the south of the site, which could accommodate visitor parking if they choose to travel by car to the site, with Havant standards stating, *'With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated'*. Given that the site will only be 7 units (and so would reflect 1.4 visitor spaces) this is considered acceptable.

Cycle Parking Provision

3.9 Havant Borough Council Parking Supplementary Planning Document (2016) which was partially updated in 2019 has been utilised to understand the required level of cycle parking at the proposed development and is summarised in **Table 3**.

	Provision	Long Stay	Short stay
1 Bedroom	1	1 space per unit	In larger developments (schemes of 10 or more)

2 Bedroom	4	2 spaces per unit	dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
3 Bedroom	2	2 spaces per unit	

Table 3: Cycle Parking Standards

Table 3 indicates that 11 spaces should be provided for long-stay cycle parking. The development will provide 12 cycle parking spaces, 1 above the HBC requirement. This will be provided within a communal cycle storage area, as shown in **Appendix A**. Along with at least 3 spaces for short-term parking will be provided, despite it noting this for scheme of 10 or more units.

Servicing Arrangements

- 3.10 A bin store will be located on the ground floor of the building to allow refuse vehicles to get within the required 10m drag distance. Residents will be able to utilise the new staircase which will provide access to the bin store.
- 3.11 Refuse and fire arrangements will remain as existing, given that Tidworth Road has no proposed changes.

4. TRIP GENERATION AND HIGHWAY IMPACT

- 4.1 This section will review the existing and proposed trip generation to understand the highway impact of the proposed development.

Existing

- 4.2 To understand the likely vehicular trip generation for the existing snooker club, the TRICS (v7.11.4) database was reviewed. Unfortunately, there were no comparable sites in regard to the land use to reflect the snooker club and so a first principles assessment has been utilised.
- 4.3 As aforementioned, the Top Spot Snooker Club is open 7-days a week. Opening times are 16:00-23:00pm Monday to Thursday and 12:00-23:00pm Friday to Sunday. The club at present has over 500 members. It is noted that tournaments and private events take place at the snooker club, with tournaments starting from 6pm.
- 4.4 Therefore, it is assumed that there are no trips within the AM peak period, with all trips occurring in the afternoon/evening, for which some will be included within the PM peak period. It is assumed that around 20 trips for robustness may occur for tournaments, with this reducing for other nights, given that it is members only. However, these trips are also assumed to be a mix of vehicle trips, as well as walking, cycling and public transport given the locality to residential dwellings and the car free nature of the site.

Proposed Site

- 4.5 To understand the likely multi-modal trip generation that the site could produce, trip rates have been derived from the TRICS (v7.11.4) database, to understand the highway impact of the proposed development when compared to the existing use, despite the car free nature of the development.
- 4.6 A TRICS assessment has been undertaken utilising the following parameters for the privately owned flats:
- Land use: 'Residential', 'Flats privately owned';
 - Sites in England (Excluding Greater London and Wales);
 - 0 – 30 Dwellings.
 - No travel plan
 - Weekday surveys only; and
 - Sites in 'Edge of Town Centre' and 'Suburban' locations.

- 4.7 Surveys which were undertaken during Covid-19 were removed. The results of the assessment are shown within **Table 4** with the full outputs attached as **Appendix B**.

Trip Rates	AM	PM	Total (12hr)
Car	0.098	0.235	1.217
Pedestrians	0.157	0.235	1.980
Cyclists	0.039	0.079	0.218
Public Transport	0.039	0.157	0.705
Trip Generation	AM	PM	Total (12hr)
Car	1	2	9
Pedestrians	1	2	14
Cyclists	0	1	2
Public Transport	0	1	5

Table 4: Proposed Development Trip Generation

- 4.8 **Table 4** shows that 1 vehicle trip is likely to occur in the AM peak with 2 trips in the PM and 9 trips over a 12-hour period. The trips for the residential units will be split over a 12-hour period, rather than focus in a set operating hours as noted currently for the snooker club. Furthermore, as shown in **Table 4** walking is higher than vehicle trips over the 12-hour period, with trips also undertaken by cycling and public transport.

4.9 Even if considering no net traffic, the proposed development multi-modal trip generations will have a negligible impact upon the local highway network, in line with NPPF guidance paragraph 116. The Snooker Club however would likely generate greater vehicle and multi-modal traffic movements than the proposed residential use.

4.10 Furthermore, the TRICS outputs indicated the following modal split shown in **Figure 5**.

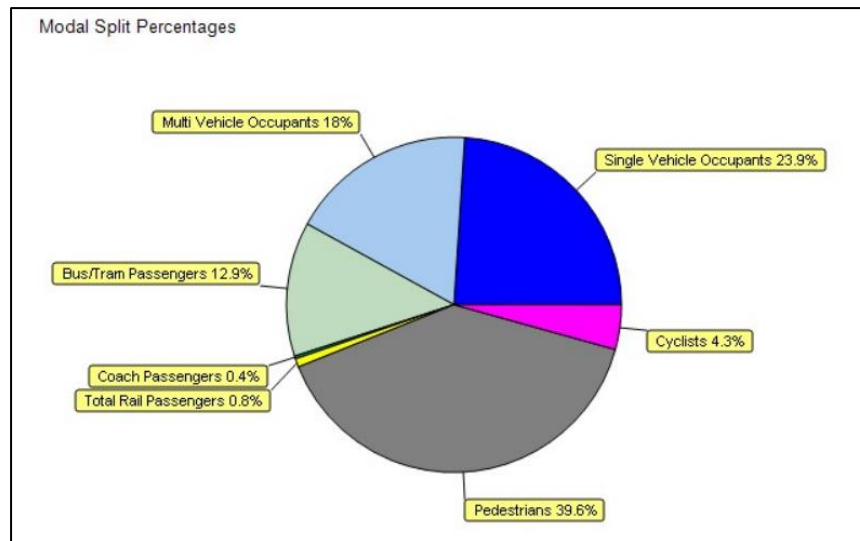


Figure 5: Multi-Modal Splits

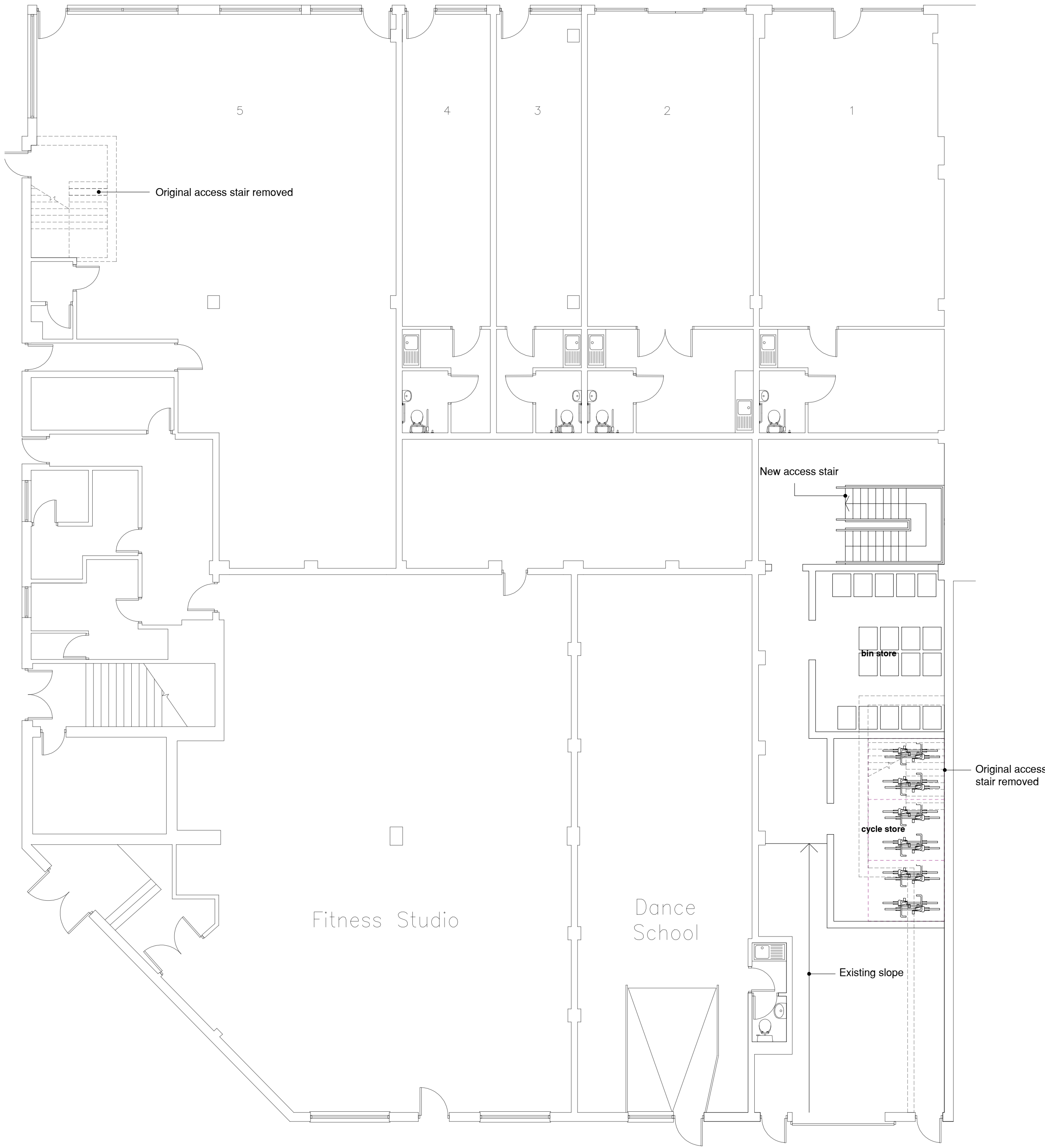
4.11 Developing upon **Table 4**, **Figure 5** shows walking has the highest split at 39.6%, with single vehicle occupants only being 23.9% of the split. The remaining split include numerous active and sustainable modes of travel including public transport, car share and cycling. Further to this, given the locality of the site in relation to amenities and facilities it is noted that vehicle trips will be low, if any these will likely be undertaken by visitors.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Kingfisher Properties to support a planning application for a residential development comprising of 7 flats at 37 Park Parade, Havant.
- 5.2 There have been no recent planning applications for the site, however an application was submitted in 2012 (planning ref: APP/12/01178) to convert the Netto supermarket into 5 retail units and then subsequent applications relating to accommodating various tenants including a gym and dance studio. However, there has been no material planning change since 2015. The last application was for change of use for part of the ground floor from A1 to D2 (Dance school and fitness classes) (planning ref: APP/15/00791). As part of the 2015 planning application, it was noted in regard to highways and parking *'The site itself does not have any on site car parking but is sited immediately opposite a public car park and within the centre of Leigh Park where bus routes provide public transport to the centre. It is anticipated that customers will make joint trips to both the site and the local centre for which there is no highway objection'*.
- 5.3 A review of Personal Injury Accident data presents no patterns of incidents within the vicinity of the site, and given that the site will be car free, this will not pose a negligible impact upon the local highway network.
- 5.4 The site is in an excellent location for accessibility and use of sustainable travel, with regular bus services located under 150m from the site and key rail services from Havant. The surrounding area also provides pedestrian and cycle infrastructure to allow for residents to easily access local amenities and facilities.
- 5.5 The proposed development will be car-free; with no changes proposed to the current arrangement of Tidworth Road which will be retained to provide access to the existing car parking area (which is outside the red line boundary) and for servicing vehicles associated with the site.
- 5.6 The proposed development will retain the pedestrian access from the ground floor along the western boundary of the building.
- 5.7 No parking is proposed as the site plans to operate as a car free development. In line with guidance 11 spaces will be provided for long-stay cycle parking, with further short stay provision. This will be provided within the curtilage of the proposed unit.

- 5.8 Refuse and fire arrangements will remain as existing, given that Tidworth Road has no proposed changes. The existing steps for deliveries to the eastern rear part of the building will be re-located though and move further north as shown in **Appendix A** to allow for the bin store and cycle.
- 5.9 The Snooker Club is open 7-days a week. Opening times are 16:00-23:00pm Monday to Thursday and 12:00-23:00pm Friday to Sunday. Therefore, it is assumed that there are no trips within the AM peak period, with all trips occurring in the afternoon/evening, for which some will be included within the PM peak period.
- 5.10 For the proposed sites a review of TRICS database shows 1 trip is likely to occur in the AM peak with 2 trips in the PM and 9 trips over a 12-hour period. This is anticipated to be a decrease in trips compared to the existing site and moreover, the trips for the residential units will be split over a 12-hour period, rather than focus in a set opening hours as noted currently for the snooker club. Therefore, it is likely that the site will have a negligible impact upon the local highway network, in line with NPPF guidance paragraph 116.
- 5.11 We ask HCC to look favourably upon the proposed development in regard to highways.

Appendix A

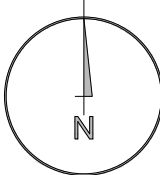
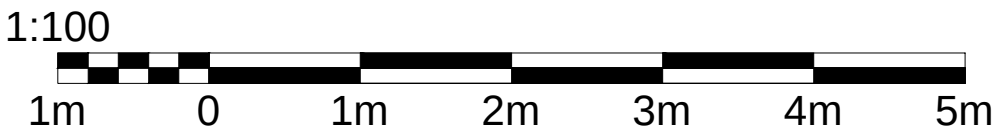


Ground Floor Plan



First Floor Plan

Accommodation Schedule			Total units per floor: 7 1no. 1 bed units 4no. 2 bed units 2no. 3 bed units
First Floor			
Flat no.	Type	GIA	
Flat 1	3B4P	80.4 sqm	
Flat 2	2B3P	72.2 sqm	
Flat 3	2B3P	67.7 sqm	
Flat 4	2B3P	73.1 sqm	
Flat 5	3B5P	86.4 sqm	
Flat 6	1B2P	50.4 sqm	
Flat 7	2B4P	79.4 sqm	



notes

this drawing is the copyright of the **pdp architecture llp** and must not be reproduced in whole or part or used for the execution of works without their permission.

all dimensions to be checked on site prior to commencement of construction works and the architect notified of any discrepancy.

figured dimensions are to be used in preference to scaled dimensions.

no deviation from this drawing will be permitted without prior consent of the architect.

all drawings are prepared subject to a full measured and structural survey of the buildings and site.

all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

os promap licence no. 100020449.

health & safety:
exceptional risks involving specific methods of construction or exceptional maintenance issues can be found within the designers risk assessment.

scale width 50 mm @ a1 - 25 mm @ a3

revision	notes	date	drawn	checked

client

PRELIMINARY



pdp architecture llp

chartered architects town planning
interior design consultants

2 beechworth road havant
hampshire po9 1ax
tel 023 9248 1100
fax 023 9247 5050
email pdp@pdp-architects.co.uk

www.pdp-architects.co.uk

project	37b Park Parade Havant		
detail	Feasibility Option A - Unit Mix		
drawn	MP	checked	HM
date	Apr '25	Feasibility	
a1 scale	a3 scale	rev	
1:100	1:200	28191-SK001	

Appendix B

Calculation Reference: AUDIT-247601-250424-0445

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 30 (units:)
Range Selected by User: 0 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/06/23

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

Selected survey days:

Tuesday 1 days
Wednesday 1 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Development Zone 1
Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	3 days
------------------	--------

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
2	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL		
3	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 Survey date: FRIDAY 16/06/23 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
MS-03-C-04	undertaken during covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.93

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.078	3	17	0.098	3	17	0.176
08:00 - 09:00	3	17	0.020	3	17	0.098	3	17	0.118
09:00 - 10:00	3	17	0.098	3	17	0.137	3	17	0.235
10:00 - 11:00	3	17	0.039	3	17	0.039	3	17	0.078
11:00 - 12:00	3	17	0.000	3	17	0.059	3	17	0.059
12:00 - 13:00	3	17	0.039	3	17	0.020	3	17	0.059
13:00 - 14:00	3	17	0.098	3	17	0.078	3	17	0.176
14:00 - 15:00	3	17	0.020	3	17	0.020	3	17	0.040
15:00 - 16:00	3	17	0.078	3	17	0.039	3	17	0.117
16:00 - 17:00	3	17	0.157	3	17	0.098	3	17	0.255
17:00 - 18:00	3	17	0.157	3	17	0.137	3	17	0.294
18:00 - 19:00	3	17	0.059	3	17	0.039	3	17	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.843			0.862			1.705

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

9 - 30 (units:)

Survey date date range:

01/01/16 - 16/06/23

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.020	3	17	0.020	3	17	0.040
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.020	3	17	0.020	3	17	0.040
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.020	3	17	0.020	3	17	0.040
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.020	3	17	0.020	3	17	0.040
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.020	3	17	0.020
08:00 - 09:00	3	17	0.000	3	17	0.039	3	17	0.039
09:00 - 10:00	3	17	0.000	3	17	0.020	3	17	0.020
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.020	3	17	0.000	3	17	0.020
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.059	3	17	0.020	3	17	0.079
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.119			0.218

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.078	3	17	0.118	3	17	0.196
08:00 - 09:00	3	17	0.020	3	17	0.137	3	17	0.157
09:00 - 10:00	3	17	0.078	3	17	0.176	3	17	0.254
10:00 - 11:00	3	17	0.059	3	17	0.039	3	17	0.098
11:00 - 12:00	3	17	0.000	3	17	0.059	3	17	0.059
12:00 - 13:00	3	17	0.039	3	17	0.020	3	17	0.059
13:00 - 14:00	3	17	0.118	3	17	0.039	3	17	0.157
14:00 - 15:00	3	17	0.039	3	17	0.039	3	17	0.078
15:00 - 16:00	3	17	0.078	3	17	0.039	3	17	0.117
16:00 - 17:00	3	17	0.255	3	17	0.098	3	17	0.353
17:00 - 18:00	3	17	0.196	3	17	0.196	3	17	0.392
18:00 - 19:00	3	17	0.059	3	17	0.118	3	17	0.177
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.019			1.078			2.097

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.059	3	17	0.196	3	17	0.255
08:00 - 09:00	3	17	0.020	3	17	0.137	3	17	0.157
09:00 - 10:00	3	17	0.098	3	17	0.078	3	17	0.176
10:00 - 11:00	3	17	0.118	3	17	0.098	3	17	0.216
11:00 - 12:00	3	17	0.039	3	17	0.039	3	17	0.078
12:00 - 13:00	3	17	0.059	3	17	0.020	3	17	0.079
13:00 - 14:00	3	17	0.059	3	17	0.020	3	17	0.079
14:00 - 15:00	3	17	0.098	3	17	0.059	3	17	0.157
15:00 - 16:00	3	17	0.059	3	17	0.039	3	17	0.098
16:00 - 17:00	3	17	0.078	3	17	0.078	3	17	0.156
17:00 - 18:00	3	17	0.176	3	17	0.059	3	17	0.235
18:00 - 19:00	3	17	0.137	3	17	0.157	3	17	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.000			0.980			1.980

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.078	3	17	0.078
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.020	3	17	0.078	3	17	0.098
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.020	3	17	0.039	3	17	0.059
12:00 - 13:00	3	17	0.000	3	17	0.039	3	17	0.039
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.039	3	17	0.039
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.137	3	17	0.020	3	17	0.157
17:00 - 18:00	3	17	0.118	3	17	0.020	3	17	0.138
18:00 - 19:00	3	17	0.039	3	17	0.000	3	17	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.334			0.313			0.647

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.020	3	17	0.020
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.020	3	17	0.000	3	17	0.020
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.020	3	17	0.020
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.020			0.020

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.078	3	17	0.078
08:00 - 09:00	3	17	0.000	3	17	0.039	3	17	0.039
09:00 - 10:00	3	17	0.020	3	17	0.078	3	17	0.098
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.020	3	17	0.039	3	17	0.059
12:00 - 13:00	3	17	0.000	3	17	0.039	3	17	0.039
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.039	3	17	0.039
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.137	3	17	0.020	3	17	0.157
17:00 - 18:00	3	17	0.137	3	17	0.020	3	17	0.157
18:00 - 19:00	3	17	0.039	3	17	0.000	3	17	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.353			0.352			0.705

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.93

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.137	3	17	0.412	3	17	0.549
08:00 - 09:00	3	17	0.039	3	17	0.353	3	17	0.392
09:00 - 10:00	3	17	0.196	3	17	0.353	3	17	0.549
10:00 - 11:00	3	17	0.176	3	17	0.137	3	17	0.313
11:00 - 12:00	3	17	0.078	3	17	0.137	3	17	0.215
12:00 - 13:00	3	17	0.098	3	17	0.078	3	17	0.176
13:00 - 14:00	3	17	0.176	3	17	0.059	3	17	0.235
14:00 - 15:00	3	17	0.137	3	17	0.137	3	17	0.274
15:00 - 16:00	3	17	0.137	3	17	0.078	3	17	0.215
16:00 - 17:00	3	17	0.471	3	17	0.196	3	17	0.667
17:00 - 18:00	3	17	0.569	3	17	0.294	3	17	0.863
18:00 - 19:00	3	17	0.255	3	17	0.294	3	17	0.549
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.469			2.528			4.997

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.059	3	17	0.078	3	17	0.137
08:00 - 09:00	3	17	0.000	3	17	0.098	3	17	0.098
09:00 - 10:00	3	17	0.059	3	17	0.078	3	17	0.137
10:00 - 11:00	3	17	0.039	3	17	0.039	3	17	0.078
11:00 - 12:00	3	17	0.000	3	17	0.059	3	17	0.059
12:00 - 13:00	3	17	0.039	3	17	0.020	3	17	0.059
13:00 - 14:00	3	17	0.059	3	17	0.059	3	17	0.118
14:00 - 15:00	3	17	0.020	3	17	0.000	3	17	0.020
15:00 - 16:00	3	17	0.059	3	17	0.020	3	17	0.079
16:00 - 17:00	3	17	0.118	3	17	0.059	3	17	0.177
17:00 - 18:00	3	17	0.137	3	17	0.098	3	17	0.235
18:00 - 19:00	3	17	0.020	3	17	0.000	3	17	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.609			0.608			1.217

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.020	3	17	0.000	3	17	0.020
09:00 - 10:00	3	17	0.020	3	17	0.039	3	17	0.059
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.020	3	17	0.020	3	17	0.040
16:00 - 17:00	3	17	0.020	3	17	0.020	3	17	0.040
17:00 - 18:00	3	17	0.020	3	17	0.020	3	17	0.040
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.139			0.279

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.020	3	17	0.020
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.020			0.020

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.020	3	17	0.000	3	17	0.020
09:00 - 10:00	3	17	0.020	3	17	0.039	3	17	0.059
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.020	3	17	0.020	3	17	0.040
16:00 - 17:00	3	17	0.020	3	17	0.020	3	17	0.040
17:00 - 18:00	3	17	0.039	3	17	0.039	3	17	0.078
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.158			0.317

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.*