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**7 Flats and Associated Parking
234 Sea Front Hayling Island**

Transport Statement

March 2025

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1. Introduction

- 1.1. This Transport Statement has been produced to support a planning application submission to Havant Borough Council as Local Planning Authority (LPA) for a residential development of 7 dwellings at 234 Sea Front. The location of which is shown below.



- 1.2. The site is located on the northern side of Sea Front and to the east of Green Lane, both of which are unclassified public highway roads with the identification number U163.
- 1.3. Green Lane is a single carriageway residential cul de sac, that forms a priority junction with Sea Front to the south, whilst to the north, a pedestrian link is available to Bacon Lane. The road benefits from pedestrian footways on both sides together with grass verges and street lighting. A Traffic Regulation Order is in effect for the entire length of the road in the form of double yellow lines which prohibits parking at any time, except for three on-street parking bays at its southern end.
- 1.4. Sea Front has a wide two-lane carriageway where parking is also controlled by double yellow lines. It has a wide pedestrian footway on its southern side together with a footway on the northern side, that narrows across the application site frontage. This too has street lighting and has a 30mph speed limit.
- 1.5. To the west, Sea Front forms a roundabout junction with the A3023 Beach Road which extends north, where it becomes Manor Road, then Havant Road then Langstone Road, until it meets the A27 Havant bypass via a grade separated junction.
- 1.6. The site currently has a lawful Class E use (formally A1) with a residential flat on the first floor. The building has a floor area of circa 160sqm and benefits from a vehicular access taken from Green Lane in the form of a simple dropped crossing.
- 1.7. Class E is a broad category of commercial, business and service uses. It was introduced by the Business and Planning Act 2020. Class E effectively amalgamates the former Class A1 (retail), Class A2 (financial and professional services), A3 (restaurants/cafes), B1 (offices) along with health/medical uses, creches, nurseries (all formerly D1 uses) and indoor sports/recreation (formerly D2 use). Permission is not required to change between any of the uses within Class E.
- 1.8. The only retail uses not included in Class E are small shops under 280 square metres, selling 'essential' goods and not located within 1km of other similar shops. These shops are in Class F2.

2. Planning History

- 2.1. The site does have some planning history, when consent was granted for the conversion to 2 number self-contained three-bedroom flats together with parking and amenity under application reference APP/16/00834.
- 2.2. More recently, consent was granted under reference APP/17/00278 for alterations and conversion to form 5 number one-bed flats together with 5 car parking spaces. At that time the Highway Authority were consulted and raised no highway objections.
- 2.3. A pre-application exercise was undertaken in February 2024 which sought the views of the LPA for a development of 7 dwellings with 7 parking spaces, and some advice was provided relating to parking , and this is discussed further within this Statement.

3. Proposed Development

- 3.1. This application now seeks alterations and conversion to provide 6 number one-bed flats and 1 number two-bedroom flat, together with 7 car parking spaces, in the form of open, unallocated car ports. A secure and undercover cycle store is also proposed to accommodate a minimum of 10 cycles.

4. Traffic Impact

- 4.1. The site does benefit from a lawful Class E use, and this could accommodate an office, medical use or restaurant / café. The lawful use could therefore be changed without the need for a further planning consent, and such a use could generate traffic in its own right. In order to assess the likely traffic impact that the development could have on the surrounding highway network, the TRICS Database has been interrogated taking an office use as an example, in selecting suitable comparison sites, the following criteria has been used.
- 4.2. Since the outbreak of the Covid 19 Pandemic, the Government have suggested that an Office Employee should have up to 10 sqm of space, therefore on the face of it, an office with a floor area of 160sqm could accommodate up to 16 employees. Given however the need for toilets, breakout areas etc, it is likely that 25% of this area would be given over to such ancillary uses. It is therefore likely that the overall usable office space would be 120sqm resulting in the ability to accommodate 12 employees.
- 4.3. TRICS data is limited for small office development so when interrogating the TRICS database, the following parameters were utilised:
 - Land Use – Employment – Offices
 - No. of Employees 16 to 69
 - Date Range – 01/01/15 – 18/10/18
 - Location – Suburban and Edge of Town

Using the above criteria, the table below shows the likely traffic generation based on 12 employees.

Likely Vehicular Traffic Generation Based on 120sqm Class E Office			
	AM Peak (0800 – 0900)	PM Peak (1600 – 1700)	Daily (12 Hour)
Arrivals	8	0	25
Departures	0	5	25
Total	8	5	50

- 4.4. From the above table, it can be seen that based on TRICS Data a lawful Office use would be likely to generate a total of 8 traffic movements in the AM and 5 movements in the PM peak periods and a total of 50 daily traffic movements.
- 4.5. This can then be compared to the proposed change of use to 7 number residential flats. When selecting suitable comparison sites, the following criteria has been used.

- Land Use – Residential – Flats Privately Owned
- Number of Dwellings - 9 to 30
- Date Range – 01/01/14 to 16/06/23
- Location – Suburban Area

- 4.6. The table below gives the TRICS trip rates and the likely traffic impact from 7 flats

TRICS Trips Rates – Class E Office			
	Arrivals	Departures	Total Two-way
AM Peak	0.092	0.185	0.277
PM Peak	0.246	0.123	0.369
Total Daily	1.692	1.786	3.478
Traffic Movements for 7 Flats			
AM Peak	0.64 (1)	1.30 (1)	2
PM Peak	1.72 (1)	0.86 (1)	2
Total Daily	11.8 (12)	12.5 (13)	25

- 4.7. From the above it can be seen that the flats are likely to generate just 2 traffic movements in each of the AM and PM peak period and a total of 25 two-way traffic movements. When this is compared to the traffic that the lawful Office use could generate, it results in a reduction of around 25 traffic movements across a 12-hour period, which is considered to be a betterment over the lawful situation. The TRICS Data is included as [Appendix 1](#) to this Statement.
- 4.8. **Decision Making Principle 3** – Assessment of summertime transport implications of development on Hayling Island and Langstone
- 4.19. The LPA's Housing Delivery Statement was published in 2022 and sets out how planning applications for housing not in accordance with the Development Plan will be considered in the context of the Council's current five-year housing land supply and Housing Delivery Test measurement.

- 4.10. Whilst the Council is seeking to boost the supply of housing in the Borough, this must be done in a responsible way, reflecting any concerns that the inspectors have raised on the withdrawn HBLP which are directly material to the determination of planning applications. No concerns are raised regarding the work to date on the Hayling Island Transport Assessment and its Addendum. However, the Inspectors' Interim Findings report identifies that further work, and assessment is required in relation to the impact of development on the A3023 corridor in transport terms. The A3023 corridor is considered to constitute Hayling Island and north into Langstone up to and including the A27 roundabout.
- 4.11. The Inspectors Interim Findings regarding summer traffic impact of development constitute a material consideration and will be afforded weight in the planning balance accordingly. Site specific Transport Assessments will be expected to address the concerns raised by the inspectors and demonstrate:
- There will not be an unacceptable impact on highway safety; and
 - The residual cumulative impact on the road network will not be severe, including during tourist periods and at weekends.
- 4.12. The site has previously been considered as acceptable for a redevelopment for 5 flats, and the submission of TRICS data shows that if permitted the 7 flats now proposed would see a reduction in traffic movements from that which could be generated by a lawful Class E Office use.
- 4.13. Notwithstanding this, against this background, consideration has been given to the impact of the development on seasonal traffic flows. It is important to note that standard practice is to undertake transport assessment of highway networks during 'typical' network conditions and outside of school holiday periods.
- 4.14. It is anticipated that increased background traffic flows observed in the summer are likely to be at their greatest at the weekend. Whilst the TRICS database does not contain TRICS data for housing for weekends, the proposed development is likely to generate fewer trips at the weekends due to the reduced employment and educational trips that will occur at this time, and as such limiting the developments impact on seasonal traffic flows. The development itself is directly north of Hayling Island beach and as such, it is unlikely that the proposal would add to seasonal leisure traffic in the summer months.
- 4.15. Similarly, development trips will likely be travelling in the opposite direction to the tidal seasonal flows, with visitors to Hayling Island travelling south into the Island in the morning when the development's residents are likely leaving the Island for work or other purposes.
- 4.16. It is also worth noting that the proposals will have a reduced proportional impact on background traffic flows during periods of increased network traffic due to seasonality.
- 4.17. In summary, while background traffic flows increase seasonally, there is no evidence to suggest that development flows would increase due to seasonal factors. In fact, at times when the highway network is busy, local residents are more likely to undertake local journeys by non-car modes.

5. Car and Cycle Parking

- 5.1. Requirements for car and cycle parking is set out within the L PA's Supplementary Planning Document dated July 2016 which was partially updated in September 2019.
- 5.2. The site has a lawful use as a Class E shop, where the parking standards suggest that such a use should have a parking ratio of 1 spaces per 20sqm of covered area. Based on a floor area of 160sqm gross floor area, the existing lawful use would require 8 off-street parking spaces, however the site can currently accommodate two vehicles, without the ability to turn on site. The existing lawful use therefore has an effective shortfall of 6 off-street parking spaces.
- 5.3. The Standards suggest that on a shared, unallocated basis, a one-bed property requires 0.9 parking spaces whilst a two-bed unit requires 1.3 parking spaces. In this case, the development would require 6.7 spaces, which is rounded up to a total of 7 spaces. With regards to cycle parking, each one-bed unit requires 1 secure and undercover cycle spaces whilst the two-bed unit requires 2 spaces, giving a total of 8 spaces.
- 5.4. In this case a secure and undercover cycle store is provided for a total of 10 cycles, which is 2 more than the standards require.
- 5.5. The SPD suggests that car ports should have dimensions of 3.0m by 6.0m which will allow room for a modern car to be parked and still allow room for access down the side of the vehicle. The length is to allow room for storage, particularly cycles. In this case, whilst the parking is provided within two car port structures, other than the columns at the front of the car ports, they are open internally to allow for adequate access. Drawing numbered NJC-001 is included as [Appendix 2](#) to this Statement which shows the proposed parking layout, together with swept path tracking for a large modern car, where it is shown that such a vehicle is able to enter the site, park within the car port and exit in forward gear.
- 5.6. As a separate cycle store is being provided, there is not a requirement for the car ports to accommodate cycles, and as the spaces are being provided on a shared, unallocated basis, storage would not be practical, unless the spaces were in fact allocated.
- 5.7. The number and design of the car parking arrangements are therefore considered to be acceptable in this instance and these will be served from the existing access onto Green Lane, which will be slightly widened. .

6. Site Servicing

- 6.1. At present all servicing for the site takes place from the kerbside and this will continue. The layout includes adequate provision for the storage of euro style refuse bins which will be presented to the highway on collection days. More general internet deliveries etc will also take place from the highway.

7. Summary and Conclusion

- 7.1. This Transport Statement has been produced to support a conversion and alteration of an existing commercial unit at 234 Seafront, Hayling Island, to provide 7 number flats with associated parking.
- 7.2. Using latest TRICS data it has been shown that the development will result in a decrease in traffic from that generated by a lawful conversion to Offices.
- 7.3. Similarly, based on the TRICS Data, the development will have no detrimental impact to the summertime implications of traffic on Hayling Island
- 7.4. Adequate car and cycle parking is to be provided, and it has been demonstrated that the proposed car ports can adequately accommodate the parking and manoeuvring demands of a large modern vehicle, on an unallocated shared basis. Secure and covered cycle parking is also to be provided.
- 7.5. Servicing arrangements will be maintained in their current form.
- 7.6. The highway implications of this modest development are therefore considered to be acceptable.

Nick Culhane March 2024

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-250326-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	DA DARLINGTON	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 Employees
 Actual Range: 16 to 69 (units:)
 Range Selected by User: 16 to 69 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/18

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 2 days
 Thursday 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) 2
 Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 2
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 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
100,001 to 125,000	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
1.6 to 2.0	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:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	DA-02-A-02	ENGINEERING COMPANY	DARLINGTON
	ALDERMAN BEST WAY		
	DARLINGTON		
	Edge of Town		
	No Sub Category		
	Total No of Employees:	69	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
2	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Employees:	16	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
3	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Employees:	50	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	45	0.089	3	45	0.015	3	45	0.104
07:30 - 08:00	3	45	0.207	3	45	0.007	3	45	0.214
08:00 - 08:30	3	45	0.333	3	45	0.007	3	45	0.340
08:30 - 09:00	3	45	0.289	3	45	0.007	3	45	0.296
09:00 - 09:30	3	45	0.178	3	45	0.037	3	45	0.215
09:30 - 10:00	3	45	0.074	3	45	0.044	3	45	0.118
10:00 - 10:30	3	45	0.037	3	45	0.022	3	45	0.059
10:30 - 11:00	3	45	0.067	3	45	0.059	3	45	0.126
11:00 - 11:30	3	45	0.052	3	45	0.022	3	45	0.074
11:30 - 12:00	3	45	0.067	3	45	0.052	3	45	0.119
12:00 - 12:30	3	45	0.074	3	45	0.148	3	45	0.222
12:30 - 13:00	3	45	0.052	3	45	0.074	3	45	0.126
13:00 - 13:30	3	45	0.126	3	45	0.074	3	45	0.200
13:30 - 14:00	3	45	0.052	3	45	0.089	3	45	0.141
14:00 - 14:30	3	45	0.059	3	45	0.044	3	45	0.103
14:30 - 15:00	3	45	0.067	3	45	0.067	3	45	0.134
15:00 - 15:30	3	45	0.022	3	45	0.126	3	45	0.148
15:30 - 16:00	3	45	0.044	3	45	0.096	3	45	0.140
16:00 - 16:30	3	45	0.067	3	45	0.200	3	45	0.267
16:30 - 17:00	3	45	0.059	3	45	0.304	3	45	0.363
17:00 - 17:30	3	45	0.007	3	45	0.267	3	45	0.274
17:30 - 18:00	3	45	0.015	3	45	0.148	3	45	0.163
18:00 - 18:30	3	45	0.015	3	45	0.119	3	45	0.134
18:30 - 19:00	3	45	0.000	3	45	0.074	3	45	0.074
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.052			2.102			4.154

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 69 (units:)
Survey date date range:	01/01/15 - 18/10/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-405201-250320-0349

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 9 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: 01/01/14 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 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

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 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	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	2 days

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

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
2	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
3	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
4	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	16	0.108	4	16	0.138	4	16	0.246
08:00 - 09:00	4	16	0.092	4	16	0.185	4	16	0.277
09:00 - 10:00	4	16	0.154	4	16	0.262	4	16	0.416
10:00 - 11:00	4	16	0.092	4	16	0.154	4	16	0.246
11:00 - 12:00	4	16	0.108	4	16	0.154	4	16	0.262
12:00 - 13:00	4	16	0.123	4	16	0.077	4	16	0.200
13:00 - 14:00	4	16	0.169	4	16	0.108	4	16	0.277
14:00 - 15:00	4	16	0.154	4	16	0.154	4	16	0.308
15:00 - 16:00	4	16	0.154	4	16	0.138	4	16	0.292
16:00 - 17:00	4	16	0.154	4	16	0.185	4	16	0.339
17:00 - 18:00	4	16	0.246	4	16	0.123	4	16	0.369
18:00 - 19:00	4	16	0.138	4	16	0.108	4	16	0.246
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.692			1.786			3.478

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 30 (units:)
 Survey date range: 01/01/14 - 16/06/23
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix 2

Swept Path Tracking



VEHICLE DETAILS:

	Green line shows body
	Orange line shows axle/wheels
4.8m CAR	
Overall Length	4800mm
Overall Width	1793mm
Overall Body Height	1502mm
Min Body Ground Clearance	287mm
Track Width	1700mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	4950mm
Design speed 16kph for all Forward movements	
Design speed 10kph for all Reverse movements	

Client		
 Nick Culhane Highway Consultant		
Project		
DEVELOPMENT AT 234 SEAFRONT		
Drawing Title		
SWEPT PATH TRACKING		
Drawing Status		
FOR INFORMATION		
Date	Scale	Size
MAR 2025	1:200	A1
Drawing No.	Rev	
NJC-001	-	