



Transport Statement

54 Stockheath Road, Havant, PO9 5HQ

Prepared for MAC Construction Consultants

By YES Engineering Group Ltd

January 2025



Revision History

Revision N°	Prepared By	Description	Date

Document Acceptance

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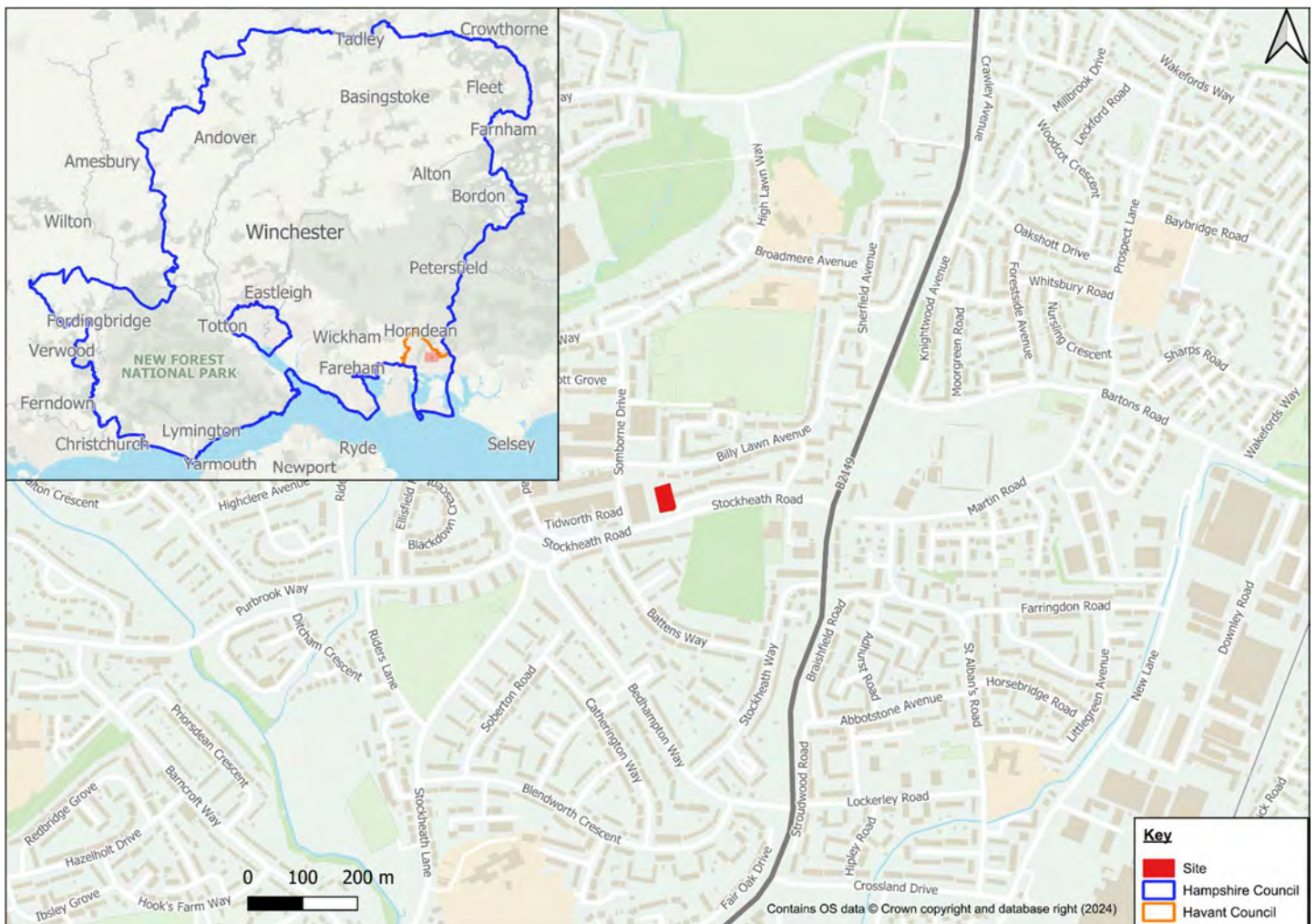
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1 INTRODUCTION

YES Engineering Group Ltd was appointed by MAC Construction Consultants to produce a Transport Statement (TS) to accompany a planning application for the refurbishment of the Site located at 54 Stockheath Road, Havant, PO9 5HQ (the 'Site') to provide temporary accommodation.

As shown in **Figure 1.1**, it can be seen the Site is situated on the northern side of Stockheath Road.

Figure 1.1 – Location Plan



The Site falls within the jurisdiction of Hampshire County Council who are the Highways Authority and Havant Borough Council who are the Local Planning Authority.

1.1 Development Proposals

The proposal involves the change of use from a residential care home to temporary accommodation. The development will comprise 10 residential units, a kitchen and dining area, an office, and communal spaces.

The accommodation schedule is for studio living made up of the following:

- 1 x 1 bed x 1 person

- 9 x 2 bed x 2 person

The proposed ground floor layout is shown on the architects' plan attached at **Appendix A**.

1.2 National Policy

National Planning Policy Framework (2023)

The National Planning Policy Framework (NPPF) adopted in 2023 sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport is relevant and is reproduced below.

108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

110. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time—taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

111. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

112. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

113. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

116. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

1.3 Regional and Local Policy

Havant Borough Council Local Plan (2011-2026) – adopted in March 2011

The Basingstoke & Deane Local Plan covers the period up to 2026. Policies CS20 pertains to Transport and is reproduced below:

Policy CS20 Transport and Access Strategy Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

7 Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

Havant Borough Council has adopted the Hampshire Parking Standards 2002 subject to the following:

(a) That for the purposes of reducing car parking provision in highly accessible locations, as outlined in Table A below, only those areas within Havant and Waterlooville Town Centres' boundaries.

(b) That the provision of new public transport services be monitored and new areas where reducing car parking provision may be appropriate be brought forward.

The parking standards are detailed in the following tables:

Table number	
A	Percentage of parking limit reduction by land use
B	Summary of thresholds for transport assessments and site travel plans
1	Commercial development
2	Retail
3	Educational establishments
4	Health establishments
5	Care establishments
6	Leisure facilities
7	Miscellaneous commercial developments

Car parking – How to calculate the parking allocation for a development

The application of maximum parking standards conforms to the requirements of PPG 13 para.

51. Residential parking is dealt with separately to take account of more recent guidance provided in PPS3.

The main factor will be accessibility of the site, upon completion, by non-car modes. As a general rule, areas of high accessibility are served by at least six buses an hour within 500 metres and good cycling and pedestrian facilities. Developments in such accessible locations

warrant less car parking than is shown under the maximum parking limit. More guidance on this can be provided on enquiry to Havant Borough Council.

Several local factors can also influence the calculation of the parking allocation. For example:

1. Area of economic regeneration or constraint. Reduced parking will apply in constraint areas while regeneration areas may warrant a slight increase in parking.
2. Zone characteristics. Historic town centres, other environmentally sensitive locations, or specific locations that have particular Road Traffic Reduction Act targets will warrant reduced parking allocations.
3. Self-containment. Reduced parking may be justified in highly self-contained areas, while a reduction may be inappropriate where it is less self-contained, eg a location competing with a neighbouring area.
4. Cycle accessibility. Where there is high cycle accessibility planned or in use, reduced parking will apply.

Other parking in the locality must also be considered.

The calculation of parking spaces to be allocated for a development should take account of two further factors:

1. Existing public parking stock with spare capacity within walking distance of the development site should be included in the overall maximum parking provision.
2. Additional development on a site will mean the entire parking stock being brought into account.

Parking for pedal cyclists and motorcyclists

Minimum cycle parking standards are indicated on the attached tables by land use. It is expected that at least the specified level should be provided. For more details on cycle provision, in particular short- and long-stay facilities, refer to 'Cycle Parking Standards'. Generally, for motorcycles – except in residential land uses – one space is to be provided for every 25 car parking spaces.

Parking for people with disabilities

Suitable parking spaces should be provided for people with disabilities. Generally, except for residential land uses, disabled people's car parking spaces should be counted as 5% of the total allocation. General advice is included in Parking for Disabled People (Traffic Accident Leaflet 5/95) published by the DTLR and Accessible Transport Infrastructure: A Guide to Good Practice, by the DTLR. Hampshire County

Council's Accessible Transport Strategy and the 'Movement, Access, Streets and Spaces' document (July 2001) should also be considered

Table 5: Care establishments – public and private				
Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 res staff, non-res staff: 1 space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor: 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

1.4 Scope of the Transport Statement

The report is structured in the following manner:

Section 2.0, The Site and Surrounding Area: Describes the site and the local highway network. Investigates the infrastructure and services available for occupants and visitors to the site travelling via alternative modes of transport to the private car. Reference is also made to the linkage between the modes.

Section 3.0, Development Proposals and Access Arrangements: Provides a summary of the planning application including access, parking and servicing arrangements.

Section 4.0, Trip Generation: Considers the level of traffic to be generated by the proposed use of the site.

Section 5.0, Traffic Impact: Assesses the effect that the additional traffic has on the highway network.

Section 6.0, Parking: Examines the level of car parking available for the development and the adequacy of waiting restrictions prohibiting parking in the area. The Council and national guidance are used to determine the acceptability of the scheme in this location.

Section 7.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 THE SITE AND SURROUNDING AREA

The Site consists of a detached dwelling located on a corner plot, positioned on the northern side of Stockheath Road. The property was most recently operated as a residential care home for the elderly with 9 units.

2.1 Local Highway Network

Stockheath Road runs in an east-west direction with a single lane of traffic in each direction. The road is lined with residential properties on both sides and features a split configuration, where the main carriageway continues as a standard through route, while a service road branches off, providing direct access to the residential properties on its northern side.

The Site is situated between these two sections, with its access via the service road. This access road connects to Littleton Grove, allowing vehicles to enter and exit the area without disrupting the main traffic flow along Stockheath Road. The service road also allows vehicles to park or stop without affecting traffic on the main carriageway. The main road measures 7m in width, while the service road outside the Site is 4.5m wide.

The footway on the northern side of the main road is separated from the highway by a wide grass verge, providing a buffer between pedestrians and traffic, thereby enhancing pedestrian safety. Footways are present on both sides of the carriageway, and the area is well-lit with street lighting. Stockheath Road is subject to a 30mph speed limit, with double yellow lines restricting parking to the west of the Site, while parking remains unrestricted to the east. Additionally, vehicles over 7.5 tonnes are restricted at all times, except for loading.

The surrounding area is a mix of residential and commercial properties, with a large retail area, including a Lidl, backing onto the Site. This contributes to a diverse streetscape and varying levels of traffic throughout the day.

2.2 Existing Parking and Servicing Provision

The Site benefits from a dedicated car park at the front of the property, with direct gated access from Stockheath Road.

Refuse collection for the property is currently undertaken via the service road to the front of the property, which is consistent with the arrangements for other properties adjacent to the Site. This ensures that refuse collection is carried out efficiently and in line with established practices in the area, minimising disruption to the surrounding road network and maintaining operational consistency.

2.3 Public Transport

Rail

The closest rail station to the Site is Havant Rail Station which is situated approximately 1.5km to the south via a 16-minute walk or 5-minute cycle.

Havant Railway Station provides frequent services to major destinations such as London, Portsmouth, and Brighton. Trains run regularly throughout the day, making it a key transport link for both local and longer-distance travel. Most trains at Havant are provided by Southern, who operate five trains per hour in each direction to and from London Victoria, Brighton,

Portsmouth and Southampton. South Western Railway serve the station with two trains per hour in each direction between London Waterloo and Portsmouth.

Typical off-peak service of trains per hour is:

- 2 tph to London Waterloo via Guildford
- 2 tph to London Victoria via Horsham
- 2 tph to Brighton via Worthing
- 5 tph to Portsmouth and Southsea
- 2 tph to Southampton Central

The station provides 492 car parking spaces, including 8 accessible spaces, enabling park-and-ride options for those travelling by car. More significantly, the station prioritises sustainable travel with 92 sheltered cycle parking spaces, monitored by CCTV for added security. This infrastructure supports active travel, making it easy for commuters to cycle to the station and seamlessly transfer to the rail network.

With cycling encouraged as a key mode of transport, passengers can easily combine cycling with rail travel for longer journeys, reducing the reliance on private vehicles. The station is well-suited for multi-modal travel, complemented by step-free access to the platforms, ensuring accessibility for all. A taxi rank located outside further supports last-mile connectivity. These facilities promote sustainable commuting and make Havant Railway Station a key hub for integrating cycling and public transport, reducing the carbon footprint of daily journeys.

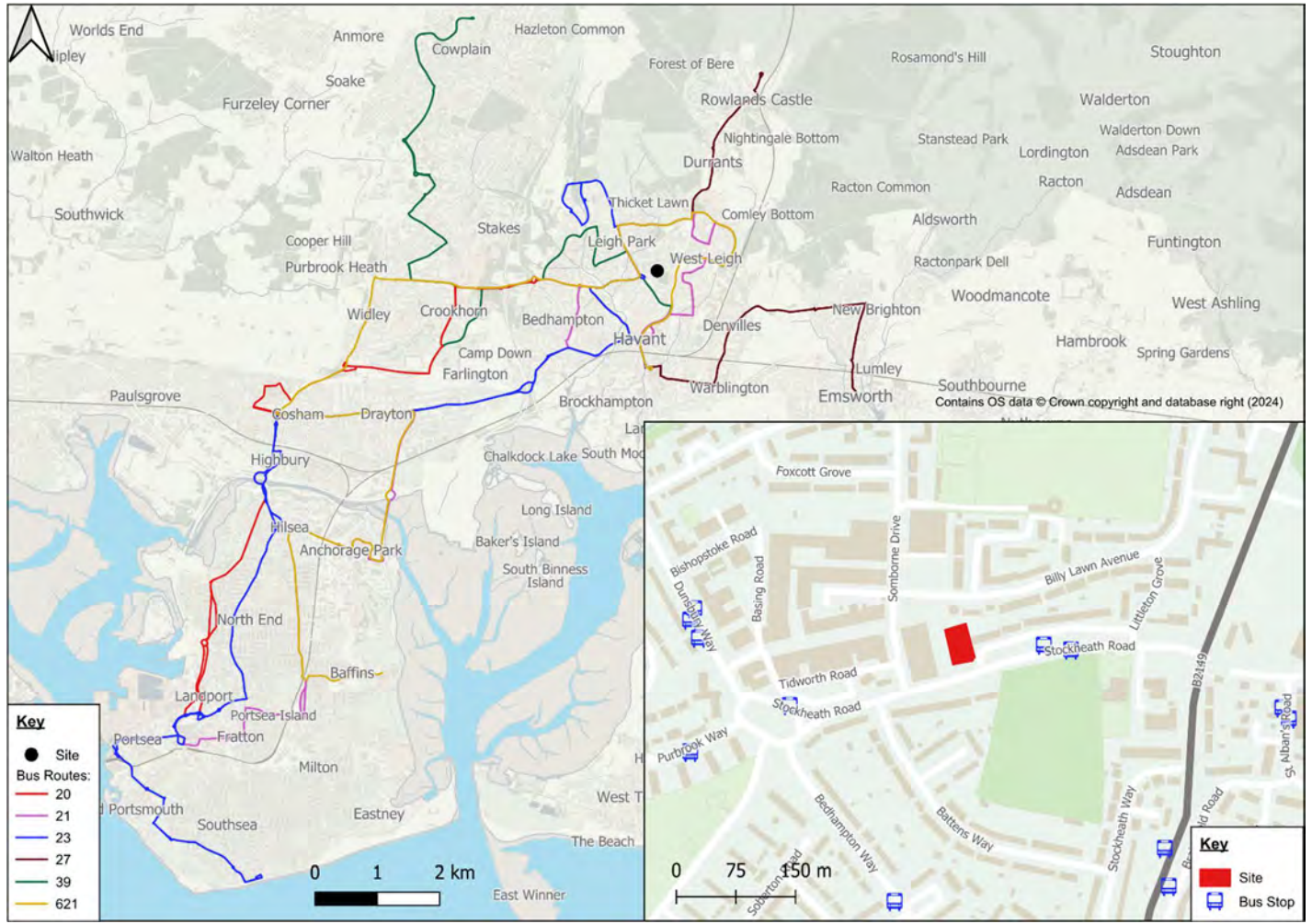
Buses

The Site is well-served by several bus routes, offering convenient access to nearby towns and key destinations. The closest bus stop, Littleton Grove, is located just 30m away on Stockheath Road, making it easily accessible with a 1-minute walk. Additional nearby stops, such as Park Parade on Park Parade (approximately 300m, 4-minute walk) and Petersfield Road on Petersfield Road (around 320m, 4-minute walk), provide further options for both local and regional travel.

Frequent bus services operate from these stops, connecting the area to Havant town centre, Portsmouth, and surrounding areas. The regular bus network enables convenient access to key amenities, employment centres, and the wider transport network, including nearby railway stations.

With such frequent and well-connected bus services available within walking distance, the Site promotes sustainable travel, making it easy for residents, visitors, and staff to rely on public transport as an alternative to car use. A map is provided in **Figure 2.1** overleaf which shows all of the services which are accessible within this area.

Figure 2.1 - Bus Services near the Site



Details of the bus services with regards to the route and the general frequency of the service provision is outlined in **Table 2.1** below.

Table 2.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Monday – Friday Frequency	Saturday Frequency	Sunday Frequency
20	Havant to Portsmouth	4	3	2
21	Havant to Portsmouth	4	3	2
23	Leigh Park to Southsea	2	1	1
27	Rowlands Castle to Emsworth via Havant	1	-	-
39	Havant to Wecock Farm	2	1	1
621	Portsmouth College and Havant Bus Station	School Service	-	-

2.4 Walking and Cycling

The Site offers a range of amenities within easy walking and cycling distance, making it an ideal location for residents who prioritise active and sustainable travel options. The closest nursery is Tops Day Nurseries - Havant, located on Stockheath Lane, just 600m from the Site. It is approximately an 8-minute walk or 2-minute cycle. This nursery provides eco-sustainable childcare for children aged 0-5 years old. Another nearby option is Bright Beginnings Nursery on Prospect Lane, 750m away, which is a 9-minute walk or a 3-minute cycle from the Site.

For schooling, Front Lawn Primary Academy on Broadmere Avenue is the closest, situated 410m from the Site, about a 5-minute walk. It provides primary education for local children. Additionally, Trostant Infant and Junior Schools are located on Stockheath Lane, approximately 650m from the Site. These schools, both rated "Good" by Ofsted, are accessible within an 8-minute walk or a 3-minute cycle.

Healthcare services, including GP practices, pharmacies, and dental clinics, are all within 800m of the Site, making them easily accessible on foot. Everyday shopping needs are also well-covered, with several grocery stores and convenience shops nearby, ensuring that residents can walk to essential services without the need for a car. This proximity to healthcare and shopping facilities supports sustainable and active travel options for local residents.

The local amenities within walking distance of the Site are shown in **Figure 2.2**.

Figure 2.2 – Local Amenities Plan

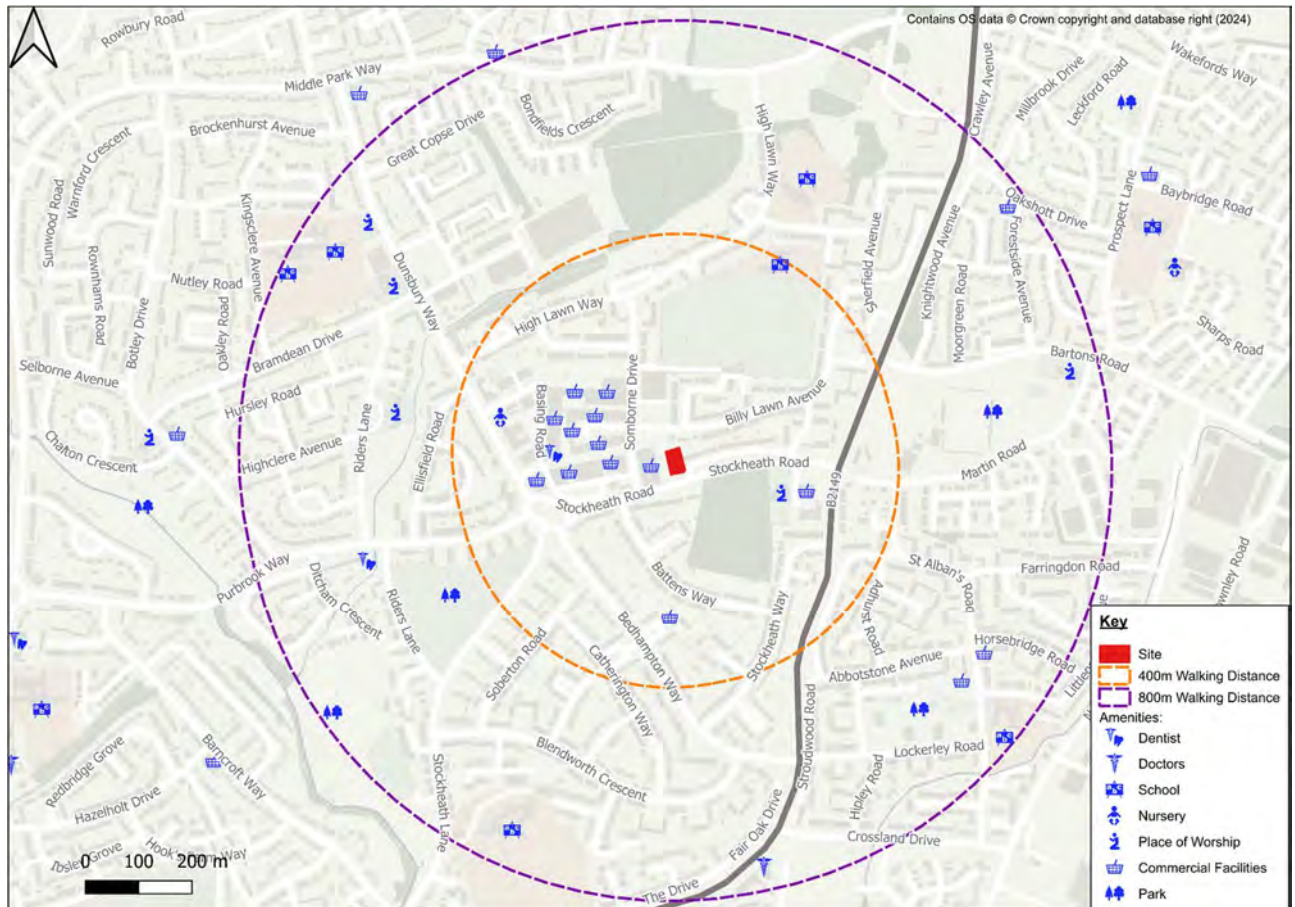


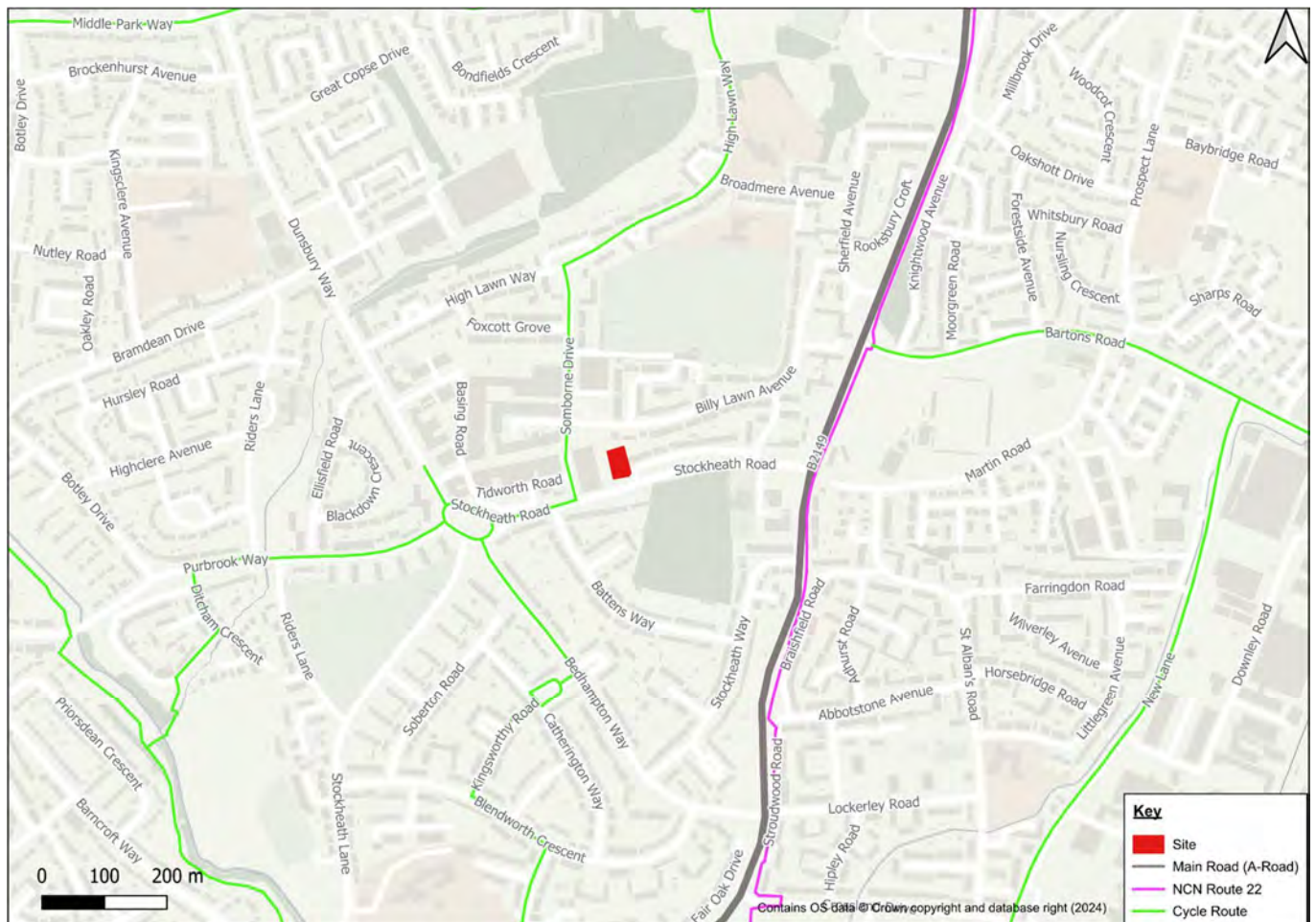
Figure 2.4 shows the designated cycling routes in relation to the Site. The Site well-served by a network of cycling routes, offering excellent opportunities for active travel and sustainable commuting. The map highlights several dedicated cycle paths, including key routes that provide safe and convenient access to both local amenities and neighbouring areas.

One of the most significant routes in the vicinity is NCN Route 22, which runs close to the Site. This national cycling route is part of the National Cycle Network and connects Havant with destinations such as Petersfield and Guildford. For residents of the Site, this route offers an excellent option for both recreational cycling and commuting, providing a direct and scenic route through quieter, green areas, while avoiding the need to travel on busy roads.

In addition to NCN Route 22, there are several other cycle routes within easy reach of the Site, connecting the area to local parks, schools, and shopping centres. The cycle paths along Purbrook Way and Stockheath Lane ensure safe access to important nearby locations like Staunton Country Park, a great place for leisure rides, and Havant town centre, where cyclists can easily reach shops, cafes, and public transport links.

With these well-maintained and interconnected cycling routes, the Site is ideal for encouraging active travel. Whether residents are cycling to work, running errands, or enjoying a weekend ride, the local infrastructure supports safe, sustainable, and enjoyable cycling experiences.

Figure 2.4 – Local Cycle Routes



2.5 Census Data

The E02004769 Havant 008 Super Output Middle Layer Census data was examined to establish the profile of residents' method of travel to work. This information is attached at **Appendix B** and set out in **Table 2.3**. The 2011 Census Data has been examined as it is noted that the 2021 Census was undertaken during the Covid-19 lockdown period where a large percentage of the population worked from home so does not provide a robust assessment.

Table 2.3 – Method of Travel to Work (E02004769 Havant 008 Super Output Middle Layer)

Main Mode	Number of People	Percentage
Work mainly at or from home	30	1%
Underground, metro, light rail, tram	1	0%
Train	69	2%
Bus, minibus or coach	254	6%
Taxi	35	1%
Motorcycle, scooter or moped	37	1%
Driving a car or van	1640	37%
Passenger in a car or van	288	7%
Bicycle	107	2%
On foot	266	6%
Other method of travel to work	5	0%
Not in employment	1694	38%
Total	4426	100%

It can be seen that 37% of residents within the district use a car as a method of travel to work. 6% of residents walk and 2% of residents cycle. Just 8% of residents use public transport to travel to work.

3 DEVELOPMENT PROPOSALS AND ACCESS ARRANGEMENTS

The proposal involves the change of use from a residential care home to temporary accommodation. The development will comprise 10 residential units, a kitchen and dining area, an office, and communal spaces.

The accommodation schedule is for studio living made up of the following:

- 1 x 1 bed x 1 person
- 9 x 2 bed x 2 person

The proposed ground floor layout is shown on the architects' plan attached at **Appendix A**.

3.1 Access Arrangements

The Site benefits from a dedicated car park located at the front of the property, offering convenient vehicle access directly from Stockheath Road. The car park is gated, ensuring security for vehicles and property access. Additionally, within the gated area, there is a separate entrance specifically for pedestrians, enhancing safety and ensuring that those on foot have a distinct and secure pathway. This setup supports both vehicular and pedestrian movement, making the Site accessible for a variety of users.

The access points to the building are presented on the Architects Plans attached at **Appendix A**.

3.2 Servicing

Refuse collection for the property is currently undertaken via the service road to the front of the property, which is consistent with the arrangements for other properties adjacent to the Site.

The proposed plan includes a dedicated bin store for all waste streams, located to the south of the property. On collection days, waste will be transferred kerbside by the management company for collection on the street, in line with the existing arrangements and those of adjacent properties. This approach ensures efficient and organised waste management, minimising disruption to residents and maintaining consistency with established practices in the area.

3.3 Parking

The Site benefits from a dedicated car park located at the front of the property, offering convenient vehicle access directly from Stockheath Road.

A total of 3 car parking spaces are provided within the on-site car park as shown at **Appendix A**.

Cycle parking for future users will be provided at a rate of 1 space per 6 staff members, along with 1 Sheffield cycle stand per two bedrooms. Further details regarding the parking provision and the anticipated demand are outlined in Section 6.2 of this report.

4 TRIP GENERATION

To consider the suitability of the potential impact that the proposed change of land use may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning (from 08:00 to 09:00) and evening (from 17:00 to 18:00) peak periods.

4.1 Current Use – Residential adult care home

The Site is currently used as a residential care home with 9 units of. Comparable sites within the TRICS database were identified selecting, edge of town and suburban location survey sites within Hampshire with similar characteristics. The full TRICS data is provided in **Appendix C**.

The peak hour trip rates per unit and the resultant trips predicted to be generated for 9 units are set out in **Table 4.1** and **Table 4.2**.

Table 4.1 – Predicted Peak Hour Trip Rates/per dwelling

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.045	0.032	0.057	0.073
Cars	0.041	0.029	0.048	0.066
LGVs	0.067	0.135	0.269	0.067
OGVs	0.000	0.000	0.000	0.000
Cyclists	0.000	0.000	0.000	0.000
Public Transport Users	0.016	0.000	0.005	0.005

Table 4.2 - Predicted Peak Hour Trips (9 units)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0	0	0	1
Cars	0	0	0	1
LGVs	0	0	0	0
OGVs	0	0	0	0
Cyclists	0	0	0	0
Public Transport Users	0	0	0	0

Tables 4.2 above show that based on the trip rates for the current use as a care home, it is predicted that no vehicle movements will be generated in the morning peak hour and 1 vehicle movements in the evening peak hour. No service vehicle trips are anticipated in the morning peak hours or the evening peak hour.

4.2 Proposed Use – Temporary accommodation

The application proposals seek the change of land use from a nursing home to temporary accommodation for the homeless. In order to assess the potential traffic generation should the Site survey sites were selected from the TRICS database survey sites within the UK with similar characteristics. The full TRICS data is provided in **Appendix D**.

The peak hour trip rates per unit and the resultant trips predicted to be generated as a consequence for the 10 units use are set out in **Table 4.3** and **Table 4.4**.

Table 4.3 – Predicted Peak Hour Trip Rates/per unit – Temporary Accommodation

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.117	0.050	0.050	0.125
Cars	0.083	0.042	0.017	0.092
LGVs	0.008	0.000	0.017	0.017
OGVs	0.008	0.008	0.000	0.000
Cyclists	0.000	0.000	0.000	0.000
Public Transport Users	0.000	0.008	0.000	0.000

Table 4.4 - Predicted Peak Hour Trips (10 units)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	1	1	1	1
Cars	1	0	0	1
LGVs	0	0	0	0
OGVs	0	0	0	0
Cyclists	0	0	0	0
Public Transport Users	0	0	0	0

Tables 4.4 above show that based on the trip rates for the proposed use as temporary accommodation it is shown that there will be 2 vehicle movements in the morning peak hour and 2 vehicle movements in the evening peak hour.

The proposed development will result in a minor increase in vehicle movements compared to the previous use of the Site, with an additional three vehicle movements anticipated during peak hours. However, this increase is not considered significant and is unlikely to have a detrimental impact on the operation of the local transport network. The modest rise in vehicle movements reflects the operational needs of the new use, which are consistent with the Site's location and the surrounding context.

It is also important to note that no service vehicle movements are anticipated during peak hours for the proposed development. This ensures that the minor increase in vehicle movements remains limited to general staff or resident-related trips, avoiding any potential congestion or disruption caused by larger service vehicles during the busiest times of the day.

5 TRAFFIC IMPACT

The change of land use from a nursing home to temporary accommodation for the homeless will result in a modest increase in vehicle movements. The nursing home previously generated approximately one vehicle movement during both the morning and evening peak hours. In comparison, the proposed development is anticipated to generate four vehicle movements during these peak periods, representing an increase of just three additional vehicle trips. However, no service vehicle trips are expected during peak hours, which significantly reduces the potential impact on the local transport network.

This slight increase is reasonable and manageable, given the nature of the proposed use and the operational needs of the Site. The additional vehicle movements are associated with staff working at the premises, as residents are unlikely to require car parking or generate traffic. The absence of service vehicles during peak hours further minimises the risk of congestion or disruption, ensuring the local road network continues to operate efficiently.

The increase in vehicle movements is consistent with the Site's location and the capacity of the existing road network. The proposed development has been carefully planned to balance operational requirements with sustainable transport objectives. Measures such as secure cycle parking and the promotion of active and public transport options demonstrate a commitment to reducing car dependency.

Overall, the modest increase in vehicle movements is not expected to adversely affect the efficient functioning of the local transport network. This balanced approach ensures the development aligns with local and national planning policies while supporting sustainable and practical transport solutions.

6 PARKING

6.1 Parking Standards

Recommended parking standards for care establishments are presented in the Havant Borough Council Local Plan (2011-2026) – adopted in March 2011. Havant Borough Council has adopted the Hampshire Parking Standards 2002 subject to the following:

- That for the purposes of reducing car parking provision in highly accessible locations, as outlined in Table A below, only those areas within Havant and Waterlooville Town Centres' boundaries.
- That the provision of new public transport services be monitored and new areas where reducing car parking provision may be appropriate be brought forward.

The recommended parking standards are tabulated in **Table 6.1** below:

Table 6.1 – Havant Recommended Parking Standards for Care Establishments

Table 5: Care establishments – public and private				
Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 res staff, non-res staff: 1 space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor : 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

Parking Standards provided in **Table 6.1** above show that there is no standard set for hostels for the homeless.

6.2 Car and Cycle Parking

The parking requirement for the proposed development has been assessed in accordance with the adopted parking standards outlined in the Havant Borough Council Local Plan (2011–2026), adopted in March 2011. While Havant Borough Council has adopted the Hampshire Parking Standards 2002, there are no specific parking standards for this type of development.

For this development, three car parking spaces are proposed to meet the needs of staff working at the premises. The nature of the proposed use as temporary accommodation means that residents are unlikely to have a significant need for private vehicle parking. This allocation ensures that staff can access the Site conveniently, while minimising any potential impact on the surrounding road network or neighbouring streets. Additionally, this

requirement aligns with the existing parking provision of the property, maintaining continuity and ensuring efficient use of available space.

By focusing the provision of parking on staff requirements, the development supports sustainable transport objectives and encourages the use of alternative travel modes where possible. The proposed three car parking spaces are considered sufficient to meet the operational needs of the development while maintaining a balanced approach to parking provision.

Cycle parking standards for the proposed development are set out in the in the same policy which requires 1 secure and covered cycle parking space per six staff members and 1 loop or hoop per two bedrooms. With fewer than six staff employed at the Site, only one staff cycle parking space is required. For residents, the development comprises 9 two-bedroom units and 1 one-bedroom unit, requiring a total of 5 cycle parking loops or hoops.

The proposed cycle parking provision has been designed to meet these requirements, ensuring that all facilities are secure, covered, and easily accessible, these are set out in the ground floor plan at **Appendix A**. This approach supports sustainable transport objectives by encouraging cycling as a viable and convenient mode of travel for both staff and residents.

7 SUMMARY AND CONCLUSIONS

- a YES Engineering Group Ltd was appointed by MAC Construction Consultants to produce a Transport Statement (TS) to accompany a planning application for the refurbishment of the Site located at 54 Stockheath Road, Havant, PO9 5HQ (the 'Site') to provide 10 new temporary accommodation units.
- b The Site consists of a detached property located on a corner plot, positioned on the northern side of Stockheath Road. The property was most recently operated as a residential care home for the elderly comprising of 9 units.
- c The Site benefits from a dedicated car park located at the front of the property, offering convenient vehicle access directly from Stockheath Road. The car park is gated, ensuring security for vehicles and property access. Additionally, within the gated area, there is a separate entrance specifically for pedestrians, enhancing safety and ensuring that those on foot have a distinct and secure pathway. This setup supports both vehicular and pedestrian movement, making the Site accessible for a variety of users.
- d The proposal involves the change of use from a residential care home to temporary accommodation for homeless individuals. The development will comprise 10 residential units, a kitchen and dining area, an office, and communal spaces.
- e The parking requirement for the proposed development has been assessed in accordance with the adopted parking standards outlined in the Havant Borough Council Local Plan (2011–2026), adopted in March 2011. While Havant Borough Council has adopted the Hampshire Parking Standards 2002, there are no specific vehicle parking standards for this type of development.
- f Three car parking spaces are proposed to meet the needs of staff working at the premises. The nature of the proposed use as temporary accommodation means that residents are unlikely to have a significant need for private vehicle parking. This allocation ensures that staff can access the Site conveniently, while minimising any potential impact on the surrounding road network or neighbouring streets. Additionally, this requirement aligns with the existing parking provision of the property, maintaining continuity and ensuring efficient use of available space.
- g Cycle parking standards for the proposed development are set out in the in the same policy which requires 1 secure and covered cycle parking space per six staff members and 1 loop or hoop per two bedrooms. With fewer than six staff employed at the Site, only one staff cycle parking space is required. For residents, the development comprises 9 two-bedroom units and 1 one-bedroom unit, requiring a total of 5 cycle parking loops or hoops.
- h The proposed plan includes a dedicated bin store for all waste streams, located to the south of the property. On collection days, waste will be transferred kerbside by the management company for collection on the street, in line with the existing arrangements and those of adjacent properties. This approach ensures efficient and organised waste management, minimising disruption to residents and maintaining consistency with established practices in the area.
- i TRICs data shows proposed development will result in a minor increase in vehicle movements compared to the previous use of the Site, with an additional three vehicle movements anticipated during peak hours. However, this increase is not considered significant and is unlikely to have a detrimental impact on the operation of the local transport network. The modest rise in vehicle movements reflects the operational needs of the new use, which are consistent with the Site's location and the surrounding context.

- j NPPF paragraph 115 states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'. As demonstrated within this report no impacts have been identified.
- k Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development and complies with policy set out in Section 1.

Appendices

Appendix A – Proposed Site Layout Plan

- STUDIO A M4(3) 1 B 1P 29.29 SQM
- STUDIO B 2 B 2P 22.28 SQM
- STUDIO C 2 B 2P 22.95 SQM
- STUDIO D 2 B 2P 18.63 SQM
- STUDIO E 2 B 2P 22.51 SQM
- STUDIO F 2 B 2P 22.28 SQM
- STUDIO G 2 B 2P 19.20 SQM
- STUDIO H 2 B 2P 21.25 SQM
- KITCHEN & DINING 42.20 SQM
- OFFICE 13.0 SQM

- INTERNAL WALLS DEMOLISHED
- NEW INTERNAL PARTITONS
- EXISTING WALLS TO BE RETAINED

Level 0
1: 100

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HAVANT BOROUGH COUNCIL
CONVERSION OF RETIREMENT HOME
54 STOCKHEATH ROAD

GROUND FLOOR PLAN AS PROPOSED

Stage 3 : PLANNING

58015 - PL 08

Revision

Appendix B – 2011 Census Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 17 October 2024]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02004769 : Havant 008
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	4,426
Work mainly at or from home	30
Underground, metro, light rail, tram	1
Train	69
Bus, minibuss or coach	254
Taxi	35
Motorcycle, scooter or moped	37
Driving a car or van	1,640
Passenger in a car or van	288
Bicycle	107
On foot	266
Other method of travel to work	5
Not in employment	1,694

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C – TRICS Data – Residential Care Home

Calculation Reference: AUDIT-460201-241017-1045

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	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: 51 to 327 (units:)
Range Selected by User: 36 to 327 (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 05/05/23

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:

Friday 2 days
Sunday 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) 1
Edge of Town 2

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
Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

n/a 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:

5,001 to 10,000	1 days
10,001 to 15,000	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	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 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	NF-03-O-01	RETIREMENT VILLAGE	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: FRIDAY	16/09/22	Survey Type: MANUAL
2	NG-03-O-01	RETIREMENT VILLAGE	NOTTINGHAM
	NEW RISE		
	NOTTINGHAM		
	CLIFTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	327	
	Survey date: SUNDAY	17/10/21	Survey Type: MANUAL
3	WL-03-O-01	RETIREMENT VILLAGE	WILTSHIRE
	MALMESBURY ROAD		
	CHIPPENHAM		
	Edge of Town		
	Retail Zone		
	Total No of Dwellings:	63	
	Survey date: FRIDAY	05/05/23	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.

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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): 1.60

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	147	0.036	3	147	0.018	3	147	0.054
08:00 - 09:00	3	147	0.045	3	147	0.032	3	147	0.077
09:00 - 10:00	3	147	0.061	3	147	0.093	3	147	0.154
10:00 - 11:00	3	147	0.091	3	147	0.113	3	147	0.204
11:00 - 12:00	3	147	0.095	3	147	0.113	3	147	0.208
12:00 - 13:00	3	147	0.098	3	147	0.107	3	147	0.205
13:00 - 14:00	3	147	0.107	3	147	0.088	3	147	0.195
14:00 - 15:00	3	147	0.100	3	147	0.093	3	147	0.193
15:00 - 16:00	3	147	0.086	3	147	0.079	3	147	0.165
16:00 - 17:00	3	147	0.082	3	147	0.084	3	147	0.166
17:00 - 18:00	3	147	0.057	3	147	0.073	3	147	0.130
18:00 - 19:00	3	147	0.041	3	147	0.029	3	147	0.070
19:00 - 20:00	3	147	0.043	3	147	0.027	3	147	0.070
20:00 - 21:00	3	147	0.023	3	147	0.025	3	147	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.965			0.974			1.939

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:	51 - 327 (units:)
Survey date range:	01/01/16 - 05/05/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	1
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.

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL OGVS

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	147	0.000	3	147	0.000	3	147	0.000
08:00 - 09:00	3	147	0.000	3	147	0.000	3	147	0.000
09:00 - 10:00	3	147	0.000	3	147	0.000	3	147	0.000
10:00 - 11:00	3	147	0.002	3	147	0.002	3	147	0.004
11:00 - 12:00	3	147	0.002	3	147	0.002	3	147	0.004
12:00 - 13:00	3	147	0.002	3	147	0.000	3	147	0.002
13:00 - 14:00	3	147	0.000	3	147	0.000	3	147	0.000
14:00 - 15:00	3	147	0.000	3	147	0.002	3	147	0.002
15:00 - 16:00	3	147	0.000	3	147	0.000	3	147	0.000
16:00 - 17:00	3	147	0.000	3	147	0.000	3	147	0.000
17:00 - 18:00	3	147	0.000	3	147	0.000	3	147	0.000
18:00 - 19:00	3	147	0.000	3	147	0.000	3	147	0.000
19:00 - 20:00	3	147	0.000	3	147	0.000	3	147	0.000
20:00 - 21:00	3	147	0.000	3	147	0.000	3	147	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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/O - RETIREMENT AND CARE COMMUNITY
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	147	0.000	3	147	0.000	3	147	0.000
08:00 - 09:00	3	147	0.000	3	147	0.000	3	147	0.000
09:00 - 10:00	3	147	0.000	3	147	0.000	3	147	0.000
10:00 - 11:00	3	147	0.002	3	147	0.002	3	147	0.004
11:00 - 12:00	3	147	0.000	3	147	0.000	3	147	0.000
12:00 - 13:00	3	147	0.002	3	147	0.002	3	147	0.004
13:00 - 14:00	3	147	0.000	3	147	0.005	3	147	0.005
14:00 - 15:00	3	147	0.002	3	147	0.000	3	147	0.002
15:00 - 16:00	3	147	0.002	3	147	0.002	3	147	0.004
16:00 - 17:00	3	147	0.002	3	147	0.000	3	147	0.002
17:00 - 18:00	3	147	0.000	3	147	0.000	3	147	0.000
18:00 - 19:00	3	147	0.000	3	147	0.000	3	147	0.000
19:00 - 20:00	3	147	0.000	3	147	0.000	3	147	0.000
20:00 - 21:00	3	147	0.000	3	147	0.000	3	147	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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/O - RETIREMENT AND CARE COMMUNITY
 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	147	0.005	3	147	0.000	3	147	0.005
08:00 - 09:00	3	147	0.016	3	147	0.000	3	147	0.016
09:00 - 10:00	3	147	0.007	3	147	0.027	3	147	0.034
10:00 - 11:00	3	147	0.000	3	147	0.002	3	147	0.002
11:00 - 12:00	3	147	0.023	3	147	0.005	3	147	0.028
12:00 - 13:00	3	147	0.000	3	147	0.005	3	147	0.005
13:00 - 14:00	3	147	0.002	3	147	0.018	3	147	0.020
14:00 - 15:00	3	147	0.002	3	147	0.009	3	147	0.011
15:00 - 16:00	3	147	0.023	3	147	0.002	3	147	0.025
16:00 - 17:00	3	147	0.002	3	147	0.009	3	147	0.011
17:00 - 18:00	3	147	0.005	3	147	0.005	3	147	0.010
18:00 - 19:00	3	147	0.000	3	147	0.000	3	147	0.000
19:00 - 20:00	3	147	0.000	3	147	0.000	3	147	0.000
20:00 - 21:00	3	147	0.000	3	147	0.000	3	147	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.082			0.167

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/O - RETIREMENT AND CARE COMMUNITY
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): 1.60

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	147	0.052	3	147	0.029	3	147	0.081
08:00 - 09:00	3	147	0.075	3	147	0.068	3	147	0.143
09:00 - 10:00	3	147	0.100	3	147	0.179	3	147	0.279
10:00 - 11:00	3	147	0.134	3	147	0.193	3	147	0.327
11:00 - 12:00	3	147	0.163	3	147	0.166	3	147	0.329
12:00 - 13:00	3	147	0.147	3	147	0.186	3	147	0.333
13:00 - 14:00	3	147	0.175	3	147	0.143	3	147	0.318
14:00 - 15:00	3	147	0.156	3	147	0.156	3	147	0.312
15:00 - 16:00	3	147	0.147	3	147	0.104	3	147	0.251
16:00 - 17:00	3	147	0.125	3	147	0.127	3	147	0.252
17:00 - 18:00	3	147	0.088	3	147	0.104	3	147	0.192
18:00 - 19:00	3	147	0.059	3	147	0.043	3	147	0.102
19:00 - 20:00	3	147	0.057	3	147	0.036	3	147	0.093
20:00 - 21:00	3	147	0.039	3	147	0.041	3	147	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.517			1.575			3.092

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/O - RETIREMENT AND CARE COMMUNITY
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	147	0.036	3	147	0.016	3	147	0.052
08:00 - 09:00	3	147	0.041	3	147	0.029	3	147	0.070
09:00 - 10:00	3	147	0.039	3	147	0.073	3	147	0.112
10:00 - 11:00	3	147	0.070	3	147	0.091	3	147	0.161
11:00 - 12:00	3	147	0.077	3	147	0.095	3	147	0.172
12:00 - 13:00	3	147	0.079	3	147	0.091	3	147	0.170
13:00 - 14:00	3	147	0.086	3	147	0.070	3	147	0.156
14:00 - 15:00	3	147	0.093	3	147	0.073	3	147	0.166
15:00 - 16:00	3	147	0.070	3	147	0.068	3	147	0.138
16:00 - 17:00	3	147	0.075	3	147	0.075	3	147	0.150
17:00 - 18:00	3	147	0.048	3	147	0.066	3	147	0.114
18:00 - 19:00	3	147	0.039	3	147	0.025	3	147	0.064
19:00 - 20:00	3	147	0.034	3	147	0.025	3	147	0.059
20:00 - 21:00	3	147	0.023	3	147	0.025	3	147	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.810			0.822			1.632

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/O - RETIREMENT AND CARE COMMUNITY
 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	147	0.000	3	147	0.002	3	147	0.002
08:00 - 09:00	3	147	0.002	3	147	0.000	3	147	0.002
09:00 - 10:00	3	147	0.016	3	147	0.014	3	147	0.030
10:00 - 11:00	3	147	0.011	3	147	0.014	3	147	0.025
11:00 - 12:00	3	147	0.009	3	147	0.009	3	147	0.018
12:00 - 13:00	3	147	0.007	3	147	0.009	3	147	0.016
13:00 - 14:00	3	147	0.011	3	147	0.007	3	147	0.018
14:00 - 15:00	3	147	0.005	3	147	0.016	3	147	0.021
15:00 - 16:00	3	147	0.009	3	147	0.005	3	147	0.014
16:00 - 17:00	3	147	0.005	3	147	0.007	3	147	0.012
17:00 - 18:00	3	147	0.007	3	147	0.005	3	147	0.012
18:00 - 19:00	3	147	0.000	3	147	0.002	3	147	0.002
19:00 - 20:00	3	147	0.009	3	147	0.002	3	147	0.011
20:00 - 21:00	3	147	0.000	3	147	0.000	3	147	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.092			0.183

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.*

Appendix D – Temporary Accommodation

Calculation Reference: AUDIT-460201-241017-1001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	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: 54 to 66 (units:)
Range Selected by User: 54 to 66 (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 27/09/22

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

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

Selected survey types:

Manual count 2 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:

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

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

Selected Location Sub Categories:

Residential Zone 1
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 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 2 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:
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:
125,001 to 250,000 1 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
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 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 2 days

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

LIST OF SITES relevant to selection parameters

1	BC-03-P-01	ASSISTED LIVING		BOURNEMOUTH CHRISTCHURCH & POOLE
	SAINT STEPHEN'S ROAD			
	BOURNEMOUTH			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	66		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
2	WS-03-P-01	ASSISTED LIVING		WEST SUSSEX
	DURRINGTON LANE			
	WORTHING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/05/22	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/P - ASSISTED LIVING

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): 1.41

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	2	60	0.033	2	60	0.000	2	60	0.033
08:00 - 09:00	2	60	0.117	2	60	0.050	2	60	0.167
09:00 - 10:00	2	60	0.142	2	60	0.108	2	60	0.250
10:00 - 11:00	2	60	0.058	2	60	0.083	2	60	0.141
11:00 - 12:00	2	60	0.100	2	60	0.100	2	60	0.200
12:00 - 13:00	2	60	0.117	2	60	0.100	2	60	0.217
13:00 - 14:00	2	60	0.150	2	60	0.142	2	60	0.292
14:00 - 15:00	2	60	0.058	2	60	0.133	2	60	0.191
15:00 - 16:00	2	60	0.100	2	60	0.075	2	60	0.175
16:00 - 17:00	2	60	0.083	2	60	0.083	2	60	0.166
17:00 - 18:00	2	60	0.050	2	60	0.125	2	60	0.175
18:00 - 19:00	2	60	0.033	2	60	0.050	2	60	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.041			1.049			2.090

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: 54 - 66 (units:)
 Survey date range: 01/01/16 - 27/09/22
 Number of weekdays (Monday-Friday): 2
 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.

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 MULTI-MODAL OGVS
 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	2	60	0.000	2	60	0.000	2	60	0.000
08:00 - 09:00	2	60	0.008	2	60	0.008	2	60	0.016
09:00 - 10:00	2	60	0.000	2	60	0.000	2	60	0.000
10:00 - 11:00	2	60	0.000	2	60	0.000	2	60	0.000
11:00 - 12:00	2	60	0.000	2	60	0.000	2	60	0.000
12:00 - 13:00	2	60	0.000	2	60	0.000	2	60	0.000
13:00 - 14:00	2	60	0.000	2	60	0.000	2	60	0.000
14:00 - 15:00	2	60	0.000	2	60	0.000	2	60	0.000
15:00 - 16:00	2	60	0.000	2	60	0.000	2	60	0.000
16:00 - 17:00	2	60	0.000	2	60	0.000	2	60	0.000
17:00 - 18:00	2	60	0.000	2	60	0.000	2	60	0.000
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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/P - ASSISTED LIVING
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	2	60	0.008	2	60	0.000	2	60	0.008
08:00 - 09:00	2	60	0.000	2	60	0.000	2	60	0.000
09:00 - 10:00	2	60	0.000	2	60	0.000	2	60	0.000
10:00 - 11:00	2	60	0.000	2	60	0.000	2	60	0.000
11:00 - 12:00	2	60	0.000	2	60	0.000	2	60	0.000
12:00 - 13:00	2	60	0.000	2	60	0.000	2	60	0.000
13:00 - 14:00	2	60	0.000	2	60	0.017	2	60	0.017
14:00 - 15:00	2	60	0.000	2	60	0.000	2	60	0.000
15:00 - 16:00	2	60	0.008	2	60	0.000	2	60	0.008
16:00 - 17:00	2	60	0.000	2	60	0.000	2	60	0.000
17:00 - 18:00	2	60	0.000	2	60	0.000	2	60	0.000
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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/P - ASSISTED LIVING
 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	2	60	0.008	2	60	0.000	2	60	0.008
08:00 - 09:00	2	60	0.000	2	60	0.008	2	60	0.008
09:00 - 10:00	2	60	0.033	2	60	0.000	2	60	0.033
10:00 - 11:00	2	60	0.000	2	60	0.000	2	60	0.000
11:00 - 12:00	2	60	0.000	2	60	0.000	2	60	0.000
12:00 - 13:00	2	60	0.000	2	60	0.000	2	60	0.000
13:00 - 14:00	2	60	0.000	2	60	0.000	2	60	0.000
14:00 - 15:00	2	60	0.000	2	60	0.000	2	60	0.000
15:00 - 16:00	2	60	0.000	2	60	0.017	2	60	0.017
16:00 - 17:00	2	60	0.000	2	60	0.000	2	60	0.000
17:00 - 18:00	2	60	0.000	2	60	0.000	2	60	0.000
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.025			0.066

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/P - ASSISTED LIVING
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): 1.41

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	2	60	0.050	2	60	0.000	2	60	0.050
08:00 - 09:00	2	60	0.142	2	60	0.067	2	60	0.209
09:00 - 10:00	2	60	0.217	2	60	0.167	2	60	0.384
10:00 - 11:00	2	60	0.083	2	60	0.117	2	60	0.200
11:00 - 12:00	2	60	0.142	2	60	0.167	2	60	0.309
12:00 - 13:00	2	60	0.158	2	60	0.125	2	60	0.283
13:00 - 14:00	2	60	0.175	2	60	0.183	2	60	0.358
14:00 - 15:00	2	60	0.125	2	60	0.225	2	60	0.350
15:00 - 16:00	2	60	0.167	2	60	0.150	2	60	0.317
16:00 - 17:00	2	60	0.125	2	60	0.092	2	60	0.217
17:00 - 18:00	2	60	0.058	2	60	0.142	2	60	0.200
18:00 - 19:00	2	60	0.033	2	60	0.050	2	60	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.475			1.485			2.960

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/P - ASSISTED LIVING
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	2	60	0.033	2	60	0.000	2	60	0.033
08:00 - 09:00	2	60	0.083	2	60	0.042	2	60	0.125
09:00 - 10:00	2	60	0.108	2	60	0.067	2	60	0.175
10:00 - 11:00	2	60	0.033	2	60	0.067	2	60	0.100
11:00 - 12:00	2	60	0.067	2	60	0.058	2	60	0.125
12:00 - 13:00	2	60	0.092	2	60	0.067	2	60	0.159
13:00 - 14:00	2	60	0.075	2	60	0.092	2	60	0.167
14:00 - 15:00	2	60	0.033	2	60	0.075	2	60	0.108
15:00 - 16:00	2	60	0.075	2	60	0.050	2	60	0.125
16:00 - 17:00	2	60	0.058	2	60	0.058	2	60	0.116
17:00 - 18:00	2	60	0.017	2	60	0.092	2	60	0.109
18:00 - 19:00	2	60	0.033	2	60	0.050	2	60	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.707			0.718			1.425

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/P - ASSISTED LIVING
 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	2	60	0.000	2	60	0.000	2	60	0.000
08:00 - 09:00	2	60	0.008	2	60	0.000	2	60	0.008
09:00 - 10:00	2	60	0.033	2	60	0.033	2	60	0.066
10:00 - 11:00	2	60	0.017	2	60	0.008	2	60	0.025
11:00 - 12:00	2	60	0.033	2	60	0.042	2	60	0.075
12:00 - 13:00	2	60	0.025	2	60	0.033	2	60	0.058
13:00 - 14:00	2	60	0.058	2	60	0.025	2	60	0.083
14:00 - 15:00	2	60	0.017	2	60	0.050	2	60	0.067
15:00 - 16:00	2	60	0.017	2	60	0.017	2	60	0.034
16:00 - 17:00	2	60	0.017	2	60	0.017	2	60	0.034
17:00 - 18:00	2	60	0.017	2	60	0.017	2	60	0.034
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.242			0.242			0.484

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.