

Transport Statement

September 2025

EAS

1 Sea Front

Hayling Island, Hampshire

PO11 0AG

Mr and Mr Hill & Mr and Mr Cogger

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The content of this report is based on information available as of September 2025, the validity of the statements made may therefore vary over time as planning guidance/policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Statement has been prepared by EAS on behalf of Mr and Mr Hill & Mr and Mr Cogger (hereinafter referred to as the 'applicant'), regarding the proposed redevelopment of 1 Sea Front, Hayling Island, Hampshire PO11 0AG (hereinafter, the 'site').

The Site

- 1.2 The site under consideration is located southeast of the Sea Front from the roundabout with Beach Road, within a southern portion of the existing Funland Amusement Park. The full address of the site is 1 Sea Front, Hayling Island, Hampshire PO11 0AG.
- 1.3 Havant Borough Council ('HBC') is therefore the Local Planning Authority ('LPA'), and Hampshire County Council ('HCC') is therefore the Local Highway Authority ('LHA').
- 1.4 A map showing the location of the site is contained at **Appendix A**.

The Scheme

- 1.5 The site currently comprises the southern part of the wider Funland Amusement Park, consisting of an amusement arcade, roller coasters and other outdoor amusement rides. To the south, the site also contains a car park and area of unmade ground bordering the beach which accommodates a car boot sale most weeks throughout the year.
- 1.6 It is proposed to develop the site into 55 residential flats, comprising 41 x two-bedroom units and 14 x three-bedroom units.
- 1.7 As part of the scheme, it is also proposed to provide parking for 54 cars, as well as 110 long-term cycle parking spaces within cycle stores. Electric Vehicle ('EV') charging spaces are proposed as part of the development scheme.
- 1.8 Access into the site is proposed to be retained in line with the existing arrangements via the eastern arm of the Seafront roundabout, which joins the site in its northwestern corner.
- 1.9 The proposed Site Plan is contained at **Appendix B**.

Aims and Structure of this Report

- 1.10 This Transport Statement has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.
- 1.11 The contents of this report are:

- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing site conditions;
- Section 4 – describes the proposed development;
- Section 5 – identifies the trip generation and traffic impact; and
- Section 6 – concludes the statement.

2 Policy Context

2.1 This section sets out the policy context. Development and growth through policy are encouraged at national, regional, and local level.

2.2 The policy documents reviewed include:

- National Planning Policy Framework (2024);
- Hampshire Local Transport Plan 4;
- Havant Local Plan Core Strategy (2011) and Allocations (2014);
- Havant Borough Council Parking SPD (2016);

National Planning Policy Framework

2.3 The revised National Planning Policy Framework ('NPPF') was published in December 2024. This document sets out the planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In this regard, Paragraph 10 of the NPPF states:

*“So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis].”*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) Making transport consideration an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*

- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

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."

2.8 Paragraph 112 states that the following should be considered when setting local parking standards:

- 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."*

2.9 Paragraph 113 adds that:

"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."

2.10 Paragraphs 115 states:

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

- f) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- g) *safe and suitable access to the site can be achieved for all users;*

- h) *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; and*
- i) *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 through a vision-led approach."*

2.11 Paragraphs 116 states:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.12 Within that context, paragraphs 117 states that 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. 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."*

2.13 Paragraph 118 states:

"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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Hampshire Local Transport Plan 4

2.14 The Hampshire LTP4 describes Hampshire's transport vision for 2050, the key transport outcomes they are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel

- 2.15 The document sets out transport policies covering all aspects of transport planning, delivery, and operation (i.e. the 'rules' about how they would do things and how they want others to do things).
- 2.16 The LTP4 presents Hampshire's approach to delivering the Plan – 'making it happen', setting out a roadmap to 2050 and how they would prioritise, fund and deliver interventions, and monitor their progress while supporting the County Council's wider strategies, plans and priorities
- 2.17 Key policies outlined in the LTP4 are contained below:
- 2.18 Policy C3 relates to transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework). The policy states that Hampshire are committed to:
- a. ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following **Road User Utility Framework**:*
 - i. opportunities to reduce travel demand and the need to travel;*
 - ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;*
 - iii. people who walk*
 - iv. people who cycle and ride horses;*
 - v. people who use public transport (bus, coach, rail, taxi, community transport);*
 - vi. delivery of goods; and vii. other motor vehicles.*
- 2.19 Policy C6 aims to encourage sustainable travel behaviour within the county. The policy states that Hampshire are committed to:
- a. raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;*
 - b. work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;*
 - c. deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car (with supporting behaviour change interventions where feasible);*
 - d. ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;*

e. develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes (see also Section 7.4, Balancing Travel Demand, Policy BT1); and

f. monitor the effectiveness of our approach and adapt it to changing transport needs.

Havant Local Plan Core Strategy (2011) and Allocations (2014)

2.20 The Havant Local Plan Allocation document outlines that the site is adopted in the Local Plan. It is therefore considered that given the scale of the development, its overall gross floor space increase and the adopted local plan status, that the site sits outside the current cumulative harm considerations of other speculative applications within the Hayling Island area.

2.21 It is therefore understood that consideration of this site within any Paramics work would have been accounted for within baseline assumptions and therefore additional modelling work is not considered to be required and it would not be reasonable to hold this development until the completion of any assessment work on the summertime impacts.

2.22 Policy CS20 related to transport and access strategy within the Local Plan outlines that:

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 Parking SPD (2016)

2.23 This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. It is understood that applications for planning permission will be assessed against the guidance set out in this document. It is noted that parking in proposed

developments should not create undue impact on the built environment, street congestion, road safety issues or create tensions within a community.

2.24 The relevant parking standards relating to this application are outlined in Table 1.1 below:

Table 1.1 – Havant Borough Council Parking Standards (C3 Dwelling Houses – Shared/Communal Parking (unallocated))

Size of dwellings	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
1 Bed Unit	0.9 spaces	Max 0.5 spaces	0.6 spaces
2 Bed Unit	1.3 spaces	Max 0.8 spaces	1 space
3 Bed Unit	1.9 spaces	Max 1 spaces	1.4 spaces
4+ Bed Unit	2.4 spaces	Max 1.2 spaces	1.8 spaces

2.25 The relevant cycle parking standards relating to this application are outlined in Table 1.2 below:

Table 1.2 – Havant Borough Council Cycle Parking/Storage Provision

Size of dwellings	Long Stay	Short Stay
1 Bed Unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 Bed Unit	2 spaces per unit	
3 Bed Unit	2 spaces per unit	
4+ Bed Unit	2 spaces per unit	

3 Existing Site Assessment

Existing Site

- 3.1 The site is located southeast of the Sea Front/Beach Road roundabout, within the southern portion of the wider Funland Amusement Park. Currently it comprises an amusement arcade measuring circa 360sqm, roller coasters and an assortment of other outdoor amusement rides. To the south, the site also contains a car park and area of unmade ground bordering the beach which accommodates a car boot sale every week.
- 3.2 A location plan is included at **Appendix A**.

Location and Vehicular Access

- 3.3 In the immediate vicinity, the site is bordered by the remainder of the Funland Amusement Park to the north, undeveloped land to the east, Hayling Island Beach to the south, and a mixture of existing commercial uses, as well as Beachlands Road to the west.
- 3.4 Beyond this, Beachlands routes north, connecting to the Sea Front/Beachlands roundabout. Sea Front routes east/west and provides access to an array of other roads, most of which lead to residential uses.
- 3.5 North of the Sea Front/Beachlands roundabout the A3023 offers access to West Town, which has a small high street and a handful of commercial and retail uses. The A3023 also allows for Westfield Avenue and Hollow Road to be accessed, which both route to the more substantial town centre of South Hayling.
- 3.6 Further afield, the A3023 provides access to the A27 and A259 in the north. Both roads route east/west along the south coast and provide access to a variety of nearby towns and cities including Southampton, Portsmouth, Chichester, Worthing, Emsworth and Bognor Regis.
- 3.7 Direct vehicular access into the site is via the eastern arm of the unnamed roundabout located to the west of the site on Beachlands Road. The access is circa 4m in width and offers an 'entry' only route into the site. Vehicular egress also occurs from this point, although an existing traffic island separates the egressing traffic, ensuring that all vehicles are diverted west, until joining onto the unnamed roundabout. This egress route is also circa 4m in width.

Local Facilities

- 3.8 The site is a circa 725m (10-minute) walk from the centre of West Town, whilst the more substantial arrangement of South Hayling, and more specifically Mengham Road, the main High Street, can be reached in a circa 1100m (15-minute) walk. The site therefore offers access to a range of facilities that are within the 800-metre desirable maximum walking distance recommended in *Manual for Streets*, with facilities and services within South Hayling also

remaining within the 1,200-metre upper threshold often considered acceptable in edge-of-settlement or semi-rural contexts.

3.9 Table 3.1 below summarises local facilities that can be accessed from the site.

Table 3.1 – Local Facilities

	Distance (m or km)	Walking time (mins)	Cycling time (mins)
West Town Centre	725m	10	2
South Hayling Centre	1.1km	15	4
Bus stop	100m	1	1
Convenience store	830m	12	4
Primary School	1.6km	23	9
Post Office	675m	10	3
GP Surgery	1.2km	17	5
Pharmacy	830m	12	4
Dentist	840m	12	4
Opticians	1.3km	19	6
Restaurant	430m	7	2
Café	150m	3	1
Public House	830m	12	4
Community Centre	850m	12	4
Park	50m	1	1
Tennis Club	670m	10	4
Church	640m	9	2

Walking and Cycling

- 3.10 The surrounding area provides some existing infrastructure for walking and cycling, although provision is variable in quality and does not always prioritise non-motorised users.
- 3.11 Footways are present along both sides of Beachlands Road leading north to the Sea Front/Beachlands roundabout. However, these are inconsistent in width and quality, whilst crossing provision across the eastern and western arms of the roundabout exists, it is of a low standard with no dropped kerbs or tactile paving present on desire lines.
- 3.12 Beyond this, other local roads offer footways, including Sea Front, Beach Road and Westfield Avenue, which all provide pedestrians with connections between the site and nearby facilities. It should be noted that crossing opportunities are restricted in some places, with few formal pedestrian crossing facilities in the vicinity of the site.
- 3.13 Cycle infrastructure on Hayling Island is of good quality and the seafront promenade provides opportunities for cycling in a recreational context. National Cycle Network (NCN) Route 2 runs through Hayling Island to the west, providing longer-distance connections. Cycle access to and

from the site is possible via the local highway network, although the absence of dedicated cycle lanes or segregated facilities means cyclists must largely share carriageway space with motor vehicles.

- 3.14 It is noted that Havant Borough Council have adopted an LCWIP, which outlines the Council's desire to invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being. The plan identifies improvements between the Hayling Billy Trail and the seafront which will directly affect future residents of the proposed development.
- 3.15 The Hayling Billy Trail can be accessed via a 1.4km (6-minute) cycle from the site, located just north of the Station Road/Staunton Avenue junction. The route is shared use for pedestrians and cyclists and has recently been upgraded to provide all-weather surfacing. The trail routes north for circa 4.8km along a disused railway line and allows cyclists to cross Langstone Road bridge and access Langstone, where a variety of other services, including supermarkets can be accessed.
- 3.16 Other identified areas within the LCWIP include improvements to the Staunton Avenue junction with Sinah Lane (circa 1.4km from the site), Staunton Avenue/Sea Front Road junction (circa 800m from the site). There is currently some shared use provision on the main Sea Front (east/west alignment), which ties with an existing zebra crossing. The connection is limited however and terminates at the Beach Road roundabout.

Public Transport

Accessibility by Bus

- 3.17 The Beachlands bus stop is located circa 120m north of the site and is served by the 30 and 31 bus routes. Together, the two services provide comprehensive coverage across Hayling Island and a direct link to Havant, where interchange with rail services to London, Portsmouth and Southampton is available.
- 3.18 Route 30 travels via the western side of the island, serving destinations such as Beachlands, the Funfair and Sandy Point Reserve, whilst Route 31 covers a similar end-to-end journey but circulates via the eastern side of the island.
- 3.19 On weekdays, both the 30 and 31 routes operate at a high frequency, with approximately 29 services per day in each direction calling at Beachlands. Services typically begin around 05:40 and continue throughout the day until late evening, with broadly similar levels of service provided on Saturdays. On Sundays, the frequency reduces, with services operating at approximately two-hour intervals across the day.
- 3.20 In total, Beachlands benefits from around 58 bus services per weekday, providing regular and reliable connectivity to Havant and across Hayling Island. This level of service ensures that the

site is well connected by sustainable public transport, consistent with local and national transport planning policy objectives.

Accessibility by Rail

- 3.21 Havant railway station is located approximately 6km to the north of the site and is accessible by local bus services or car. The station lies on the Portsmouth Direct Line between London Waterloo and Portsmouth Harbour, forming a key transport hub for Hayling Island, Waterlooville, and the wider Havant area.
- 3.22 Key routes served from Havant include frequent connections to London Waterloo, London Victoria, Brighton, Southampton Central, Chichester, Portsmouth & Southsea, and Portsmouth Harbour. The station's role as a junction also supports direct interchange opportunities between the Portsmouth Direct Line and the West Coastway Line

Census Data Review

- 3.23 Table 3.2 below shows data computed from Nomis Table RM001 and TS045 that illustrates car ownership of flat residents in the local area.

Table 3.2 – Car/van availability among residents of flats in LSOA E01022942: Havant 016B. Computed from Nomis Tables RM001 and TS045

	Flats	Cars
No cars or vans in household	187	0
1 car or van in household	270	270
2 or more cars or vans in household	73	146
Sum of all cars and vans in area	-	416
Households in area	530	-
Cars per household	-	0.82

- 3.24 It can be seen above that on average there were 0.82 cars or vans per flat.
- 3.25 It can also be seen that residents of 35.3% of flats in the local area did not own a car which demonstrates that living car-free in the local area is viable.
- 3.26 The accompanying Figure 3.1 below shows the extent of the site's LSOA, as well as the location of the site.

Figure 3.1 – LSOA E01022942: Havant 016B (the arrow shows the location of the site)



Local Parking Provision

- 3.27 In close proximity to the site, there are a number of public car parks available along the seafront. These include two car parks to the west of the Beachlands Amusements building, located circa 140m (2-minute walk) and 150m (2-minute walk) west respectively. Beyond this, West Beach Car Park is located circa 730m (9-minute walk) west of the site along the seafront, whilst Chichester Avenue car park is located circa 500m (6-minute walk) to the east.
- 3.28 These seafront car parks fall under Havant Borough Council's controlled parking arrangements, with charges applying every day from 6 am to 10 pm, including bank holidays. Blue badge holders and motorcycles are exempt from charges. Parking is free outside of charging hours (overnight)

Traffic Collisions

- 3.29 The recent history of traffic collisions in the vicinity of the site was reviewed using the CrashMap database for the most recent five-year period available, 2019-2023 inclusive.
- 3.30 This review identified that no incidents have occurred along Beachlands Road or at the site access. However, the search did highlight a cluster of four 'slight' incidents and one 'serious' incident at the Sea Front / Beach Road roundabout.
- 3.31 The 'serious' incident involved a car colliding with a pedal cycle, with the car moving off and the cyclist continuing normally along the carriageway. The cyclist was seriously injured as a result. There do not appear to be any obvious design flaws in the layout of the Sea Front / Beach Road

roundabout, and it is therefore considered likely that this incident resulted primarily from driver error.

- 3.32 One of the 'slight' incidents also involved a car and a pedal cycle, both of which were proceeding normally along the carriageway, with the cyclist sustaining 'slight' injuries. The remaining slight incidents involved collisions between two cars, either whilst proceeding normally or when moving off at the roundabout. Given the levels of traffic using this junction, it is considered that this number of incidents is not unusual and can reasonably be attributed to driver error rather than inherent safety deficiencies in the roundabouts design.
- 3.33 A copy of all Crashmap reports is contained at **Appendix C**.

4 Proposed Development

Proposed Development

- 4.1 The proposed development comprises the demolition of the southern part of the wider Funland Amusement Park, consisting of an amusement arcade, roller coasters and other outdoor amusement rides, as well as associated hardstanding parking area.
- 4.2 The proposals will include the development of 55 flats, formed of 41 x two-bedroom units and 14 x three-bedroom units. A total of 54 car parking spaces are proposed, along with a total of 110 long-stay and 22 short-stay cycle parking spaces.
- 4.3 A location plan is contained at **Appendix A** and the proposed development plans are contained in **Appendix B**.

Vehicular Access

- 4.4 Vehicular access into the site will remain in line with current arrangements, with vehicles entering from the eastern arm of the unnamed roundabout, which borders the Pirates Adventure Golf section of the amusement park, located at the south of Beachlands Road. This arm of the roundabout is currently an 'in only' route and will remain like this until the site is reached, after circa 20m.
- 4.5 Once reaching the site boundary, the access will be widened to allow for two-way vehicular flow, ensuring that vehicles can access/egress simultaneously. Egressing vehicles will then continue to make use of the eastern arm of the unnamed roundabout that is currently utilised by vehicles leaving the site.
- 4.6 Visibility for egressing vehicles is clear and unimpeded at the 'out only' arm of the unnamed roundabout and as mentioned earlier, no traffic incidents have been recorded on this roundabout during the last 5 years. In any case, as outlined in Section 5 of this report, the proposals are estimated to engender in a reduction in the number of vehicles accessing the site.

Pedestrian and Cycle Access

- 4.7 The main pedestrian and cycle access into the site will also be via the eastern arm of the unnamed roundabout. It is proposed that the existing footway located on the eastern side of the unnamed road will be extended into the site. After circa 30m, this footway will provide access to a proposed zebra crossing which will then allow pedestrians to navigate to the middle of the site, where all residential blocks and relevant cycle stores can be accessed by utilising the various internal footway connections.
- 4.8 There are also two footway access points located along the southern boundary of the site that offer access to the retained hardstanding area and beach located south of the site.

Car Parking

- 4.9 Havant Borough Council's Parking SPD (July 2016) sets out a minimum requirement of 1.3 shared/communal car parking spaces per two-bedroom unit and 1.9 spaces per three-bedroom unit. On this basis, the development would ordinarily be expected to provide a minimum of 85 shared/communal car parking spaces.
- 4.10 Based on local car ownership data obtained from Nomis, as outlined in Section 3 of this report, the application proposes 54 shared/communal car parking spaces, nine of which will be designated for visitors.
- 4.11 Within this provision of 54 spaces, the proposals will provide 6 disabled car parking spaces.
- 4.12 This level of parking considered appropriate, as flats in the site's LSOA currently exhibit an average car ownership of 0.82 cars per flat, which is equal to 45 (45.1) car parking spaces. It is then understood that for larger developments an additional 20% of unallocated parking for visitors should be accommodated. This is equal to 9 spaces ($45.1 \times 20\% = 9.02$).
- 4.13 Although the proposed provision is below the minimum requirement set out within Havant Borough Council's Parking SPD, the approach is considered justified. Local car ownership data demonstrates that demand within this part of Hayling Island is significantly lower than the SPD assumptions, and the proposed 54 spaces directly align with the evidenced level of demand plus appropriate visitor provision. Over-provision of parking would risk encouraging unnecessary car use, contrary to local sustainable transport policy.
- 4.14 Furthermore, the site benefits from proximity to bus services at Beachlands and connections to Havant railway station, offering realistic alternatives to the private car. Additionally, obtained car ownership data highlighted that approximately 35% of existing flats within the site's LSOA currently do not have access to a car, outlining that future residents can still access local facilities without the need for a car. On this basis, the level of parking proposed is considered both proportionate and sufficient to meet the needs of future residents.
- 4.15 All spaces will be provided with electric vehicle charging capabilities, ensuring compliance with national and local sustainability objectives.
- 4.16 Swept path analysis included at **Appendix D** demonstrates that all proposed corner car parking spaces can be suitably accessed.

Cycle Parking

- 4.17 As per Havant Borough Council's Parking SPD, a total of 110 long-stay spaces are proposed as part of the proposals.
- 4.18 Additionally, 22 short-stay spaces, comprising 11 Sheffield stands, are proposed, distributed throughout the site, in line with Havant cycling parking standards.

Deliveries and Servicing

- 4.19 To understand whether the proposed development can be adequately served by a fire tender and refuse lorry, vehicle dimensions were informed by information contained within Hampshire County Council's Technical Guidance Notes 1 and 2.
- 4.20 Subsequently, the drawing at **Appendix E** highlights that a Hampshire specification fire tender can get within adequately serve the site.
- 4.21 Vehicle swept path analysis for refuse lorry was also completed and has been attached at **Appendix F**. This depicts that a refuse lorry can get within 10m of all refuse collection points located within the site.

5 Transport Impact

Existing Use Trip Generation

- 5.1 Unfortunately, the TRICS database provides limited information on trip rates for amusement parks or fairgrounds. As such, the applicant has supplied existing trip generation estimates for the amusement park and associated car park.
- 5.2 The applicant advises that the amusement park attracts approximately 180,000 visitors per year. The park operates between mid-March and mid-October, with additional activity in December when a winter wonderland market is held. This annual visitor figure is based on an extrapolation of profits from token sales for rides and arcade machine revenue.
- 5.3 It is estimated that 20% of visitors currently travel to the site by public transport or active modes (walking/cycling), equating to circa 36,000 people. The remaining 144,000 yearly visitors are assumed to travel by car.
- 5.4 Using a conservative average vehicle occupancy of 2.4 people per car, this equates to approximately 60,000 vehicle arrivals per year ($144,000 / 2.4 = 60,000$), or 120,000 annual vehicle movements (arrivals and departures).
- 5.5 In addition, the amusement park employs 64 staff members. Of these, it is estimated that 50% drive to the site and 5% car share, equivalent to 30 staff vehicles per operational day. This results in approximately 60 daily vehicle movements, or 14,400 annually. The applicant advises that a majority of staff trips occur during the AM and PM peak hours.
- 5.6 Combining visitor and staff trips, the amusement park is therefore estimated to currently generate around 134,400 vehicle movements per year during operational months.
- 5.7 The proposed development will result in the removal of approximately 50% of the existing amusement park to accommodate residential dwellings. The applicant therefore estimates that the amusement park trips will proportionally reduce by 50%.
- 5.8 Applying this reduction, the southern portion of the amusement park (to be redeveloped) is currently estimated to generate 60,000 visitor vehicle movements and 7,200 staff vehicle movements annually – a total of 67,200 movements. This equates to an average of around 184 daily vehicle trips ($67,200 / 365 = 184.11$).
- 5.9 In addition to the amusement park use, the southern part of the site also serves as a car park for beach visitors and hosts regular car boot sales.
- 5.10 Based on this, it is estimated that an additional 10,000 vehicles a year utilise the car parking area in the south of the site to visit the beach. This is equivalent to an additional 20,000 vehicle movements per year.

- 5.11 The car park also hosts car boot sales approximately three times per month (36 annually). With an estimated 200 vehicles per event, this generates around 400 vehicle movements per event, or 14,400 annually.
- 5.12 These ancillary car park uses are therefore estimated to generate approximately 34,400 annual vehicle movements, equivalent to an average of 94 daily trips ($34,400 / 365 = 94.24$).
- 5.13 Totalling both the estimated daily vehicle trip rates associated with the southern portion of the amusement park and the ancillary car park use it is estimated that the site currently generates an average of circa 278 ($94.25 + 184.11 = 278.36$) vehicle trips per day.

Proposed Use Vehicle Trip Generation

- 5.14 To estimate trip generation associated with the proposed 55 flats, the TRICS database was interrogated to find surveys of sites that met the following criteria:
- Multi-modal survey;
 - Privately owned flats (03/C);
 - Located in England, outside of London;
 - Located in 'suburban area' or 'edge of town' areas;
 - Carried out on a weekday in the last 5 years.
- 5.15 Five surveys were found that met these criteria, from which trip rates per unit are estimated, as summarised in Table 5.1, and converted to trip numbers for the proposed 55 flat units as summarised in Table 5.2. The full TRICS datasheet is included at **Appendix G**.

Table 5.1 – Trip rates per flat unit (from TRICS)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			All Day (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total People	0.132	0.571	0.703	0.392	0.238	0.630	2.656	2.841	5.497
Total Vehicles	0.085	0.153	0.238	0.190	0.122	0.312	1.365	1.435	2.800
Cars	0.069	0.138	0.207	0.185	0.111	0.296	1.180	1.260	2.440
Pedestrians	0.048	0.249	0.297	0.101	0.090	0.191	0.698	0.821	1.519
Cyclists	0	0.011	0.011	0	0.005	0.005	0.047	0.048	0.095
Public Transport Users	0	0.095	0.095	0.048	0	0.048	0.207	0.247	0.454
OGVs/LGVs	0.011	0.011	0.022	0	0.005	0.005	0.096	0.086	0.182

Table 5.2 – Trip numbers for 55 flats (allow for rounding)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			All Day (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total People	7	31	39	22	13	35	146	156	302
Total Vehicles	5	8	13	10	7	17	75	79	154
Cars	4	8	11	10	6	16	65	69	134
Pedestrians	3	14	16	6	5	11	38	45	84
Cyclists	0	1	1	0	0	0	3	3	5
Public Transport Users	0	5	5	3	0	3	11	14	25
OGVs/LGVs	1	1	1	0	0	0	5	5	10

- 5.16 It can be seen above that the proposed 55 flats would be expected to generate 13 and 17 vehicle movements in the respective AM and PM network peak hours, as well as 154 vehicle trips throughout the course of a day.

Net Trip Generation

- 5.17 Based on the assessment of existing and proposed uses, the development is expected to generate approximately 124 fewer vehicle trips per day compared to the current amusement park and ancillary car park operations. This includes a reduction of around 17 trips in the AM peak and 13 trips in the PM peak.
- 5.18 This overall reduction in traffic will be beneficial to the operation of the local highway network. In particular, fewer trips during the network peak hours will help to ease pressure on surrounding junctions, reduce the potential for congestion, and support more reliable journey times. The replacement of a highly seasonal and event-driven land use with a residential use will also remove irregular traffic surges associated with amusement park activity, beach visitors, and car boot sales. The proposed development will therefore deliver a more consistent and predictable traffic profile, with lower overall trip generation.
- 5.19 In conclusion, the redevelopment of the site from an amusement park/car park to residential use is expected to result in a net reduction in vehicle movements and will have a positive effect on the efficiency and safe operation of the local highway network.

6 Summary and Conclusion

Summary

- 6.1 This Transport Statement has been prepared by EAS on behalf of Mr and Mrs Hill & Mr and Mrs Cogger, regarding the proposed redevelopment of 1 Sea Front, Hayling Island, Hampshire PO11 0AG. The site currently comprises the southern part of the wider Funland Amusement Park, consisting of an amusement arcade, roller coasters and other outdoor amusement rides. To the south, the site also contains a car park and area of beach which accommodates a car boot sale every week.
- 6.2 It is proposed to develop the site into 55 residential flats, comprising 41 x two-bedroom units and 14 x three-bedroom units.
- 6.3 The site is located southeast of the Sea Front/Beach Road roundabout, within the southern portion of the wider Funland Amusement Park. It is bordered by the remainder of the Funland Amusement Park to the north, undeveloped land to the east, Hayling Island Beach to the south, and a mixture of existing commercial uses, as well as Beachlands Road to the west.
- 6.4 The site is a circa 725m (10-minute) walk from the centre of West Town, whilst the more substantial arrangement of South Hayling, and more specifically Mengham Road, the main High Street, can be reached in a circa 1100m (15-minute) walk.
- 6.5 The Beachlands bus stop is located circa 120m north of the site and is served by the 30 and 31 bus routes. Together, the two services provide comprehensive coverage across Hayling Island and a direct link to Havant, where interchange with rail services to London, Portsmouth and Southampton is available.
- 6.6 A car ownership level of 0.84 cars per flat in the local area demonstrates that living without a car in the area is completely viable.
- 6.7 The application proposes 54 shared/communal car parking spaces, nine of which will be designated for visitors.
- 6.8 As per Havant Borough Council's Parking SPD, a total of 110 long-stay and 22 short-stay cycle parking spaces are proposed.
- 6.9 Based on the assessment of existing and proposed uses, the development is expected to generate approximately 124 fewer vehicle trips per day compared to the current amusement park and ancillary car park operations. This includes a reduction of around 17 trips in the AM peak and 13 trips in the PM peak.
- 6.10 This overall reduction in traffic will be beneficial to the operation of the local highway network. In particular, fewer trips during the network peak hours will help to ease pressure on surrounding junctions, reduce the potential for congestion, and support more reliable journey times.

- 6.11 A review of personal injury traffic collisions in the vicinity of the site suggests no patterns, and in any event, with an expected reduction in peak hour vehicle trips associated with the site the proposal would in fact be expected to benefit highway safety.

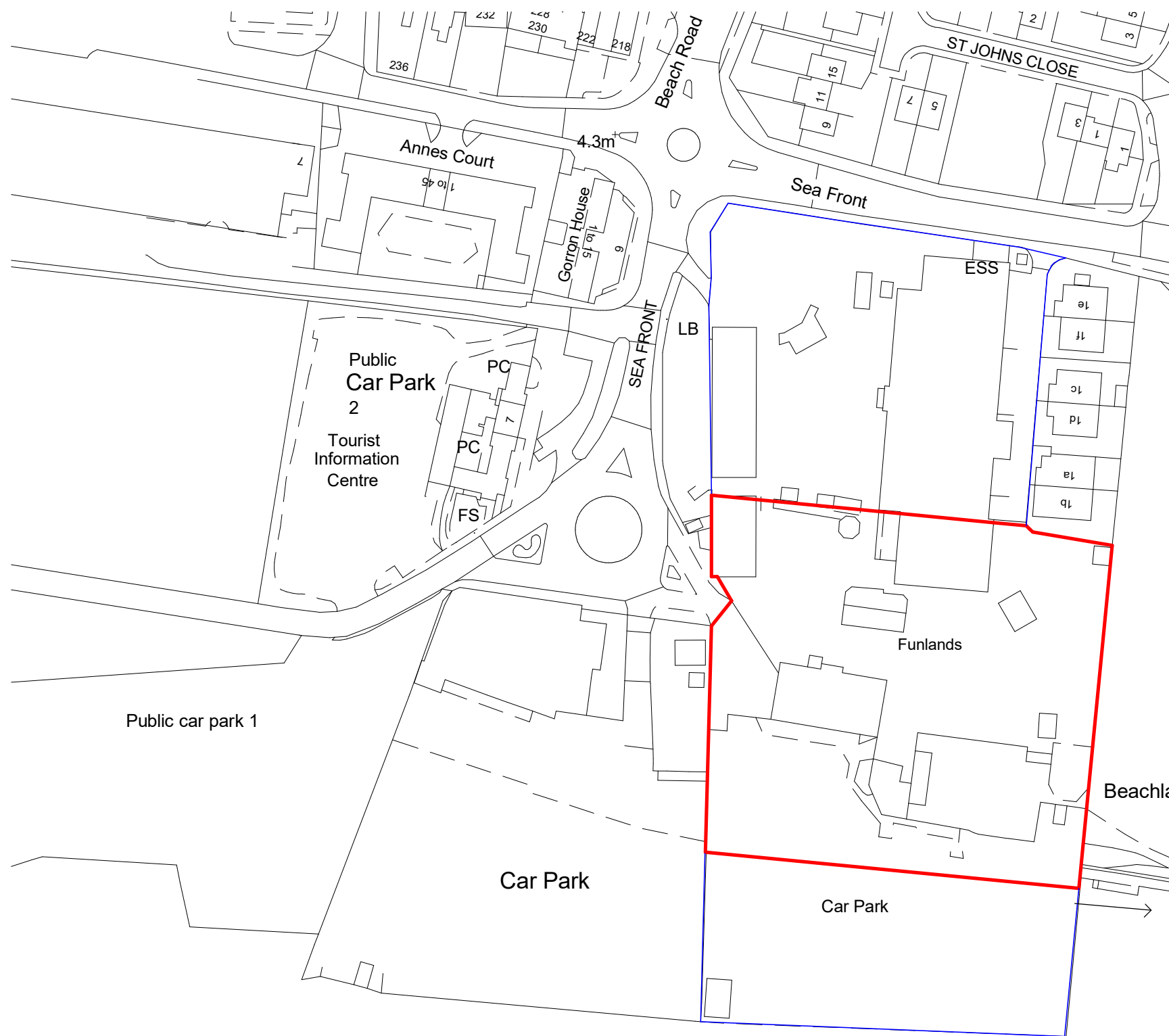
Conclusion

- 6.12 The proposal is policy compliant and is expected to reduce vehicle trip generation during the peak hours, benefiting the safe and efficient functioning of the local highway network.
- 6.13 The replacement of a highly seasonal and event-driven land use with a residential use will also remove irregular traffic surges associated with amusement park activity, beach visitors, and car boot sales. The proposed development will therefore deliver a more consistent and predictable traffic profile, with lower overall trip generation.
- 6.14 As such the proposals should be supported on highways grounds.

Appendices

Appendix: A - Location Plan
Appendix: B – Proposed Site Plans
Appendix: C – Crashmap Reports
Appendix: D – Car Parking Swept Path Analysis
Appendix: E – Fire Tender Swept Path Analysis
Appendix: F – Refuse Vehicle Swept Path Analysis
Appendix: G – TRICS Datasheet

Appendix: A - Location Plan



- Site boundary
- Boundary of additional land owned by applicants



VISUAL SCALE 1:1250 @ A3

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1 Location Plan
1 : 1250

IJ Murray Associates Ltd
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Hayling Island
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PO11 9HR
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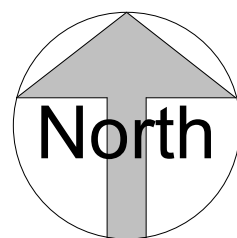
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Mr Marshall Hill Hayling
Fair Development HI
V6

Location Plan		
Project number	Project Number	A101
Date	Issue Date	
Drawn by	Author	
Paper size	A3 (Print 100% no borders)	Scale
		1 : 1250

Appendix: B – Proposed Site Plans



VISUAL SCALE 1:750 @ A3

2 Main Site Plan

1 : 750



**IJ Murray
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Fair Development HI**
V6

Site Plan

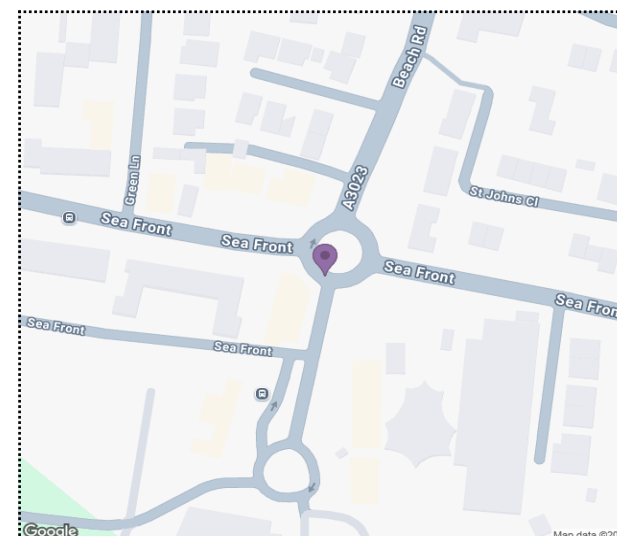
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Date	Issue Date	
Drawn by	Author	
Paper size	A3 (Print 100% no borders)	Scale
		1 : 750

Appendix: C – Crashmap Reports



Validated Data

Crash Date:	Sunday, January 5, 2020	Time of Crash:	11:59:00	Crash Reference:	2020440005081
Highest Injury Severity:	Serious	Road Number:	A3023	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	471410 98949
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, January 5, 2020

Time of Crash: 11:59:00

Crash Reference: 2020440005081

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Female	21 - 25	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

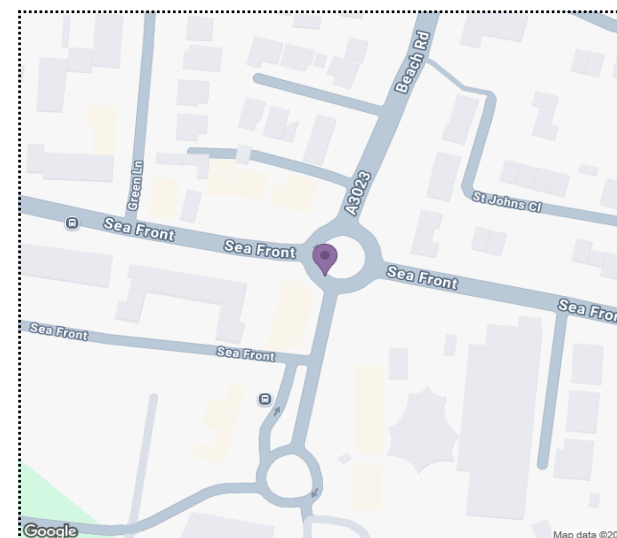
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, July 7, 2023	Time of Crash:	07:15:00	Crash Reference:	2023440272197
Highest Injury Severity:	Slight	Road Number:	A3023	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	471410 98950
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, July 7, 2023

Time of Crash: 07:15:00

Crash Reference: 2023440272197

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Pedal cycle	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, December 4, 2021

Time of Crash: 21:04:00

Crash Reference: 2021440487037

Highest Injury Severity: Slight

Road Number: A3023

Casualties: 3

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 471412 98953

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

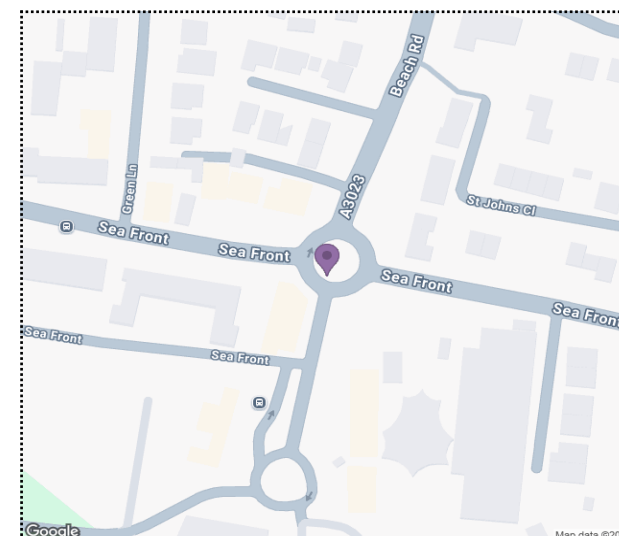
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, December 4, 2021

Time of Crash: 21:04:00

Crash Reference: 2021440487037

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, November 2, 2019

Time of Crash: 20:13:00

Crash Reference: 2019440393717

Highest Injury Severity: Slight

Road Number: A3023

Casualties: 3

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 471405 98963

Weather Description: Fine with high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

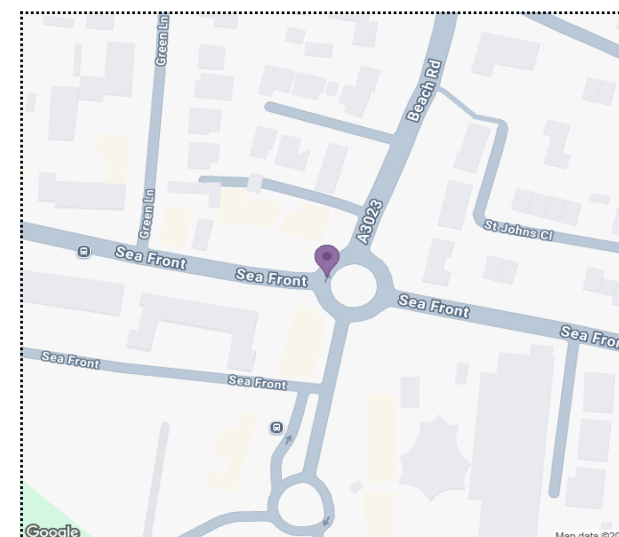
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, November 2, 2019

Time of Crash: 20:13:00

Crash Reference: 2019440393717

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

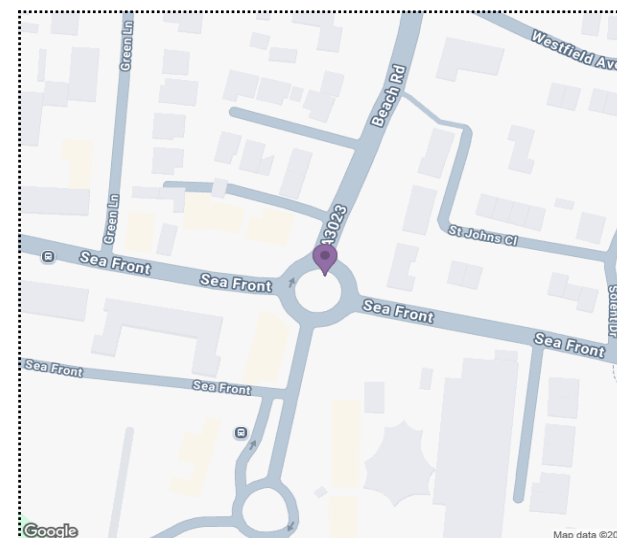
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Monday, March 9, 2020	Time of Crash:	17:15:00	Crash Reference:	2020440089726
Highest Injury Severity:	Slight	Road Number:	A3023	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	471418 98966
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, March 9, 2020

Time of Crash: 17:15:00

Crash Reference: 2020440089726

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	56 - 65	Vehicle is moving off	Front	Unknown	None	None

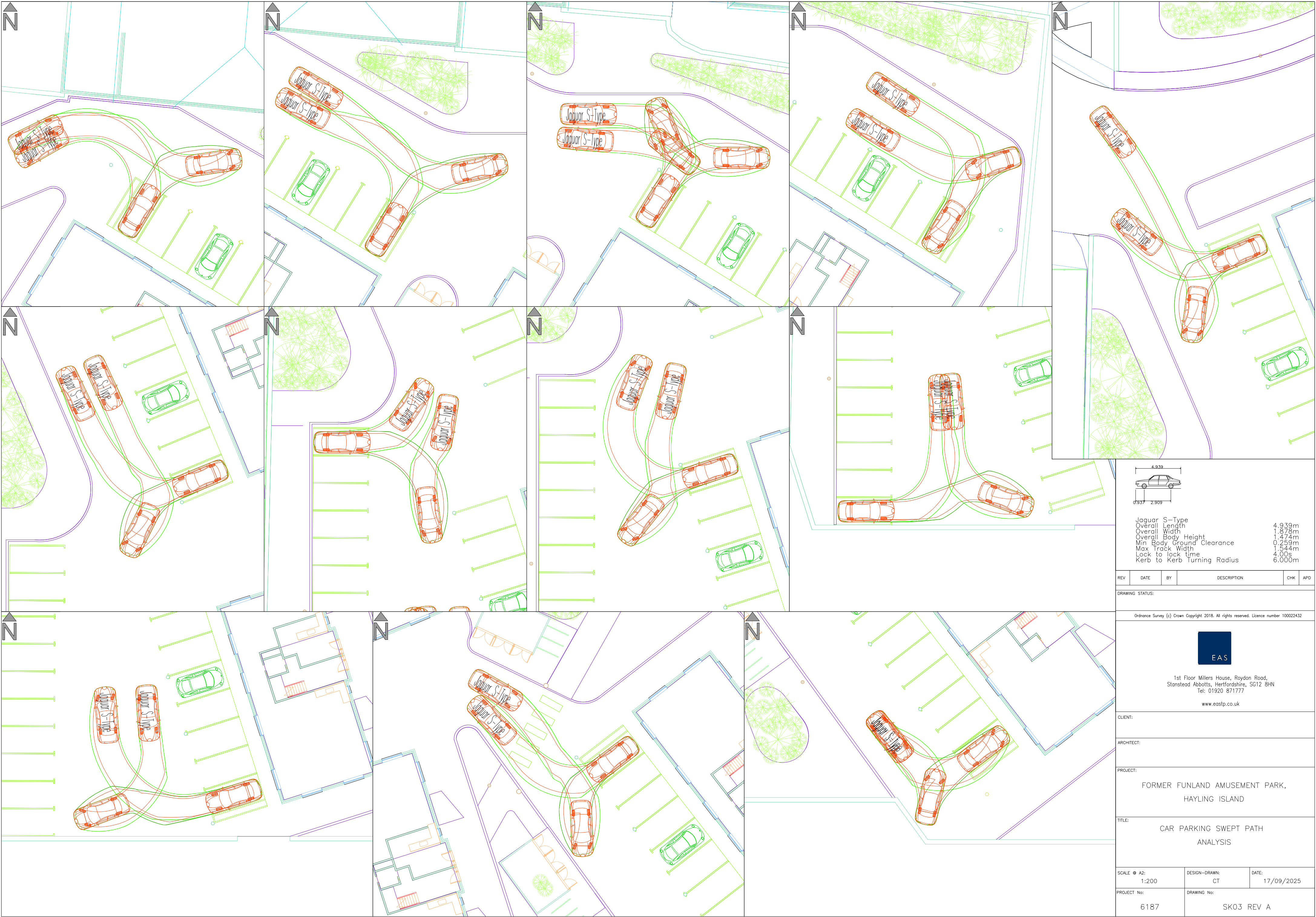
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

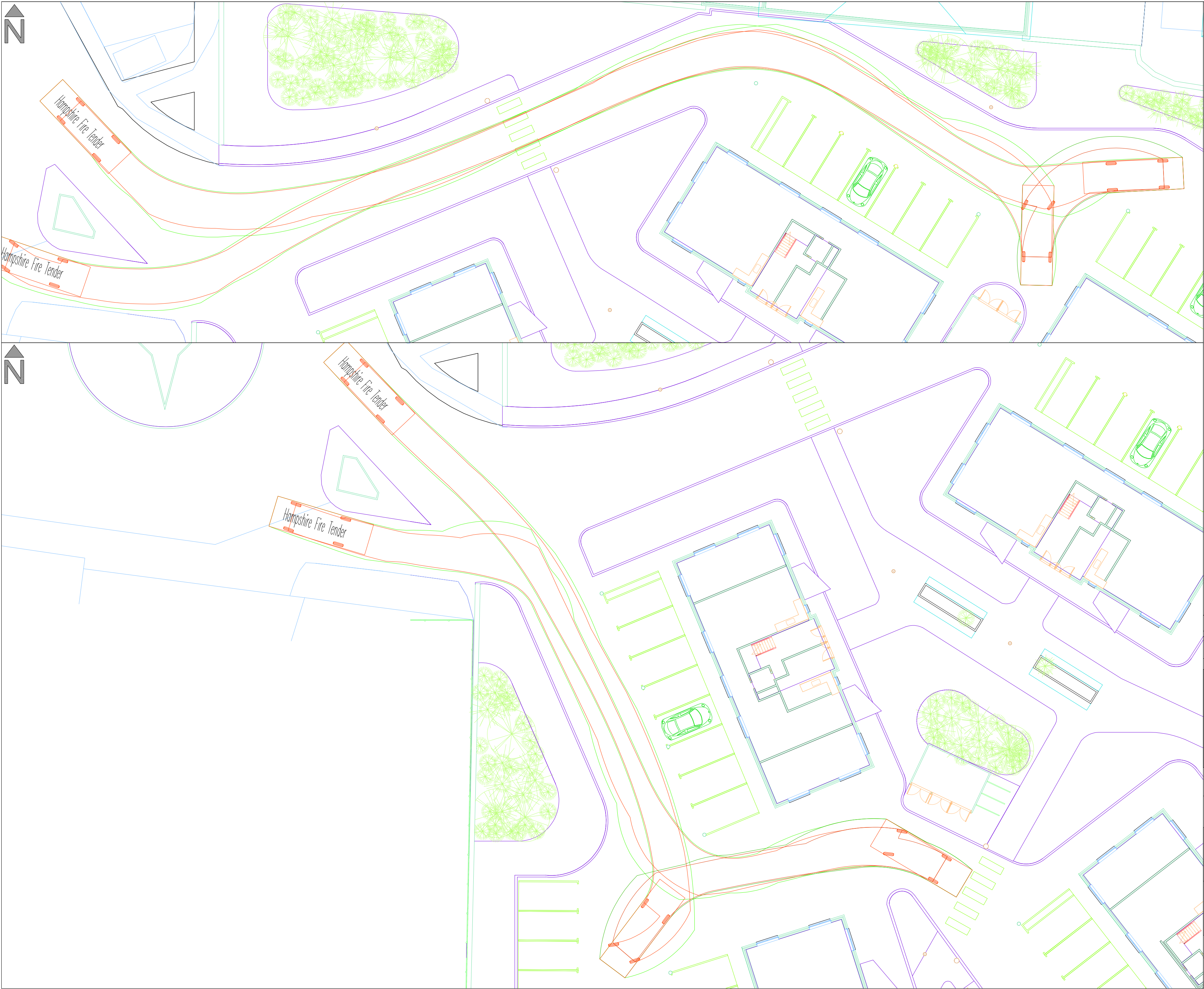
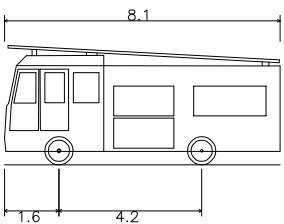
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix: D – Car Parking Swept Path Analysis



Appendix: E – Fire Tender Swept Path Analysis



Hampshire Fire Tender
Overall Length
Overall Width
Overall Body Height
Min. Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.100m
2.550m
0.512m
0.397m
2.380m
6.00s
7.750m

REV	DATE	BY	DESCRIPTION	CHK	APD
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1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

FORMER FUNLANDS AMUSEMENT PARK,
HAYLING ISLAND

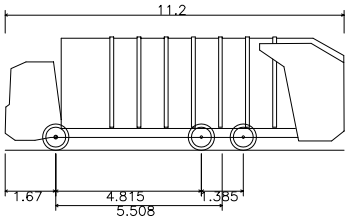
TITLE:

FIRE TENDER SWEPT PATH
ANALYSIS

SCALE @ A2: 1:200	DESIGN-DRAWN: CT	DATE: 19/09/2025
----------------------	---------------------	---------------------

PROJECT No: 6187	DRAWING No: SK01 REV B
---------------------	---------------------------

Appendix: F – Refuse Vehicle Swept Path Analysis



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 1.67m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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<div><div></div><div><p>1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777</p><p>www.eastp.co.uk</p></div></div>					
CLIENT:					
ARCHITECT:					
PROJECT:					
FORMER FUNLAND AMUSEMENT PARK, HAYLING ISLAND					
TITLE:					
REFUSE VEHICLE SWEPT PATH ANALYSIS					
SCALE  A2: 1:250		DESIGN—DRAWN: CT		DATE: 19/09/2025	
PROJECT No: 6187		DRAWING No: SK02 REV B			

Appendix: G – TRICS Datasheet

Calculation Reference: AUDIT-743101-250826-0825

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 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: 12 to 82 (units:)
 Range Selected by User: 6 to 200 (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: 01/01/19 to 01/10/25

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:

Monday	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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	5
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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	9 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000

5 days

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

Population within 5 miles:

75,001 to 100,000

2 days

125,001 to 250,000

3 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

5 days

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

Travel Plan:

Yes

2 days

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

5 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
2	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
3	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
4	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
5	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 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): 1.96

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	5	38	0.021	5	38	0.175	5	38	0.196
08:00 - 09:00	5	38	0.085	5	38	0.153	5	38	0.238
09:00 - 10:00	5	38	0.106	5	38	0.122	5	38	0.228
10:00 - 11:00	5	38	0.101	5	38	0.122	5	38	0.223
11:00 - 12:00	5	38	0.085	5	38	0.122	5	38	0.207
12:00 - 13:00	5	38	0.148	5	38	0.122	5	38	0.270
13:00 - 14:00	5	38	0.111	5	38	0.116	5	38	0.227
14:00 - 15:00	5	38	0.111	5	38	0.106	5	38	0.217
15:00 - 16:00	5	38	0.185	5	38	0.101	5	38	0.286
16:00 - 17:00	5	38	0.116	5	38	0.111	5	38	0.227
17:00 - 18:00	5	38	0.190	5	38	0.122	5	38	0.312
18:00 - 19:00	5	38	0.106	5	38	0.063	5	38	0.169
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.365			1.435			2.800

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:

12 - 82 (units:)

Survey date date range:

01/01/19 - 01/10/25

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	5	38	0.000	5	38	0.000	5	38	0.000
08:00 - 09:00	5	38	0.000	5	38	0.000	5	38	0.000
09:00 - 10:00	5	38	0.000	5	38	0.000	5	38	0.000
10:00 - 11:00	5	38	0.000	5	38	0.000	5	38	0.000
11:00 - 12:00	5	38	0.000	5	38	0.000	5	38	0.000
12:00 - 13:00	5	38	0.000	5	38	0.000	5	38	0.000
13:00 - 14:00	5	38	0.000	5	38	0.000	5	38	0.000
14:00 - 15:00	5	38	0.000	5	38	0.000	5	38	0.000
15:00 - 16:00	5	38	0.000	5	38	0.000	5	38	0.000
16:00 - 17:00	5	38	0.005	5	38	0.000	5	38	0.005
17:00 - 18:00	5	38	0.000	5	38	0.005	5	38	0.005
18:00 - 19:00	5	38	0.000	5	38	0.000	5	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.000	5	38	0.005	5	38	0.005
08:00 - 09:00	5	38	0.000	5	38	0.011	5	38	0.011
09:00 - 10:00	5	38	0.000	5	38	0.011	5	38	0.011
10:00 - 11:00	5	38	0.005	5	38	0.000	5	38	0.005
11:00 - 12:00	5	38	0.005	5	38	0.000	5	38	0.005
12:00 - 13:00	5	38	0.000	5	38	0.005	5	38	0.005
13:00 - 14:00	5	38	0.000	5	38	0.000	5	38	0.000
14:00 - 15:00	5	38	0.016	5	38	0.011	5	38	0.027
15:00 - 16:00	5	38	0.005	5	38	0.000	5	38	0.005
16:00 - 17:00	5	38	0.005	5	38	0.000	5	38	0.005
17:00 - 18:00	5	38	0.000	5	38	0.005	5	38	0.005
18:00 - 19:00	5	38	0.011	5	38	0.000	5	38	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.048			0.095

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.005	5	38	0.037	5	38	0.042
08:00 - 09:00	5	38	0.048	5	38	0.249	5	38	0.297
09:00 - 10:00	5	38	0.048	5	38	0.090	5	38	0.138
10:00 - 11:00	5	38	0.037	5	38	0.063	5	38	0.100
11:00 - 12:00	5	38	0.042	5	38	0.058	5	38	0.100
12:00 - 13:00	5	38	0.079	5	38	0.048	5	38	0.127
13:00 - 14:00	5	38	0.042	5	38	0.048	5	38	0.090
14:00 - 15:00	5	38	0.079	5	38	0.048	5	38	0.127
15:00 - 16:00	5	38	0.106	5	38	0.037	5	38	0.143
16:00 - 17:00	5	38	0.063	5	38	0.037	5	38	0.100
17:00 - 18:00	5	38	0.101	5	38	0.090	5	38	0.191
18:00 - 19:00	5	38	0.048	5	38	0.016	5	38	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.698			0.821			1.519

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.000	5	38	0.026	5	38	0.026
08:00 - 09:00	5	38	0.000	5	38	0.095	5	38	0.095
09:00 - 10:00	5	38	0.005	5	38	0.021	5	38	0.026
10:00 - 11:00	5	38	0.016	5	38	0.021	5	38	0.037
11:00 - 12:00	5	38	0.011	5	38	0.026	5	38	0.037
12:00 - 13:00	5	38	0.011	5	38	0.021	5	38	0.032
13:00 - 14:00	5	38	0.021	5	38	0.021	5	38	0.042
14:00 - 15:00	5	38	0.026	5	38	0.016	5	38	0.042
15:00 - 16:00	5	38	0.016	5	38	0.000	5	38	0.016
16:00 - 17:00	5	38	0.042	5	38	0.000	5	38	0.042
17:00 - 18:00	5	38	0.048	5	38	0.000	5	38	0.048
18:00 - 19:00	5	38	0.011	5	38	0.000	5	38	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.247			0.454

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.96

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	5	38	0.026	5	38	0.302	5	38	0.328
08:00 - 09:00	5	38	0.132	5	38	0.571	5	38	0.703
09:00 - 10:00	5	38	0.180	5	38	0.259	5	38	0.439
10:00 - 11:00	5	38	0.180	5	38	0.228	5	38	0.408
11:00 - 12:00	5	38	0.169	5	38	0.238	5	38	0.407
12:00 - 13:00	5	38	0.265	5	38	0.217	5	38	0.482
13:00 - 14:00	5	38	0.201	5	38	0.206	5	38	0.407
14:00 - 15:00	5	38	0.270	5	38	0.196	5	38	0.466
15:00 - 16:00	5	38	0.360	5	38	0.159	5	38	0.519
16:00 - 17:00	5	38	0.259	5	38	0.148	5	38	0.407
17:00 - 18:00	5	38	0.392	5	38	0.238	5	38	0.630
18:00 - 19:00	5	38	0.222	5	38	0.079	5	38	0.301
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.656			2.841			5.497

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.016	5	38	0.169	5	38	0.185
08:00 - 09:00	5	38	0.069	5	38	0.138	5	38	0.207
09:00 - 10:00	5	38	0.079	5	38	0.095	5	38	0.174
10:00 - 11:00	5	38	0.090	5	38	0.111	5	38	0.201
11:00 - 12:00	5	38	0.074	5	38	0.122	5	38	0.196
12:00 - 13:00	5	38	0.132	5	38	0.101	5	38	0.233
13:00 - 14:00	5	38	0.090	5	38	0.101	5	38	0.191
14:00 - 15:00	5	38	0.090	5	38	0.085	5	38	0.175
15:00 - 16:00	5	38	0.159	5	38	0.079	5	38	0.238
16:00 - 17:00	5	38	0.101	5	38	0.095	5	38	0.196
17:00 - 18:00	5	38	0.185	5	38	0.111	5	38	0.296
18:00 - 19:00	5	38	0.095	5	38	0.053	5	38	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.180			1.260			2.440

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.000	5	38	0.000	5	38	0.000
08:00 - 09:00	5	38	0.011	5	38	0.011	5	38	0.022
09:00 - 10:00	5	38	0.016	5	38	0.016	5	38	0.032
10:00 - 11:00	5	38	0.005	5	38	0.005	5	38	0.010
11:00 - 12:00	5	38	0.011	5	38	0.000	5	38	0.011
12:00 - 13:00	5	38	0.000	5	38	0.005	5	38	0.005
13:00 - 14:00	5	38	0.005	5	38	0.000	5	38	0.005
14:00 - 15:00	5	38	0.011	5	38	0.011	5	38	0.022
15:00 - 16:00	5	38	0.016	5	38	0.011	5	38	0.027
16:00 - 17:00	5	38	0.005	5	38	0.011	5	38	0.016
17:00 - 18:00	5	38	0.000	5	38	0.000	5	38	0.000
18:00 - 19:00	5	38	0.011	5	38	0.011	5	38	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.081			0.172

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.