



DOLPHIN QUAY, QUEEN STREET, EMSWORTH

TRANSPORT STATEMENT

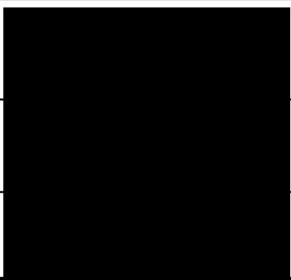
February 2022

Dolphin Quay Cafe Ltd

CAFE
DOLPHIN QUAY, QUEEN STREET
EMSWORTH

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Approved by:</i>	Caitlin Turley		November 2021

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	16.02.22	CD	Clients Comments	SN	SN
3	17.02.22	CD	Clients Comments	SN	SN

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CAFE
DOLPHIN QUAY, QUEEN STREET
EMSWORTH

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Dolphin Quay Café Ltd to support a planning application for the development of a café (for the sale of food and drinks, with no commercial kitchen or cooking station) at Dolphin Quay, Queen Street, Emsworth.
- 1.2 The application site covers 17sqm in total and is located approximately 150m east of Emsworth High Street, within the Conservation Area forming part of the historic core of Emsworth. The site location is identified within Figure 1 and the proposed site layout attached as Appendix A.



Figure 1: Site Location

- 1.3 Paul Basham Associates are aware of the development taking place on land adjacent to the proposed development site, for the erection of 6 dwellings with associated access and parking from Queen Street (APP/16/00921). The development site is a parcel of underutilised land included within the north-west site boundary of this development, between plots 3-6, and Dolphin House.
- 1.4 The scope of this TS has been informed by a site visit in August 2021 and will consider the existing conditions, obligations from the adjacent development (APP/16/00921), site accessibility, development proposals, cycle parking provision, trip generation and servicing arrangements at the development.

2. EXISTING SITE CONDITIONS

- 2.1 The development site is a parcel of land included within the north-west site boundary of application ref: APP/16/00921, between plots 3-6 of the development currently being constructed, and Dolphin House. It is located along Queen Street, Emsworth and is bound by residential development to the east and west, Mill Pond to the south and Queen Street borders the northern boundary. The site is located approximately 150m east of Emsworth High Street and 850m south-east of Emsworth Railway Station.
- 2.2 The site forms a hard-standing area of underutilised land adjoining Queen Street, with the Flour Mill to the north of the site, and a river to the south. The site is located in an area of conservation, forming part of the historic core of Emsworth.
- 2.3 The area of land has been permitted within application APP/16/00921 to be a public amenity space with views of the harbour. The existing site conditions are demonstrated within Photograph 1.



Photograph 1: Existing Site Conditions

Local Highways Network

- 2.4 Queens Street is a two-way single carriageway road which runs in an east and west direction providing access between Emsworth High Street and the A259. Queens Street measures c.6m in width and is subject to a 30mph speed limit.
- 2.5 Along Queens Street there are time restricted parking bays, and the remainder of the road has double yellow lines to prohibit parking. Double yellow lines are present across the frontage of the site, as shown in Photograph 2.



Photograph 2: Double Yellow Lines along Queen Street

- 2.6 At the western extent Queens Street become High Street which is a two-way single carriageway road which runs in a north/south direction providing access to local amenities and services in Emsworth. High Street has time restricted parking and loading bays, and the remainder of the road has double yellow lines to prohibit parking. Conditions on High Street are shown in Photograph 3.



Photograph 3: Conditions on High Street

Pedestrian Network

- 2.7 There is a good provision of footways along both the northern and southern side of Queen Street which continue along High Street. To the west of the site on the southern side of Queen Street, the footway narrows and is obstructed by steps to houses, however, the northern footway is of a good width and unobstructed in this location.
- 2.8 The site is surrounded by numerous public rights of way (PRoW) footpaths heading both north of the site towards Westbourne and south of the site towards Emsworth Harbour and Thorney Island. A PRoW

footpath is located next to the development site and is a popular leisure walking route. The location and extent of local PROW are shown in **Figure 2**.



Figure 2: PROW Routes

Cycle Network

- 2.9 The topography and variety of cycling routes in proximity to the development site makes it an attractive location of cyclists. There are on-road cycle lanes along Havant Road and parts of the A259 to the east of the site, shown in **Photograph 4**. Warblington Road, West Road and Brook Gardens to the west of the site are suggested link routes which provides a connection to National Cycle Network route 2.



Photograph 4: Cycle Lane along the A259

2.10 National Cycle Network (NCN) route 2 runs along the sites' frontage, along Queen Street. The cycle route offers a recreational cycle route along the south-coast, in sections and is shown in Figure 3.

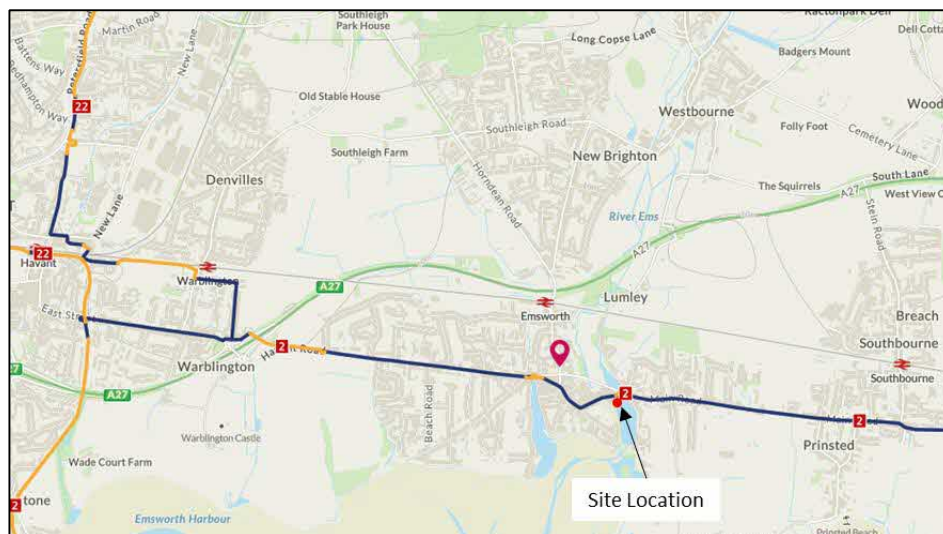


Figure 3: National Cycle Network Route

Bus Services

2.11 The closest bus stop to the site is Hermitage Bridge, located approximately 100m east of the development site, providing westbound services. A bus stop sign and timetable is available at the stop, shown in Photograph 5. Eastbound services can be accessed from the opposite side of the Queen Street/ A259 junction. This bus stop provides a sheltered seating area and timetable, shown in Photograph 6. The summary of local bus timetables are provided in Table 1.



Photograph 5: Hermitage Bridge Bus Stop (Westbound)



Photograph 6: Hermitage Bridge Bus Stop (Eastbound)

Service Number	Route	Frequency		
		Monday – Friday	Saturdays	Sunday
700	Felpham – Portsmouth (Sunday Service is Chichester – Portsmouth)	Every 15-20 minutes First Bus: 05:08 Last Bus: 21:30	Every 30 minutes First Bus: 05:58 Last Bus: 21:30	Every 30 minutes First Bus: 07:10 Last Bus: 21:00
770	Havant – Bishop Luffa School	One bus in each direction per day First Bus: 07:15 Last Bus: 14:43	N/A	N/A

Table 1: Summary of Local Bus Services

- 2.12 Table 1 summarises the local bus services available from Hermitage Bridge bus stop. There is a good frequency of services available Monday-Sunday between Felpham and Portsmouth which also serve Havant, Chichester, and Bognor Regis. It would therefore be attractive for staff to travel by local bus services if they live in the local area.

Rail Services

- 2.13 Emsworth Railways Station is located approximately 850m north-west of the site and is accessible via a 11-minute walk or 3-minute cycle. The station is equipped with 10 car parking spaces, 15 cycle storage spaces and disabled access. Emsworth Station provides direct train services to Portsmouth Harbour, Havant, Chichester, Fareham, Brighton, Southampton Central, Littlehampton and London Victoria.

Site Accessibility

- 2.14 The site is located in close proximity to numerous local amenities, with a good provision of pedestrian and public transport links, shown in Table 2. The site is 100m east of Emsworth High Street where numerous facilities are located, making the café a good location to visit as part of a linked trip from the high street.

Amenity	Distance (metres)	Walking Time (minutes)
Bus Stop	100m	1
High Street	100m	1
Railway Station	850m	11

Table 2: Local Facilities

- 2.15 There are also offices opposite the site and residential developments surrounding the site, all in walking distance to the kiosk. Therefore, the site is in a highly accessible location in terms of its proximity to pedestrian and cycle infrastructure, public transport connections and areas of high footfall.

Summary

- 2.16 There are numerous footpaths and cycle lanes in proximity to the site and NCN route 2 runs along the site's frontage. The site is also located in proximity to public transport links and is part of the historic waterfront of Emsworth, making it an area of high footfall and an attractive location for a café.

3. DEVELOPMENT PROPOSALS

- 3.1 The proposed development is for a 17sqm Kiosk café, to be erected with a small proportion of inside seating and outdoor seating (Appendix A). The development operates Monday to Sunday between 08:00-16:00, with there being 2-3 members of staff on-site at any one time.
- 3.2 The Kiosk café will be for the sale and serving of food and drinks, for either enjoyment on the premises and/or to take away. The food will be prepared off-site, so no commercial kitchen or cooking station is proposed. Some seating is proposed inside the structure, with opportunity for outdoor seating proposed on the remaining hard standing area.

Servicing and Delivery Arrangements

- 3.3 The site will be serviced from Queen Street with refuse collection points situated within the maximum 25m bin carry distance.
- 3.4 As all food is prepared off-site, there will be one daily delivery (in a small van) in the morning to the development site. It is proposed that delivery vehicles would utilise the on-street parking areas provided along Queen Street to make these deliveries.
- 3.5 Emergency vehicles will be able to get within the required 45m of the development site from Queen Street.

4. PARKING PROVISION

- 4.1 Havant Borough Council has produced a number of Supplementary Planning Documents. Those relevant to this application are: - Parking Supplementary Planning Document (SPD) (27th July 2016) - with section 3 being updated on 25th September 2019. This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces to be provided with new development.
- 4.2 The document has not been updated to reflect the revised Use Classes Order that came into force on 1st September 2021. Given the nature of the proposed development the parking standards are calculated on the basis of the “A1 Shops (Food Retail)” standards category rather than those for a traditional pub or restaurant that would be covered by the “Eating and Drinking Establishments” category. The parking standards are set out within Table 3.

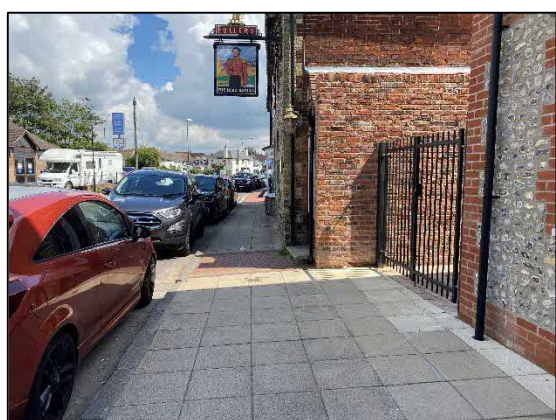
HBC Standards	Car Parking Requirement
A1 Shops (Food Retail)	1 space per 20 sqm covered areas

Table 3: HBC Parking Standards

- 4.3 Based on HBC (Havant Borough Council) Parking SPD (July 2016) guidance, the development would only be required to provide 1 parking space based on the scale of the development. However, the site is not proposing to provide any parking and it is considered that nil provision can be justified.
- 4.4 Considering the target of the café is to benefit the local community and given that it is located a c.2-minute walk from Emsworth High Street and attractive leisure walking routes, users are expected to form part of the existing footfall already present in the area.
- 4.5 As the development is by the water’s edge, and in the historic conservation area in Emsworth, it is an attractive location which draws people to the area. Therefore, the development aims to serve the area, rather than draw people to travel directly to the site. This means that not providing parking at the site should not be an issue as the majority of customers will already be in the area for other purposes (i.e shopping or walking) and most likely arrive on foot or by bike.
- 4.6 Furthermore, there is a high provision of pedestrian infrastructure linking the site to Emsworth and the proximity to the High Street and waterfront makes for an attractive location for people to visit. It is likely that customers will walk to the site from the High Street and surrounding areas.
- 4.7 It is thought highly likely that the café’s future customers will have already decided to visit Emsworth as part of a wider shopping trip (either by public transport or private car) or as part of a pre-planned walk

around the harbour or as part of a cycle ride. As such, customers, if they have travelled by car, are likely to have already parked their vehicle elsewhere (i.e. South Street car park or available parking on-street – there are time restricted parking bays adjacent the site). It is considered unlikely, therefore, that the proposed use would generate a high demand for vehicle parking.

- 4.8 It has also been noted that the pub (The Lord Raglan) to the east of the site only has two parking spaces for staff and no visitor parking at the site. This suggests that visitors utilise the on-street parking available or travel to the area by sustainable travel modes.
- 4.9 There is access to parking along Queen Street in time restricted parking bays, shown in Photographs 6 and 7, which would be able to accommodate short-stay parking associated with the proposed development if needed.



Photograph 6: Parking Bays along Queen Street



Photograph 7: Parking Restriction Signage

Cycle Parking

- 4.10 Cycle parking will be provided at the development in line with HBC Parking SPD (July 2016) guidance. The standards for cycle parking are set out in Table 4.

Long-Stay Cycle Parking Requirement	Short-Stay Cycle Parking Requirement
1 space for 6 staff or 1 per 300sqm	1 space per 200sqm

Table 4: HBC Cycle Parking Requirements

- 4.11 Table 4 shows that the development will be required to provide 1 long-stay and 1 short-stay cycle parking space in line with HBC Parking SPD (July 2016) guidance. With regards to cycle parking, it is proposed to provide 3 wall mounted secure cycle spaces on the timber clad sea wall. This is considered to be in compliance with the Council's Parking SPD which require the provision of 2 secure on-site cycle parking spaces.

5. TRIP GENERATION

5.1 This section of the report determines the potential non-vehicular trip generation (pedestrians and cyclists) to the development site during the AM and PM peak hours.

5.2 TRICS (v7.8.3) database has been used to derive the trip rates expected for the proposed development. There were no surveys which related to the scale of the proposed development. There was only one survey available for cafes and the location was London (LB-06-K-01). Although the parameters do not fully represent the proposed development, it was the only available survey on the TRICS database for cafés and has therefore been used to provide an understanding of the potential cycle/pedestrian demand in the AM and PM peaks.

5.3 The following parameters have been used to understand the potential trip generation at the development:

Hotel, Food and Drink – Cafe Use Class;

27 Employees;

Weekday surveys only;

Sites with no Travel Plan; and

Greater London

5.4 The trip rates are summarised in Table 5 and Table 6 while full outputs are in Appendix B.

TRICS (7.8.3)	Trip Rate (per employee)		Trip Generation (3 employees)	
	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00-09:00)	0.603	8.519	2	25
PM Peak (17:00-18:00)	2.741	3.111	8	9

Table 5: Pedestrian Trip Rates and Generation

TRICS (7.8.3)	Trip Rate (per employee)		Trip Generation (3 employees)	
	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00-09:00)	0.185	0.185	1	1
PM Peak (17:00-18:00)	0.000	0.000	0	0

Table 6: Cyclist Trip Rates and Generation

5.5 As summarised within Tables 5 and 6, the proposed development could be expected to generate 27 two-way pedestrian trips in the AM peak and 2 two-way cyclist trips in the AM peak. The information from TRICS also suggests that the development could potentially generate 17 two-way pedestrian movements in the PM peak period.

- 5.6 However, this information does not fully represent the development site and therefore, information has been obtained from the client to understand the trips likely to occur from the proposed development.
- 5.7 The café will be operational between 08:00-16:00 with 2-3 staff members on site at one time and one daily delivery in the morning.
- 5.8 Based upon this information, it is expected that the majority of trips occur outside the AM peak as most staff will be arriving before 8am to open up and no trips will occur within the PM peak as the café closes at 4pm. In addition to staff trips there will also be a delivery trip in the AM peak.
- 5.9 The number of visitor trips is unknown, however it is considered that the proposed café would not have a significant impact given the café will benefit from passby trips due to its proximity to pedestrian and cycle infrastructure and its location at the waterfront which attracts visitors to the area.
- 5.10 Furthermore, the site is in close proximity to Emsworth High Street and places of employment which will result in a number of linked trips from those visiting other local amenities or working within the area.
- 5.11 Therefore, it is expected that the majority of trips to the café will be by people already in proximity to the site for other reasons (work, leisure or visiting amenities) and those passing through (walkers and cyclists).

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Dolphin Quay Café Ltd for the erection of a café kiosk at Dolphin Quay, Queen Street, Emsworth.
- 6.2 The kiosk is to be located on an area of unutilised land to the north-west site boundary of application ref: APP/16/00921, which was permitted to be a public amenity space with views of the harbour. The café will form a public amenity space and the style of the building and outdoor seating will utilise the views of the harbour.
- 6.3 There is a good provision of PRow footpaths within the area and to the north and south of the site. NCN route 2 runs along the site's frontage. There is also a good provision of bus services which allow car free access to historic Emsworth. The kiosk would be located in a key location to serve locals and tourists using the foot and cycle links around the development and exploring historic Emsworth.
- 6.4 The proposed development is for a 17sqm Kiosk café, to be erected with a small proportion of inside seating and outdoor seating which will be serviced from Queen Street.
- 6.5 The partly transparent structure will allow views through the building to the historic surroundings of the site, without disrupting the historic scenery surrounding the site. The space will be a public amenity space to be enjoyed by locals and would not anticipate creating vehicular trips.
- 6.6 The site does not propose to supply any car parking spaces at the development but will supply 3 cycle parking spaces in line with HBC guidance. Parking will not be required at the development as the kiosk aims to serve the local community and does not propose to create vehicular trips as customers will already be in the area (due to visiting the high street or living locally).
- 6.7 Trip rates have been derived from TRICS and information has been obtained from the client to demonstrate the potential multi-modal trip generation during the AM and PM peak periods. It is expected that staff trips will occur outside of the peak periods due to the site operating hours (08:00-16:00). The development will have one delivery by a small van every morning which is likely to occur during the AM peak period. While the development would generate a number of visitor trips these are likely to be by people already (work, leisure and local amenities) in the local area or passing by (walkers and cyclists). Therefore, as there is strong pedestrian and cycle infrastructure in the area and the trips generated are not likely to be new trips, the café is not expected to have an impact on the surrounding network.

- 6.8 To conclude, the development will be in the form of a café which will allow people to see the views of the historic harbour. The kiosk will serve the local community and not generate trips during the PM peak period.
- 6.9 This TS has demonstrated that the proposed development will not have a significant effect on the operation, safety or capacity of the local highway network and we therefore encourage HBC to look favourably upon this development in relation to highways.

Artist's Impression



Site Plan 1:200 @ A3

notes

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

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health & safety:
exceptional risks involving specific methods of construction or exceptional maintenance issues:

NO SIGNIFICANT RISK

scale width: 50 mm @ a1 - 25 mm @ a3

revision	notes	date	drawn	checked
A	Revised following client's comments	04.02.22	RH	IR/HM

client

PRELIMINARY



pdp architecture llp

chartered architects town planning
interior design consultants

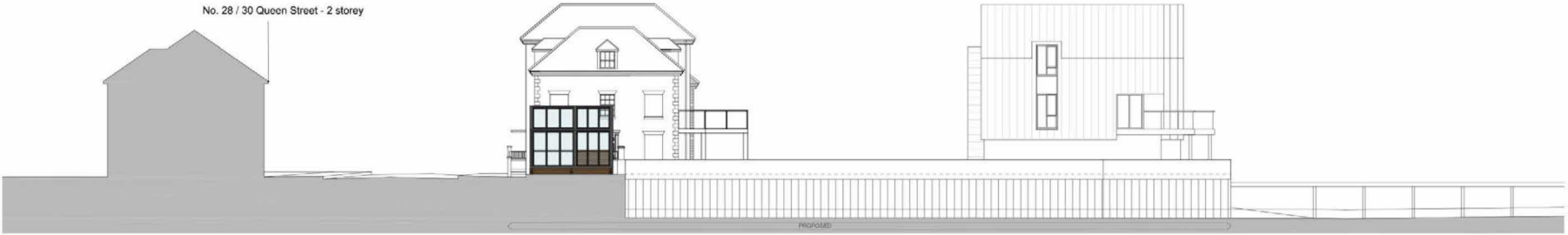
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project	Proposed Development Dolphin Quay Emsworth Proposed Kiosk/Cafe		
drawn	IR	checked	HM
date	Aug '21	status	Feasibility
a1 scale	As Noted	a3 scale	28126-PD110
		rev	A

schedule of accommodation

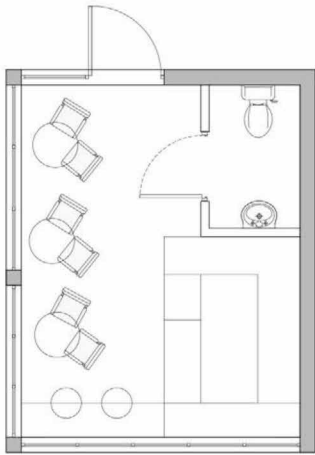
1 temporary kiosk (17 sqm)
temporary outdoor seating



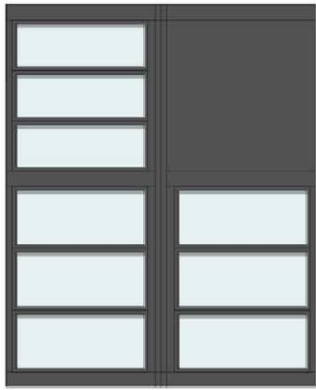
West Street Scene



North Street Scene



Floor Plan



Roof Plan



North Elevation



West Elevation



South Elevation



East Elevation

Proposed Site Plan, Floor Plans and Elevations 1:100 @ A3



Existing Site Plan 1:500 @ A3

Proposed Block Plan 1:500 @ A3

Site Location, Existing Site and Block Plan

notes

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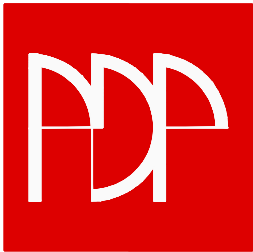
NO SIGNIFICANT RISK

scale width: 50 mm @ a1 - 25 mm @ a3

revision	notes	date	drawn	checked

client

PRELIMINARY



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project	Proposed Development Dolphin Quay Emsworth		
detail	Location Plan, existing site plan and proposed block plan		
drawn	RH	checked	
date	August 21	status	Feasibility
a1 scale	As Noted	a3 scale	28126-PD100

Calculation Reference: AUDIT-247601-211111-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : K - CAFE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON

LB LAMBETH

1 days

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

Primary Filtering selection:

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

Parameter: No of Employees

Actual Range: 27 to 27 (units:)

Range Selected by User: 27 to 27 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/11/18

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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:

Town 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:

Built-Up 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.

Secondary Filtering selection:

Use Class:

Not Known 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

100,001 or More 1 days

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

Population within 5 miles:

500,001 or More 1 days

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

Car ownership within 5 miles:

0.5 or Less 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 1 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:

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	LB-06-K-01	PRÊT À MANGER	LAMBETH
	WATERLOO ROAD		
	WATERLOO		
	Town Centre		
	Built-Up Zone		
	Total No of Employees:	27	
	Survey date: TUESDAY	27/11/18	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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 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	1	27	0.037	1	27	0.000	1	27	0.037
07:00 - 08:00	1	27	0.111	1	27	0.074	1	27	0.185
08:00 - 09:00	1	27	0.148	1	27	0.074	1	27	0.222
09:00 - 10:00	1	27	0.037	1	27	0.000	1	27	0.037
10:00 - 11:00	1	27	0.037	1	27	0.037	1	27	0.074
11:00 - 12:00	1	27	0.037	1	27	0.037	1	27	0.074
12:00 - 13:00	1	27	0.000	1	27	0.037	1	27	0.037
13:00 - 14:00	1	27	0.074	1	27	0.000	1	27	0.074
14:00 - 15:00	1	27	0.037	1	27	0.074	1	27	0.111
15:00 - 16:00	1	27	0.074	1	27	0.111	1	27	0.185
16:00 - 17:00	1	27	0.074	1	27	0.000	1	27	0.074
17:00 - 18:00	1	27	0.037	1	27	0.037	1	27	0.074
18:00 - 19:00	1	27	0.000	1	27	0.037	1	27	0.037
19:00 - 20:00	1	27	0.074	1	27	0.074	1	27	0.148
20:00 - 21:00	1	27	0.074	1	27	0.074	1	27	0.148
21:00 - 22:00	1	27	0.000	1	27	0.037	1	27	0.037
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.851			0.703			1.554	

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: 27 - 27 (units:)
 Survey date range: 01/01/13 - 27/11/18
 Number of weekdays (Monday-Friday): 1
 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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 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	1	27	0.074	1	27	0.074	1	27	0.148
07:00 - 08:00	1	27	0.074	1	27	0.000	1	27	0.074
08:00 - 09:00	1	27	0.185	1	27	0.185	1	27	0.370
09:00 - 10:00	1	27	0.074	1	27	0.148	1	27	0.222
10:00 - 11:00	1	27	0.000	1	27	0.000	1	27	0.000
11:00 - 12:00	1	27	0.074	1	27	0.000	1	27	0.074
12:00 - 13:00	1	27	0.000	1	27	0.037	1	27	0.037
13:00 - 14:00	1	27	0.000	1	27	0.037	1	27	0.037
14:00 - 15:00	1	27	0.037	1	27	0.037	1	27	0.074
15:00 - 16:00	1	27	0.000	1	27	0.000	1	27	0.000
16:00 - 17:00	1	27	0.111	1	27	0.111	1	27	0.222
17:00 - 18:00	1	27	0.000	1	27	0.000	1	27	0.000
18:00 - 19:00	1	27	0.074	1	27	0.037	1	27	0.111
19:00 - 20:00	1	27	0.037	1	27	0.074	1	27	0.111
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00	1	27	0.000	1	27	0.000	1	27	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.740			0.740			1.480

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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 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	1	27	3.037	1	27	4.630	1	27	7.667
07:00 - 08:00	1	27	2.333	1	27	8.074	1	27	10.407
08:00 - 09:00	1	27	0.630	1	27	8.519	1	27	9.149
09:00 - 10:00	1	27	2.778	1	27	7.148	1	27	9.926
10:00 - 11:00	1	27	1.963	1	27	3.370	1	27	5.333
11:00 - 12:00	1	27	2.037	1	27	3.481	1	27	5.518
12:00 - 13:00	1	27	10.815	1	27	10.185	1	27	21.000
13:00 - 14:00	1	27	7.815	1	27	9.889	1	27	17.704
14:00 - 15:00	1	27	2.074	1	27	3.111	1	27	5.185
15:00 - 16:00	1	27	2.000	1	27	2.296	1	27	4.296
16:00 - 17:00	1	27	2.444	1	27	1.704	1	27	4.148
17:00 - 18:00	1	27	2.741	1	27	3.111	1	27	5.852
18:00 - 19:00	1	27	2.630	1	27	3.222	1	27	5.852
19:00 - 20:00	1	27	1.185	1	27	1.926	1	27	3.111
20:00 - 21:00	1	27	1.185	1	27	1.074	1	27	2.259
21:00 - 22:00	1	27	0.000	1	27	0.148	1	27	0.148
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			45.667			71.888			117.555

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 06 - HOTEL, FOOD & DRINK/K - CAFE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 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	1	27	6.593	1	27	6.185	1	27	12.778
07:00 - 08:00	1	27	10.000	1	27	10.704	1	27	20.704
08:00 - 09:00	1	27	10.963	1	27	9.889	1	27	20.852
09:00 - 10:00	1	27	10.111	1	27	10.741	1	27	20.852
10:00 - 11:00	1	27	5.370	1	27	4.704	1	27	10.074
11:00 - 12:00	1	27	5.259	1	27	4.333	1	27	9.592
12:00 - 13:00	1	27	12.926	1	27	11.778	1	27	24.704
13:00 - 14:00	1	27	9.556	1	27	11.000	1	27	20.556
14:00 - 15:00	1	27	4.852	1	27	4.852	1	27	9.704
15:00 - 16:00	1	27	3.481	1	27	3.778	1	27	7.259
16:00 - 17:00	1	27	4.148	1	27	3.407	1	27	7.555
17:00 - 18:00	1	27	4.741	1	27	5.148	1	27	9.889
18:00 - 19:00	1	27	5.185	1	27	5.481	1	27	10.666
19:00 - 20:00	1	27	3.185	1	27	4.296	1	27	7.481
20:00 - 21:00	1	27	2.074	1	27	2.074	1	27	4.148
21:00 - 22:00	1	27	0.185	1	27	0.556	1	27	0.741
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			98.629			98.926			197.555

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.