



108-110 ELM GROVE, HAYLING ISLAND

TRANSPORT STATEMENT

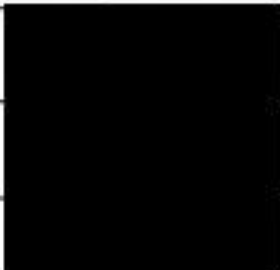
May 2020

Hamlet Homes

RETIREMENT LIVING
108-110 ELM GROVE
HAYLING ISLAND

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Checked by:	Gemma McCart		May 2020
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**RETIREMENT LIVING
108-110 ELM GROVE
HAYLING ISLAND**

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION.....	2
2.	EXISTING CONDITIONS.....	4
3.	PROPOSED DEVELOPMENT.....	9
4.	TRAFFIC IMPACT.....	12
5.	SUMMARY AND CONCLUSIONS.....	15

Figures

Figure 1: Site Location

Figure 2: Public Rights of Way Map

Figure 3: PIA Data (2015-2019) obtained from Crashmap.co.uk

Tables

Table 1: Bus Services and Frequencies

Table 2: Summary of Local Facilities and Amenities.

Table 3: Havant Borough Council's Parking Standards

Table 4: Previously Agree Retirement Living Policy Provision

Table 5: Existing Trip Generation

Table 6: Assisted Living Trip Generation

Table 7: Proposed Flats Trip Generation

Table 8: Proposed Retail Unit Trip Generation

Table 9: Total Proposed Development Trip Generation

Table 10: Net Traffic Generation

Appendices

Appendix A – Site Access Arrangement

Appendix B – Swept Path Analysis

Appendix C – Existing Retail Trip Generation

Appendix D – Proposed Trip Generation

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Hamlet Homes Ltd for the demolition of the existing vacant retail units and construction of 1no. retail unit, 4no. one-bedroom flats and a 39-unit assisted living accommodation at 108-110 Elm Grove Hayling Island.
- 1.2 The application site covers 0.32 hectares in total and is located approximately 8km south of Havant town centre. The site location is identified within **Figure 1**.



Figure 1: Site Location

- 1.3 The proposed development is subject to a live detailed planning application (ref: 20/00015). As part of the application a Transport Statement was submitted, however, this related to a previous scheme proposed at the site (planning ref: 15/00950) and therefore does not account for the latest proposals.

- 1.4 Hampshire County Council (HCC), responded to the proposals and have objected on the basis of the Transport Statement being out of date and not relevant to the current proposals and Havant Borough Council (HBC), have requested further information relating to the proposed parking provision.
- 1.5 Therefore, in order to address the concerns raised by HCC and HBC, an updated Transport Statement has been prepared providing an up to date review of the existing highway and transport conditions within the vicinity of the site and details of the current scheme, including parking provision, refuse and servicing arrangements and traffic impact.
- 1.6 The remainder of this TS is set out as follows:
- Existing Conditions
 - Proposed Development
 - Traffic Impact
 - Summary and Conclusions

2. EXISTING CONDITIONS

Site Location

- 2.1 The site is located to the east of Elm Grove and is bound by commercial and residential properties to the west, a bowling green to the north and allotments to the east. The site is within an existing retail area and is therefore surrounded by a number of local everyday amenities.
- 2.2 The site is currently occupied by the Pullingers home furnishings store and staff/customer car park which provides parking for c38 cars.

Planning History

- 2.3 The site was subject to a previous application (ref: 15/00950) for the following:

"Demolition of retail unit and associated outbuildings and redevelopment to form 44No. sheltered apartments for the elderly including communal facilities, access, car parking, landscaping, and substation. In addition, provision of 1No. retail unit with flat above with associated parking and landscaping."

- 2.4 The application was refused by HBC and the subsequent appeal was dismissed. It should be noted that there were no highway and transport reasons for refusal in relation to the development proposals. In response to the parking provision HBC stated:

"The total parking number meets the one space per 4 units (0.25 per unit) which is the historic standard we have used for "McCarthy and Stone" developments within Havant (with a minimum age condition). This standard is not referred to in the HBC Parking Standards. This application is for 44 units with 14 spaces (0.32 per unit). In determination of a 2007 Havant Planning Appeal Decisions for a Retirement Living in New Brighton Road, Emsworth the Inspector accepted 12 spaces for 34 units (0.28)."

- 2.5 The proposed parking provision was therefore accepted by HBC, however, at the appeal the inspector concluded that the parking provision was insufficient and that a ratio of 'at least 0.40 would be necessary.'

Local Road Network and Site Accessibility

- 2.6 The site is accessed from Elm Grove via a vehicle crossover. The access is approximately 5m wide and provides access to the parking and to the rear of 108-110 Elm Grove. Elm Grove is a single carriageway road, subject to a 30mph speed limit. Elm Grove connects to Sea Grove Avenue in the south and to Church Road in the north. Footways are provided either side of the carriageway on Elm Grove.
- 2.7 To the south of the site on-street parking is provided for approximately four cars. This parking is restricted to 30-minutes and no return within 30-minutes. More widely on Elm Grove parking is restricted with the presence of double yellow lines.

Pedestrian and Cycle Infrastructure

- 2.8 Pedestrian infrastructure within the vicinity of the site is good, with footways measuring 2.0m to 3.5m provided on either side of Elm Grove. Approximately 30m north of the site a zebra crossing is provided, facilitating crossing movements over Elm Grove. Where side roads join Elm Grove uncontrolled crossings with dropped kerbs and tactile paving are provided.
- 2.9 Beyond Elm Grove the footway remains of a good standard, providing continuous connections throughout the local area. In addition to footways provided adjacent to the roads, a network of footpaths is provided to the north and east of the site, providing routes to the recreation ground and to Selsmore Road. The Public Rights of Way are illustrated in **Figure 2** below.



Figure 2: Public Rights of Way Map

- 2.10 The nearest National Cycle Network (NCN) route to the site is located approximately 1.3km to the west of the site and this is NCN route 2, which locally provides access from Hayling Island north to Havant and the wider NCN, including route 22.
- 2.11 Within the vicinity of the site, there is no dedicated cycling infrastructure, however, the roads are conducive to cycling being subject to a 30mph speed limit and with relatively flat topography.

Public Transport

- 2.12 The nearest bus stops to the site are located approximately 200m south on Elm Grove. The northbound stop comprises a shelter, with and raised kerb. The southbound stop comprises of a flag only. The services stopping at these stops are summarised in **Table 1**. The services identified are prior to the reduced timetables that have been introduced since the lockdown was implemented across the United Kingdom.

Route No.	Route	Weekday Frequency	Sunday Frequency
30	Havant – West Town – Beachlands – Eastoke – Mengham – Havant	Every 30 mins	Every two hours
31	Havant – Mengham – Eastoke – Beachlands – West Town – Havant	Every 30 mins	Every two hours

Table 1: Bus Services and Frequencies

- 2.13 **Table 1** demonstrates that there are frequent bus services from the site to Havant and around Hayling Island easily accessible from the site.
- 2.14 The nearest rail station is located at Havant, which is approximately 8km to the north of the site. Havant rail station is situated on the Portsmouth Direct Line, which runs from London Waterloo to Portsmouth Harbour. Currently there are three services per hour between Havant and Portsmouth Harbour and two services per hour between Havant and London Waterloo.
- 2.15 Havant rail station is accessible from the site via the 31 bus service, with a journey time of approximately 15-minutes. The rail services available at Havant rail station therefore provide a viable option for longer distance journeys without the need to travel by car.

Local Services and Facilities

- 2.16 The site is located within close proximity to a number of facilities and amenities that would prove attractive to future residents. A summary of the proximity to a selection of local amenities is provided within **Table 2**, using an average walking speed of 1.4m/s and a cycling speed of 16km/hr.

Amenity	Distance from the Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
Hayling Barber Shop	60m	<1 min	<1 min
Recreation Ground	120m	2 mins	<1 min
Co-Op Food Store	170m	2 mins	<1 min
Bus Stops	200m	2 mins	<1 min
Waterside Medical Practice	320m	4 mins	1 min
Dental Practice	320m	4 mins	1min
TSB Bank	340m	4 mins	1min
Post Office	340m	4 mins	1min
Sainsbury's Local	400m	5mins	1 min
Havant Rail Station	8,000m	-	30 mins

Table 2: Summary of Local Facilities and Amenities.

2.17 The site is well located to access a variety of everyday services and facilities via walking and cycling. A wider range of services and facilities are located within Havant town centre which is accessible using the bus services operating near to the site. The site is therefore well located to encourage travel using sustainable modes.

2.18 Furthermore, the site is located within an existing retail area which is surrounded by residential development. Thus, the proposed retail unit will be highly accessible for existing residents and will complement the existing retail offer on Elm Grove, with the potential to encourage linked trips between the existing retail units located at Elm Grove.

Personal Injury Accident Data

2.19 Analysis of Personal Injury Accident (PIA) data for the five-year period between January 2015 and December 2019 has been assessed. There have been eight incidents classified as 'slight' in severity and three incidents classified as 'serious' within the vicinity of the site during this timeframe.

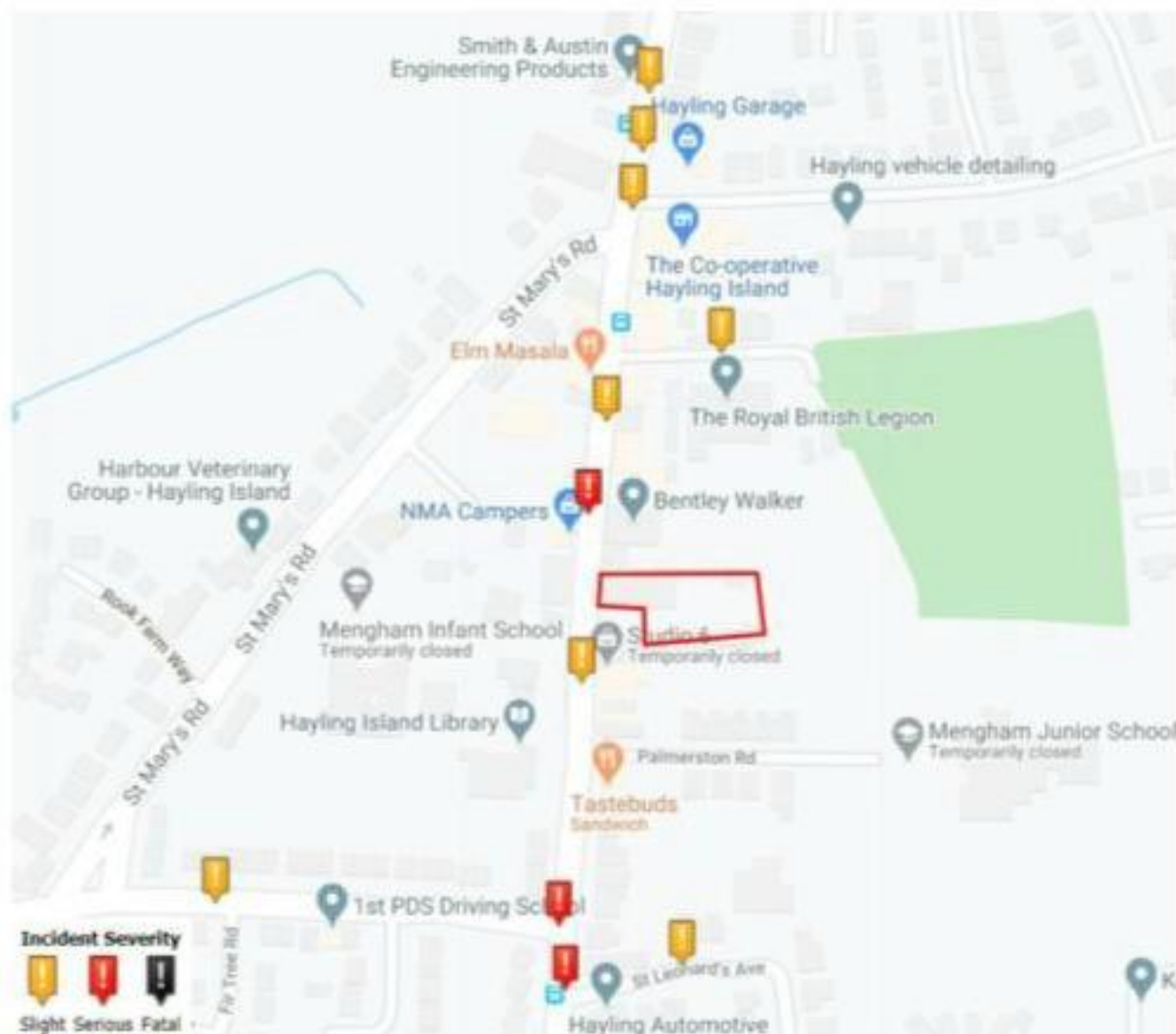


Figure 3: PIA Data (2015-2019) obtained from Crasmap.co.uk

2.20 The PIAs recorded are not concentrated in one location on Elm Grove, which would normally indicate a safety issue related to highway geometry. In this instance the accidents are dispersed across the network and therefore the proposed development is unlikely to result in a detrimental impact upon safety of the local highway network, particularly in the context of the low traffic generation of the proposed development.

Summary

2.21 The site is well located to encourage travel by sustainable modes, with a comprehensive pedestrian network and roads conducive to cycling nearby. Bus stops are located within 200m of the site, and these are served by two buses per hour in each direction, providing access to Havant town centre. There is a range of services and facilities within a short walk of the site, meaning that residents can fulfil a number of everyday needs without travelling by car. It is therefore considered that the site is located within a sustainable and accessible location, which accords with local and national planning guidance.

3. PROPOSED DEVELOPMENT

- 3.1 It is proposed to demolish the existing, vacant retail units and replace them with a three-storey building fronting Elm Grove comprising a 115m² ground floor retail unit, with four 1no. bedroom private flats above. Within the backland site to the rear of the retail unit, it is proposed to construct a three-storey building comprising 39 assisted living apartments (19no. 1-bedroom and 20no. 2-bedroom).
- 3.2 The proposal results in a slight reduction in the number of assisted living apartments from 44 to 39, when compared to the previous application 15/00950.

Access Arrangement

- 3.3 Access to the site will be provided via a simple priority junction located to the south of the existing retail unit. The access will provide a clearly defined pedestrian and vehicle access to facilitate safe and suitable access for all modes.
- 3.4 It is demonstrated that visibility splays of 2.4m x 43m are achievable in either direction on Elm Grove. These splays are in accordance with Manual for Streets for the 30mph speed limit on Elm Grove. The proposed site access and visibility splays are illustrated on drawing number 143.0007.001 included in

Appendix A.

Proposed Parking Provision

- 3.5 Parking provision standards for the proposed development are outlined in HBC's 'Parking Supplementary Planning Document.' The parking requirements for the proposed retail unit and the four flats is summarised in **Table 3** below.

Use Class	Minimum Parking Standard	Parking Requirement
A1 Shops (non-food retail and general retail)	1 space per 20m ²	6
1-Bed Dwellings	1 space per unit	4

Table 3: Havant Borough Council's Parking Standards

- 3.6 It is proposed four parking spaces for the proposed retail unit and four spaces for the proposed apartments. The proposed parking provision for the apartments therefore accords with HBC's minimum parking standards.

- 3.7 The proposed parking for the retail unit would be two spaces below the minimum requirement identified in HBC's parking standards. However, the retail unit is of a size that is unlikely to attract a significant number of 'new trips', (those trips which are dedicated to only travel to the shop and return directly to their point of origin).
- 3.8 People visiting the store are likely to combine their trip with existing retail facilities on Elm Grove or will stop when going to or returning from another destination (pass-by trip). The parking demand for the retail unit is likely to be accommodated through a combination of the proposed parking provision and the existing parking facilities within the vicinity of the site.
- 3.9 Within HBC's parking standards document, it is stated that for sheltered housing *"Given the broad range of accommodation available and the resulting variability of parking requirements, parking will be considered on a site by site basis."* It is identified that a full assessment of the parking need should be provided.
- 3.10 Previously as part of application 15/00950 HBC accepted a parking provision of 0.25 spaces per unit, in accordance with previously accepted standards within the borough.
- 3.11 At the appeal for the proposed development, the Inspector stated that a minimum of 0.40 spaces per unit should be provided to serve the proposed development. In accordance, with this requirement it is proposed to provide 16 spaces including one disabled space for the 39 unit assisted retirement living scheme. This level of parking equates to 0.41 spaces per unit, which accords with the requirements of the planning inspector.
- 3.12 The proposed parking provision is in accordance with previously agreed ratios with HCC as set out in **Table 4**.

Site (Planning Reference)	Units	Parking Spaces Provided	Car Parking Spaces Per Unit	LHA Comments
Solent Works, North Close, Lymington (16/10886)	41	17	0.41	8/12/16
The Public Offices, 65 Christchurch Road, Ringwood (14/11023)	25	9	0.36	29/8/14

Table 4: Previously Agree Retirement Living Policy Provision

- 3.13 **Table 4** demonstrates that HCC have previously accepted comparable levels of parking for retirement living developments. Further to this, a lower level of parking provision for retirement developments has been determined at appeals across the country.

- 3.14 Within the vicinity of the site, parking is controlled by either waiting restrictions or double yellow lines. These existing measures will prevent any indiscriminate parking occurring on the local highway network.
- 3.15 In addition to the proposed parking spaces, it is proposed to provide seven cycle spaces (five allocated to the retail unit and two to the assisted living development). And eight mobility scooter charging points, thus reducing reliance on car travel for residents and visitors to the site.

Refuse and Emergency Vehicle Access

- 3.16 Vehicle swept path analysis has been undertaken for a refuse vehicle and a fire tender. It is demonstrated on drawing 143.0007.002 included at **Appendix B** that both vehicles are able to enter the site, turn and exist in forward gear. Furthermore, the refuse vehicle is able to park within close proximity of the refuse storage areas for both the retail, residential and assisted living units.

4. TRAFFIC IMPACT

- 4.1 As part of the previous TS for application 15/00950 trip rates for sites similar to the current retail land use were calculated to predict the existing land use's impact on the local highway network. **Table 5** provides a summary of the trip rates and trip generation for the existing Pullingers store. A copy of the outputs is included in **Appendix C**.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Trip Rate (per 100m ²)	0.343	0.176	0.519	1.504	1.597	3.101	40.526
Trip Generation (678m ²)	2	1	3	10	11	21	275

Table 5: Existing Trip Generation

- 4.2 The existing land use is predicted to generate three vehicle trips in the AM peak (08:00-09:00), 21 vehicle trips in the PM peak (17:00-18:00) and 275 daily vehicle trips.
- 4.3 Average trip rates from the TRICS database (7.7.1) for assisted living sites similar to the proposed have been used to predict the development's impact on the local road network. Parameters for the calculation include:
- Land use: '03 - RESIDENTIAL/N – RETIREMENT FLATS';
 - Surveys taken: Weekdays only;
 - Range of dwelling numbers: 25-60;
 - 'Edge of Town Centre', 'Suburban Area' and 'Edge of Town' locations used; and
 - Survey locations; England (excluding Greater London) and Wales only.
- 4.4 The resultant trip rate averages have been used to calculate the proposed vehicle trip generation for a 39-unit development, with a summary of the trip rates at peak traffic periods provided in **Table 6**. The full TRICS data output is provided as **Appendix D**.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Trip Rate (per unit)	0.067	0.084	0.151	0.074	0.061	0.135	2.035
Trip Generation (39 units)	3	3	6	3	2	5	79

Table 6: Assisted Living Trip Generation

4.5 The trip generation for the proposed four flats has also been calculated using data from the TRICS database. Parameters for the calculation include:

- Land use: '03 - RESIDENTIAL/C – FLATS PRIVATELY OWNED';
- Surveys taken: Weekdays only;
- Range of dwelling numbers: 6-20;
- 'Edge of Town Centre', 'Suburban Area' and 'Edge of Town' locations used; and
- Survey locations; England (excluding Greater London) and Wales only.

4.6 The resultant trip rate averages are summarised in **Table 7** below, along with the estimated traffic generation for the proposed 4 flats. The full TRICS outputs are included in **Appendix D**.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Trip Rate (per flat)	0.102	0.224	0.326	0.265	0.143	0.408	2.958
Trip Generation (4 flats)	0	1	1	1	1	2	12

Table 7: Proposed Flats Trip Generation

4.7 The trip generation for the proposed retail unit has been calculated using the same trip rates, as those previously accepted for the existing retail unit. The trip rates and an estimate of the trip generation are summarised in **Table 8**.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Trip Rate (per 100m ²)	0.343	0.176	0.519	1.504	1.597	3.101	40.526
Trip Generation (115m ²)	0	0	1	2	2	4	47

Table 8: Proposed Retail Unit Trip Generation

4.8 The total combined trip generation for the proposed development is summarised in **Table 9**.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
Use	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Assisted Living	3	3	6	3	2	5	79
Flats	0	1	1	1	1	2	12
Retail Unit	0	0	1	2	2	4	47
Total	3	4	8	6	5	11	138

Table 9: Total Proposed Development Trip Generation

4.9 The proposed development will generate 8 two-way trips during the AM peak (08:00-09:00), 11 two-way trips during the PM peak (17:00-18:00) and 138 trips over the day.

4.10 **Table 10** provides a comparison between the existing and proposed traffic generation of the development.

	AM (08:00-09:00)			PM (17:00-18:00)			12hr Period (07:00- 19:00)
Use	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
Existing Use	2	1	3	10	11	21	275
Proposed Use	3	4	8	6	5	11	138
Net Traffic Generation (Proposed – Existing)	+1	+3	+5	-4	-6	-10	-137

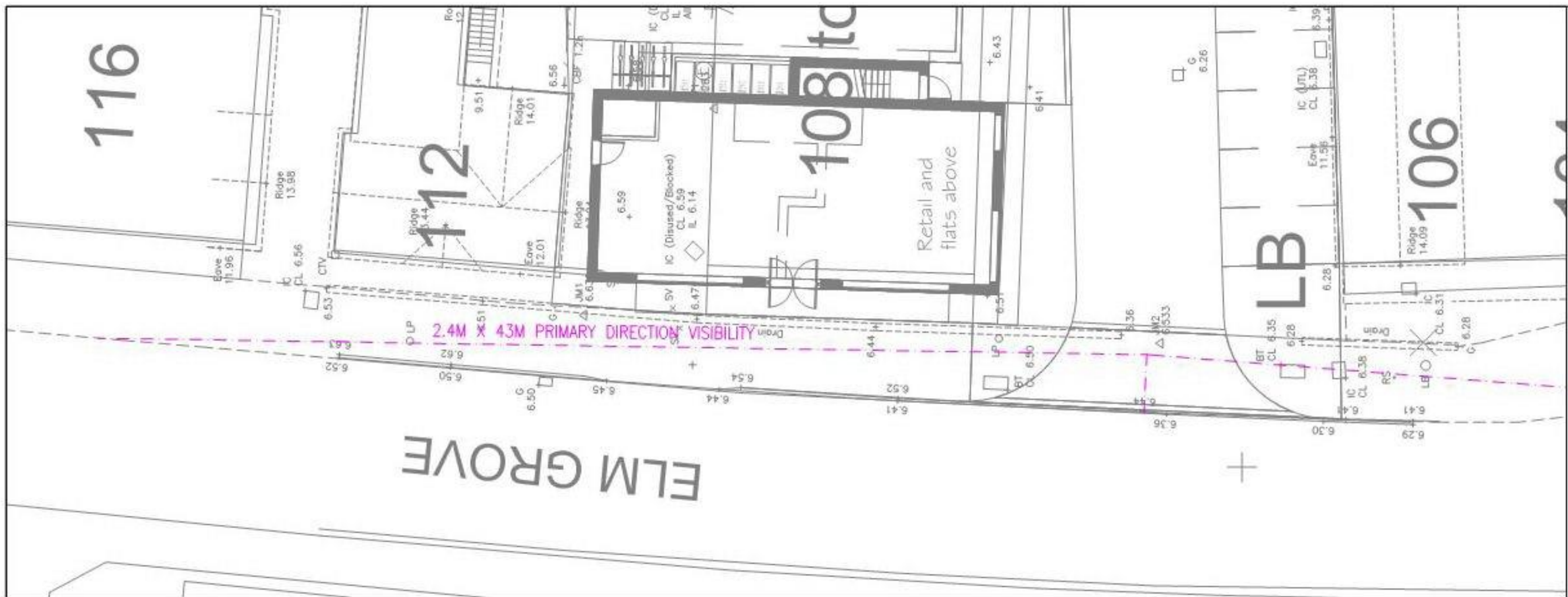
Table 10: Net Traffic Generation

4.11 The proposed development will result in an increase of 5 trips during the AM peak, a reduction of 10 trips during the PM peak and a reduction of 137 trips throughout the day. The expected traffic generation is therefore well within the threshold of what the site could generate if the existing use were to re-start. Therefore, the proposed development will result in a negligible impact upon the local highway network, which will not impact upon the operation or safety of the roads within the vicinity of the site.

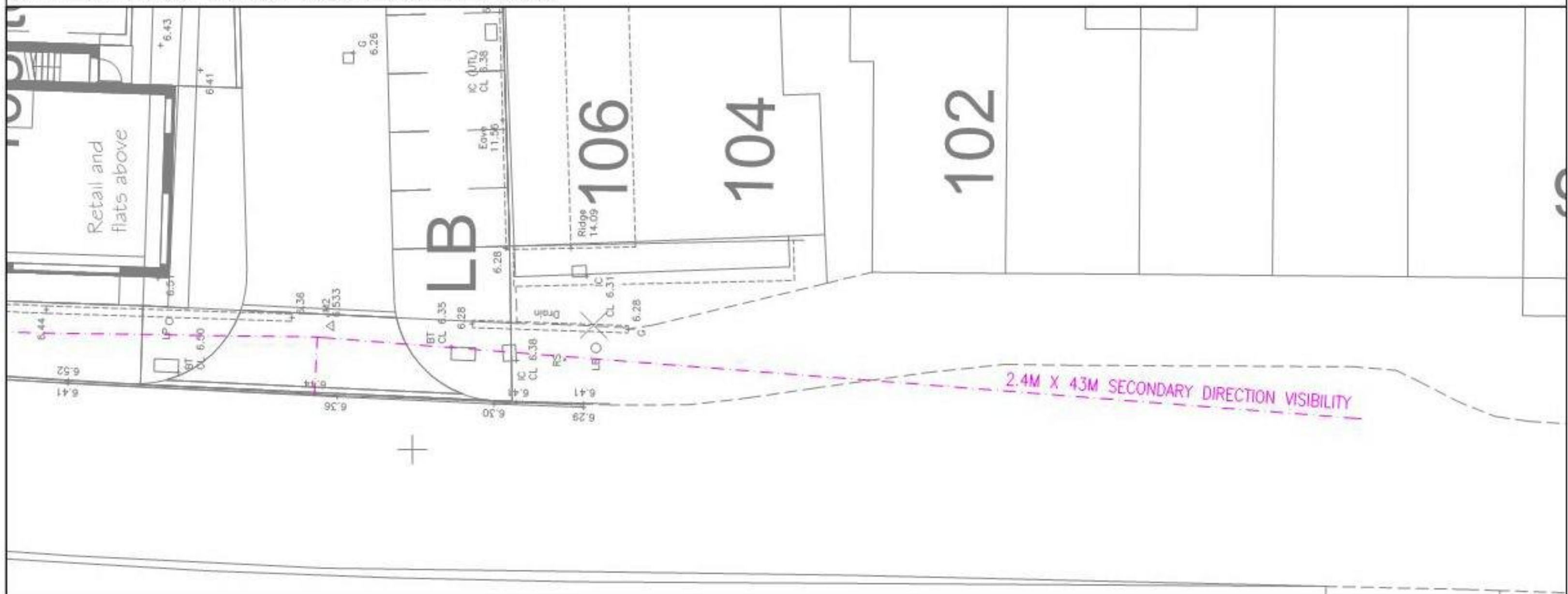
5. SUMMARY AND CONCLUSIONS

- 5.1 This TS has been prepared by Paul Basham Associates on behalf of Hamlet Homes Ltd for the demolition of the existing vacant retail units and construction of 1no. retail unit, 4no. one-bedroom flats and a 39-unit assisted living accommodation at 108-110 Elm Grove Hayling Island.
- 5.2 The site is currently occupied by the Pullingers home furnishings store and staff/customer car park which provides parking for c38 cars.
- 5.3 An application to redevelop the site for a retail unit, a flat and 44 retirement living units was refused by HBC and subsequently dismissed at appeal. Whilst there were no highway related reasons for refusal, the Inspector stated that the parking provision was insufficient and that a ratio of 'at least 0.40 would be necessary.'
- 5.4 The site is well located to encourage travel by sustainable modes, with a comprehensive pedestrian network and roads conducive to cycling nearby. Bus stops are located within 200m of the site, and these are served by two buses per hour in each direction, providing access to Havant town centre. There is a range of services and facilities within a short walk of the site, meaning that residents can fulfil a number of everyday needs without travelling by car. It is therefore considered that the site is located within a sustainable and accessible location, which accords with local and national planning guidance.
- 5.5 Access to the site will be via a simple priority junction and it is demonstrated that splays of 2.4m x 43m are achievable from the access, which are commensurate with the 30mph speed limit.
- 5.6 It is proposed to provide four parking spaces for the retail unit and four spaces for the proposed flats. The proposed retail provision falls slightly below the minimum standards identified in HBC's parking standards, however, due to the size of the store and the nature of custom it is likely to attract, this shortfall is not expected to result in a detrimental impact upon the local highway network.
- 5.7 Parking for the proposed assisted living units accord with the requirements identified by the Inspector, with a provision of 0.41 spaces per unit, equating to a total of 16 spaces for the 39 units. In addition to the parking spaces, it is proposed to provide seven cycle spaces (five allocated to the retail unit and two to the assisted living development) and eight mobility scooter charging points, reducing the reliance on car travel for residents and visitors to the site.
- 5.8 Swept path analysis has been undertaken to demonstrate that a refuse vehicle and a fire tender can enter and exit the site in forward gear.

- 5.9 The traffic generation for the proposed development has been calculated using data from the TRICS database. It is demonstrated that the proposal will result in a lower level of traffic generation when compared to the existing use of the site. The development proposal will therefore result in a negligible impact upon the local highway network.
- 5.10 This TS has demonstrated that the proposed development will not result in a severe impact upon the local highway network in terms of the operation or safety of the network. The proposal therefore complies with the key criteria of the National Planning Policy Framework.



2.4M X 43M PRIMARY DIRECTION VISIBILITY SPLAY TO KERBLINE



2.4M X 43M SECONDARY DIRECTION VISIBILITY SPLAY TO KERBLINE

GENERAL NOTES

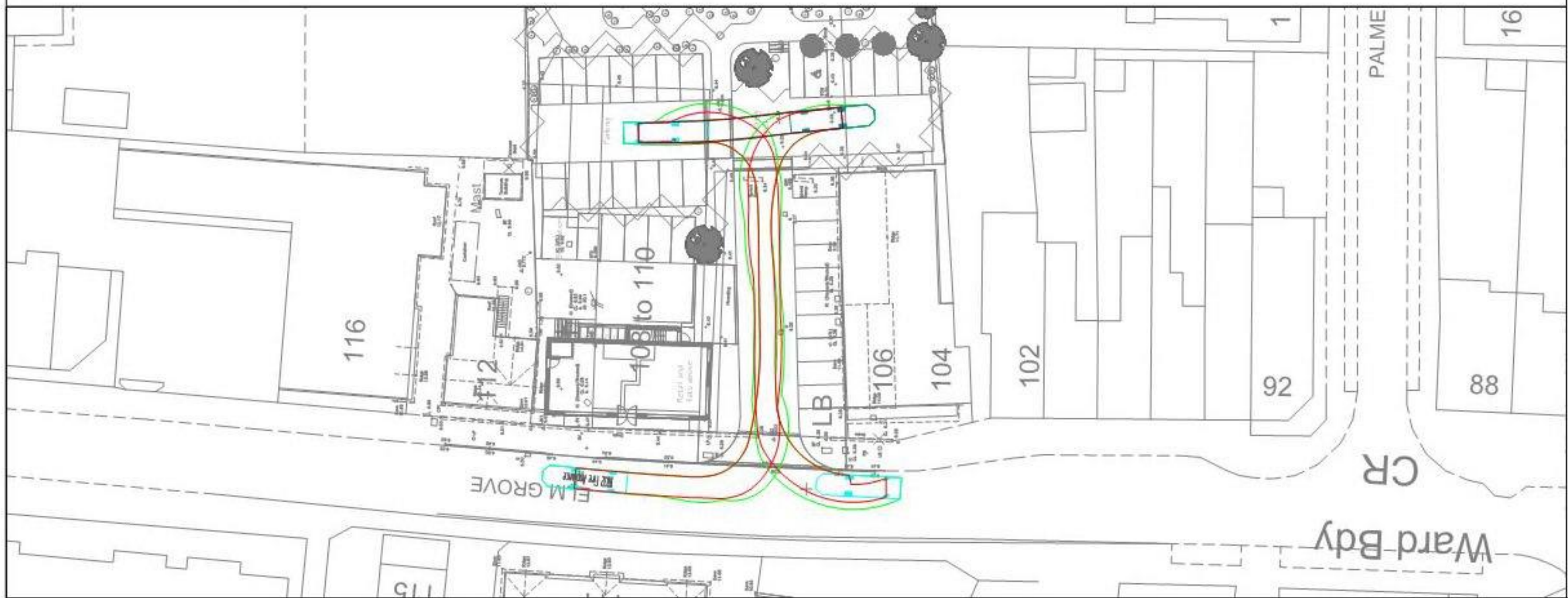
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Project Phase PRELIMINARY					Drawn By WF	Drawn Date 06.05.20	Client Drawing No. -	PBA Drawing No. 143.0007.001	Revision -



REFUSE VEHICLE TRACKING

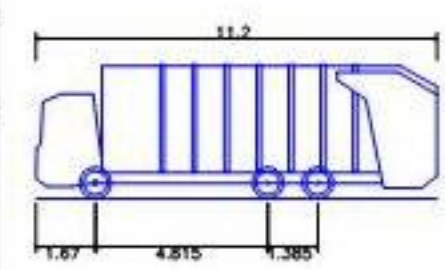


FIRE TENDER VEHICLE TRACKING

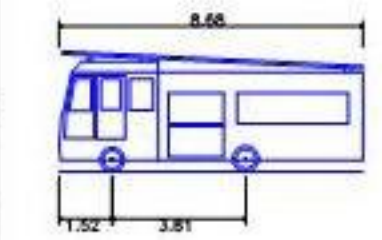
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VEHICLE PROFILES



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
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



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

Rev	Description	Date	By	Chkd

Project Name ELM GROVE HAVANT	Title REFUSE AND FIRE TENDER VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 3 Barnes Wallis Road, Farnham, PO16 5TU 01463 051134	Client HAMLET HOMES LTD	Checked By RH	Checked Date 06.05.20	Scale 1:200	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By WF	Drawn Date 06.05.20	Client Drawing No. -	PBA Drawing No. 143.0007.002	Revision -	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLESSelected regions and areas:

06 WEST MIDLANDS	
HE HEREFORDSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
SY SOUTH YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
11 SCOTLAND	
EB CITY OF EDINBURGH	1 days

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

Filtering Stage 2 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: Gross floor area
 Actual Range: 714 to 3500 (units: sqm)
 Range Selected by User: 290 to 26500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/11

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
Wednesday	2 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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

Selected Location Sub Categories:

Retail Zone	3
Built-Up Zone	1
No Sub Category	1

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

Filtering Stage 3 selection:Use Class:

A1	5 days
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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 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CB-01-G-02	STAPLES		CUMBRIA
	JAMES STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: FRIDAY	05/02/10		Survey Type: MANUAL
2	EB-01-G-01	PETS AT HOME		CITY OF EDINBURGH
	GYLEMUIR ROAD			
	THE GYLE			
	EDINBURGH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	932 sqm		
	Survey date: WEDNESDAY	27/10/10		Survey Type: MANUAL
3	HE-01-G-01	PETS AT HOME		HEREFORDSHIRE
	COMMERCIAL ROAD			
	HEREFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	714 sqm		
	Survey date: MONDAY	17/10/11		Survey Type: MANUAL
4	NY-01-G-03	DUNELM MILL		NORTH YORKSHIRE
	STIRLING ROAD			
	CLIFTON MOOR			
	YORK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	3500 sqm		
	Survey date: WEDNESDAY	16/09/09		Survey Type: MANUAL
5	SY-01-G-01	DUNELM MILL		SOUTH YORKSHIRE
	WOMBWELL LANE			
	BARNSELY RETAIL PARK			
	BARNSELY			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	3127 sqm		
	Survey date: MONDAY	21/06/10		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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.000	2	1607	0.093
08:00 - 09:00	5	2155	0.343	5	2155	0.176	5	2155	0.519
09:00 - 10:00	5	2155	1.708	5	2155	1.114	5	2155	2.822
10:00 - 11:00	5	2155	2.219	5	2155	1.856	5	2155	4.075
11:00 - 12:00	5	2155	2.488	5	2155	2.237	5	2155	4.725
12:00 - 13:00	5	2155	2.441	5	2155	2.330	5	2155	4.771
13:00 - 14:00	5	2155	2.646	5	2155	2.488	5	2155	5.134
14:00 - 15:00	5	2155	2.376	5	2155	2.404	5	2155	4.780
15:00 - 16:00	5	2155	2.005	5	2155	2.376	5	2155	4.381
16:00 - 17:00	5	2155	1.541	5	2155	1.792	5	2155	3.333
17:00 - 18:00	5	2155	1.504	5	2155	1.597	5	2155	3.101
18:00 - 19:00	5	2155	0.724	5	2155	0.975	5	2155	1.699
19:00 - 20:00	5	2155	0.306	5	2155	0.650	5	2155	0.956
20:00 - 21:00	4	1818	0.000	4	1818	0.137	4	1818	0.137
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.394			20.132			40.526

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.

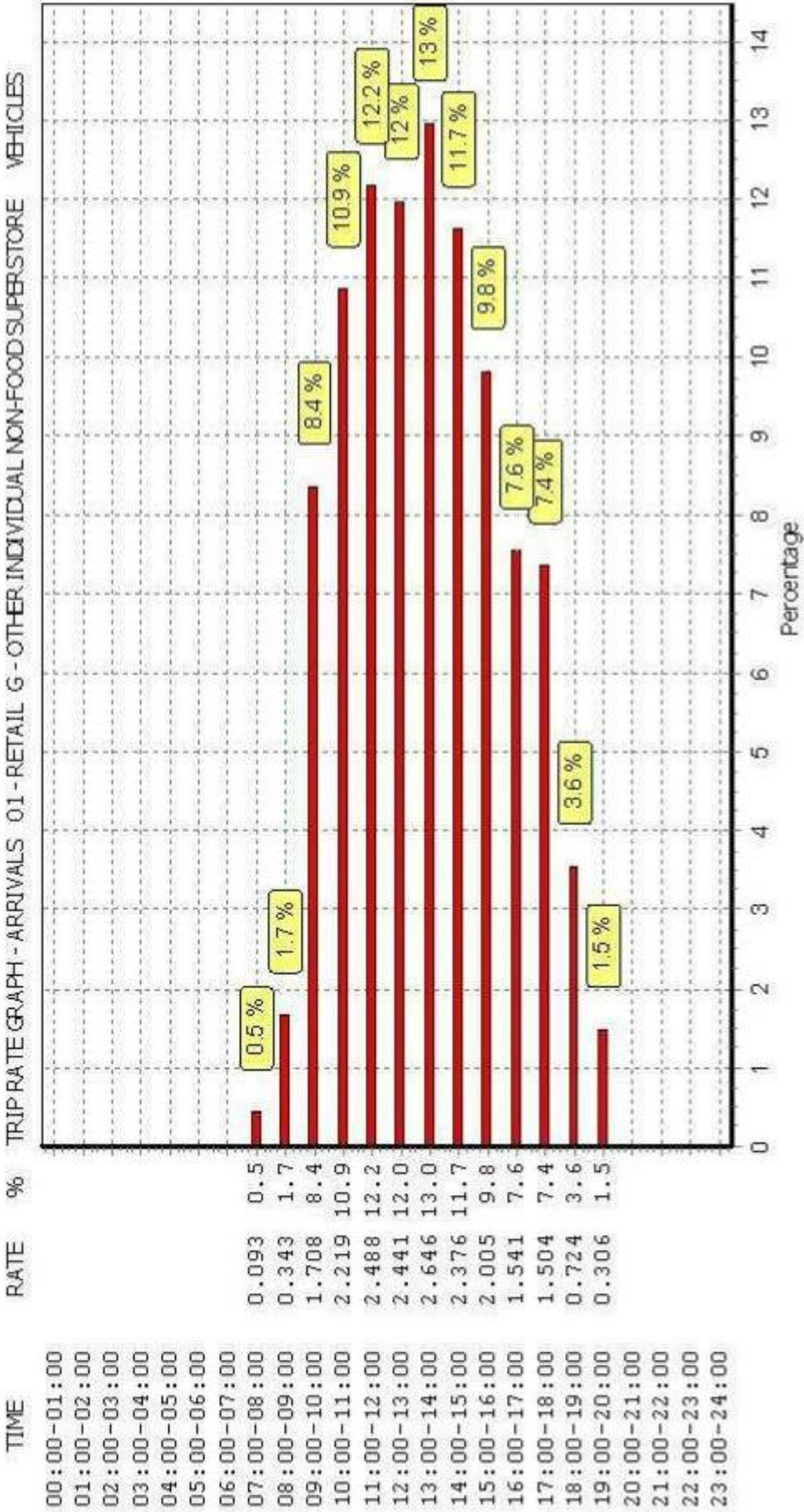
Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date range:	01/01/06 - 22/10/11
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	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.

Mott MacDonald Stoneham Lane Southampton

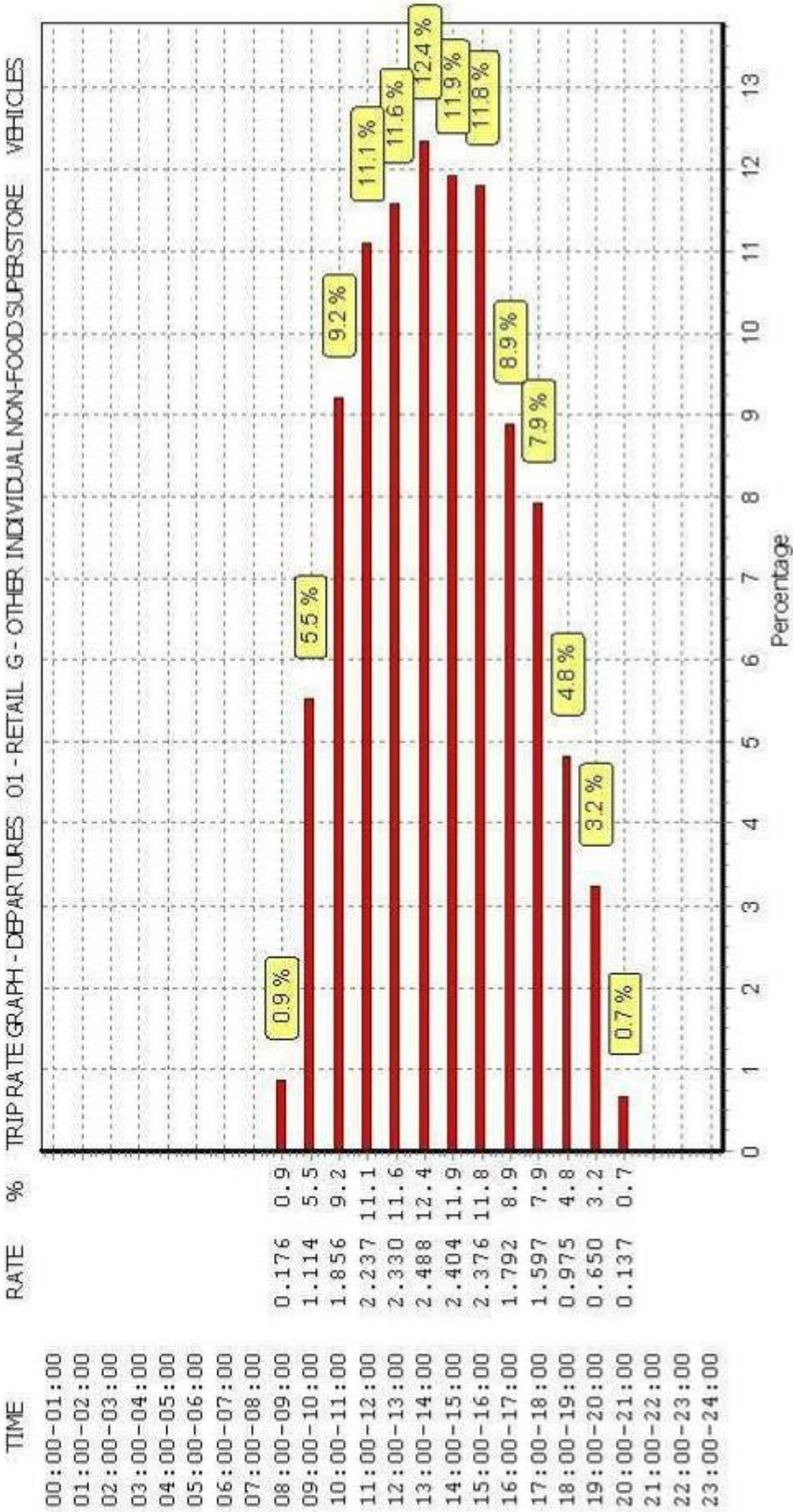
Licence No: 704101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Mott MacDonald Stoneham Lane Southampton

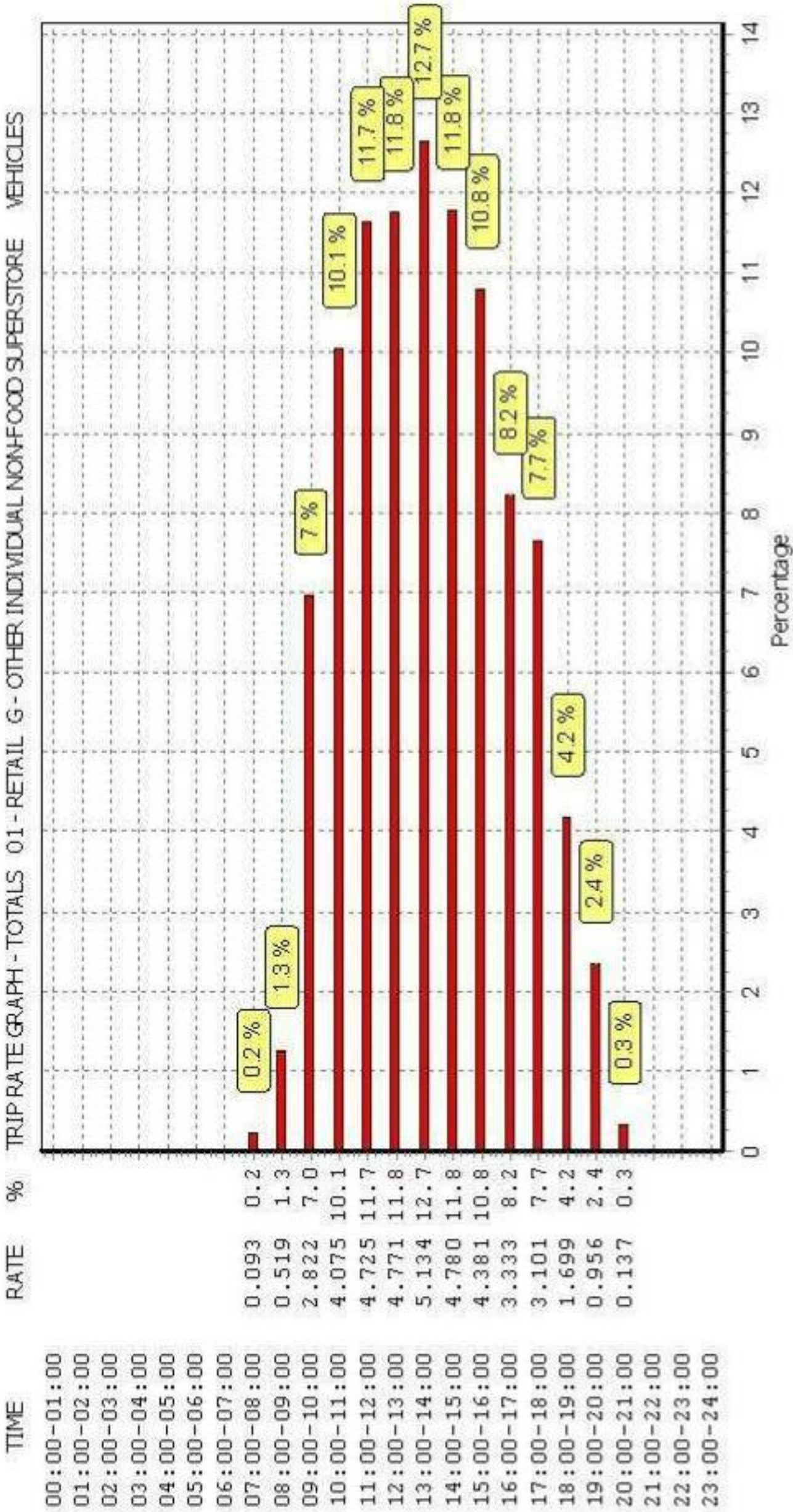
Licence No: 704101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Mott MacDonald Stoneham Lane Southampton

Licence No: 704101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-247601-200505-0513

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 25 to 40 (units:)
 Range Selected by User: 25 to 60 (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: 01/01/12 to 25/09/19

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	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4
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	9
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:Use Class:

C3

9 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 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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
0.6 to 1.0	1 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	8 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-N-02	RETIREMENT FLATS		CAMBRIDGESHIRE
	DOGSTHORPE ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
2	CH-03-N-01	RETIREMENT FLATS		CHESHIRE
	HOBSON STREET			
	MACCLESFIELD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: FRIDAY	16/09/16		Survey Type: MANUAL
3	DS-03-N-01	RETIREMENT FLATS		DERBYSHIRE
	LEAPER STREET			
	DERBY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
4	IW-03-N-01	RETIREMENT FLATS		ISLE OF WIGHT
	CHURCH ROAD			
	BEMBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	27/06/19		Survey Type: MANUAL
5	LN-03-N-01	RETIREMENT FLATS		LINCOLNSHIRE
	NEWPORT ROAD			
	LINCOLN			
	ERMINE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	39		
	Survey date: FRIDAY	28/06/19		Survey Type: MANUAL
6	NY-03-N-01	RETIREMENT FLATS		NORTH YORKSHIRE
	EASTGATE			
	PICKERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
7	SY-03-N-01	RETIREMENT FLATS		SOUTH YORKSHIRE
	MOSS CLOSE			
	NEAR ROTHERHAM			
	WICKERSLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: WEDNESDAY	19/12/12		Survey Type: MANUAL
8	WM-03-N-01	RETIREMENT BUNGALOWS		WEST MIDLANDS
	SHORT STREET			
	STOURBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	25		
	Survey date: TUESDAY	21/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-03-N-01	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	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 03 - RESIDENTIAL/N - RETIREMENT FLATS

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	33	0.020	9	33	0.027	9	33	0.047
08:00 - 09:00	9	33	0.067	9	33	0.084	9	33	0.151
09:00 - 10:00	9	33	0.114	9	33	0.128	9	33	0.242
10:00 - 11:00	9	33	0.104	9	33	0.138	9	33	0.242
11:00 - 12:00	9	33	0.101	9	33	0.101	9	33	0.202
12:00 - 13:00	9	33	0.111	9	33	0.104	9	33	0.215
13:00 - 14:00	9	33	0.094	9	33	0.091	9	33	0.185
14:00 - 15:00	9	33	0.111	9	33	0.111	9	33	0.222
15:00 - 16:00	9	33	0.064	9	33	0.084	9	33	0.148
16:00 - 17:00	9	33	0.091	9	33	0.047	9	33	0.138
17:00 - 18:00	9	33	0.074	9	33	0.061	9	33	0.135
18:00 - 19:00	9	33	0.064	9	33	0.044	9	33	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.015			1.020			2.035

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:	25 - 40 (units:)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	9
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 CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
03 SOUTH WEST	
DC DORSET	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 20 (units:)
 Range Selected by User: 6 to 20 (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: 01/01/12 to 13/11/18

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	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	3

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

Secondary Filtering selection:Use Class:

C3

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

50,001 to 75,000

2 days

125,001 to 250,000

1 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

2 days

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

Travel Plan:

No

4 days

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

PTAL Rating:

No PTAL Present

4 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
2	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
3	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL
4	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: TUESDAY	13/05/14		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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	12	0.102	4	12	0.184	4	12	0.286
08:00 - 09:00	4	12	0.102	4	12	0.224	4	12	0.326
09:00 - 10:00	4	12	0.163	4	12	0.224	4	12	0.387
10:00 - 11:00	4	12	0.020	4	12	0.041	4	12	0.061
11:00 - 12:00	4	12	0.102	4	12	0.041	4	12	0.143
12:00 - 13:00	4	12	0.061	4	12	0.122	4	12	0.183
13:00 - 14:00	4	12	0.122	4	12	0.082	4	12	0.204
14:00 - 15:00	4	12	0.082	4	12	0.082	4	12	0.164
15:00 - 16:00	4	12	0.143	4	12	0.102	4	12	0.245
16:00 - 17:00	4	12	0.163	4	12	0.184	4	12	0.347
17:00 - 18:00	4	12	0.265	4	12	0.143	4	12	0.408
18:00 - 19:00	4	12	0.082	4	12	0.122	4	12	0.204
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.407			1.551			2.958

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:	6 - 20 (units:)
Survey date range:	01/01/12 - 13/11/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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