



THE BURROWS, WEST STREET, BEDHAMPTON

TRANSPORT STATEMENT

October 2019

Havant Housing Association

**SPECIALIST RESIDENTIAL DEVELOPMENT
THE BURROWS,
WEST STREET, BEDHAMPTON**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>		105.0007/TS/2	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Simon Kerswell-Jensen		October 2019
<i>Checked by:</i>	James Rand		October 2019
<i>Approved by:</i>	Mark Smith		October 2019

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	25.10.19	SKJ	Client comments / layout revisions	MS	MS

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018



Havant Housing Association
25 East Street
Havant
Hampshire
PO9 1AA



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

**SPECIALIST RESIDENTIAL DEVELOPMENT
THE BURROWS,
WEST STREET, BEDHAMPTON**

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION.....	2
2.	EXISTING CONDITIONS.....	3
3.	PROPOSED DEVELOPMENT.....	7
4.	TRIP GENERATION.....	9
5.	SUMMARY AND CONCLUSION	11

Figures

Figure 1: Site Location Plan	2
Figure 2 Personal Injury Accident Data Map.....	6

Tables

Table 1: Summary of Local Amenities	5
Table 2: Summary of Local Bus Services.....	5
Table 3: Summary of Parking Standards.....	7
Table 4: Existing Site Use Trip Generation	9
Table 5: Proposed Site Use Trip Generation	10
Table 6: Net Change in Trip Generation.....	10

Appendices

Appendix A – Site Layout Plan	
Appendix B – Car Park Vehicles Tracking	
Appendix C – Fire Tender Tracking	
Appendix D – Refuse Vehicle Tracking	
Appendix E – TRICS Outputs	

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Havant Housing Association to support a planning application for a specialist residential development comprising of 20 dwellings for adults (with learning or mental health difficulties and so require an element of support to live in the community) at The Burrows, West Street, Bedhampton. The site location is identified in **Figure 1** and is approximately 750m west of Havant Town Centre. The site layout plan is attached as **Appendix A**.



Figure 1: Site Location Plan

- 1.2 The scope of this TS has been informed by pre-application consultations with Havant Borough Council. More specifically, this report will cover the following elements:
- Existing Conditions;
 - Proposed Development;
 - Trip Generation;
 - Parking Standards;
 - Fire and Refuse Strategy; and
 - Summary and Conclusions.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The site has been used for a variety of purposes, including as a builders' storage yard and a hand car wash as seen in **Photographs 1 & 2**.



Photograph 1: Site Use 2016



Photograph 2: Site Use 2018

- 2.2 The site is located in Bedhampton which is within Havant Borough. The site is bordered by a railway line to the north, and a watercourse to the northwest. To the west of the site there is a car sales garage, whilst residential properties are to the east.

Local Road Network

- 2.3 The site is accessed via a dropped kerb from West Street shown within **Photograph 3**, almost opposite Meyrick Road which is a primarily residential street. West Street serves a number of different uses and connects Havant Town Centre to Bedhampton Station.



Photograph 3: Existing Site Access viewed from Meyrick Road

- 2.4 On street parking exists on both sides of West Street, as well as a variety of single and double yellow line parking restrictions as shown within **Photographs 4 & 5**. To the east of the site access, on-street parking occurs on the northern side of West Street.



Photograph 4: West Street facing east



Photograph 5: West Street facing west

Pedestrian and Cycle Network

- 2.5 Pedestrian facilities in the vicinity of the site are of a good standard and provide continuous links to nearby facilities. There are existing footways present along West Street which provide connections to Bedhampton Station. The existing pedestrian network is equipped with dropped kerbs and tactile paving to allow pedestrians to cross the road safely. To the west of the site West Street is crossed by the railway at a level crossing. Pedestrian routes are marked over the railway line as well as a pedestrian footbridge.
- 2.6 Approximately 670m to the east of the site is the National Cycle Network (NCN) route 22 as well as a number of local cycleways.

Facilities

- 2.7 The site is located approximately 750m west of Havant Town Centre providing convenient access to a range of amenities including banks, restaurants, pharmacies, retail stores and a medical centre. A number of services are also located close to the site including bus stops and Bedhampton Station. All of these are within suitable walking distance or accessible by sustainable travel modes meaning the site is located sustainably.
- 2.8 A summary of the proximity to local amenities is provided within **Table 1**.

Amenity	Distance from site	Walking time
Bus Stop	250m	4 minutes
Train Station	150m	2 minutes
Medical Centre	430m	9 minutes
Convenience Store	480m	9 minutes
Dental Surgery	644m	12 minutes
ATM	700m	10 minutes
Post Office	790m	12 minutes
Amazon Locker	815m	12 minutes
Havant Precinct	750m	11 minutes

Table 1: Summary of Local Amenities

Bus and Rail Links

- 2.9 The closest bus stops to the site are located approximately 250m to the west of the site on Bedhampton Road. These stops, known as Brunswick Gardens are supported by a layby / on street bus cage markings and bus shelters. A summary of the most frequent services is demonstrated in **Table 2**.

Service Number	Operator	Route	Frequency of service		
			Weekday	Saturday	Sunday
23	Stagecoach	Leigh Park - Southsea	10 minutes	12minutes	15 minutes

Table 2: Summary of Local Bus Services

- 2.10 Bedhampton Station is located approximately 150m to the west of the site and provides direct services to local and regional destinations such as Portsmouth and Southsea (14 minutes), Littlehampton (41 minutes) as well as London Waterloo (1hour 20mins).

Personal Injury Accident Data

- 2.11 Personal Injury Accident (PIA) data has been assessed for a five-year period between 2014 and 2018 and showed that there was one serious incident in the vicinity of the level crossing (in 2017) and two slight accidents recorded on the local highway network surrounding the site. The data was collected using online tool www.crashmap.co.uk. The search area can be seen in **Figure 2**. The accident record does not indicate any specific highways concerns that would worsen as a result of the development or pose a highways safety concern for future sites.



Figure 2 Personal Injury Accident Data Map

Summary

- 2.12 The site is well located with regards to public transport facilities, with bus stops and a train station within close proximity. With good pedestrian facilities providing links to nearby amenities, and no material accident record in the area, the site is in a sustainable location that is well suited to the type of development proposed.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises of 20 x one-bedroom flats that are specifically for adults who require care services on occasion to support living an independent life. In addition to the occupants there will therefore be a small number of support staff that will visit the site occasionally (but no residential staff requirement). The nature of the occupants is such that car ownership is anticipated to be negligible, and vehicle movements are therefore likely to be very limited (staff and visitors only). The site layout plan is attached in **Appendix A**.

Access Arrangements

- 3.2 The development will utilise the existing access location onto West Street, but with the vehicle crossover widened to better accommodate two-way vehicle movement and connect into an internal shared surface arrangement. During pre-application discussions, the highway authority raised concerns in relation to visibility from the access being restricted by on-street parking to the east. However, as set out subsequently, the proposed development will generate fewer vehicle trips than the previous uses on-site, resulting in an overall betterment relative to the current situation. The proposed development layout will also accommodate the turning of vehicles on-site, avoiding the need to reverse onto or off West Street as was the case for the car wash and builders yard arrangement.

Parking Provision

- 3.3 The Havant Borough Council Parking SPD (July 2016) sets out the vehicle and cycle parking standards for development. A summary of the parking standards for specialist residential accommodation for people with learning difficulties has been shown below in **Table 3**. There could be up to 4 non-residential staff members associated with the site to support the 20 residents, albeit not all visiting the site on a daily basis.

Car Parking	Parking Standards	Requirement	Provision
Residential Staff	1 space per residential Staff	0	0
Non-residential Staff	0.5 spaces per non-residential Staff	2	2
Client visitors	0.25 space per client for visitors	5	5
Cycle Parking	Parking Standards	Requirement	Provision
Long Stay	1 space per 6 staff	0.6	10
Short Stay	1 loop/hoop per 2 bedrooms	10	

Table 3: Summary of Parking Standards

- 3.4 The local parking standards require the provision of 7 car parking spaces and 10 cycle parking spaces. The development provides 7 car parking spaces and 10 cycle parking spaces within an internal, secure covered store. Havant Housing Association operate similar sites within the Borough and are confident this quantum of parking is appropriate for their needs, as from a total of 136 residents within their comparable sites only 4 residents have vehicles.
- 3.5 All car parking spaces measure 2.4m x 4.8m with an aisle width of 6m, except for the parallel parking bays which are measure 2.0m x 6.0m in accordance with Manual for Streets guidance. Car park vehicle tracking for the site layout can be found at **Appendix B**.

Fire and Refuse Arrangements

- 3.6 A fire tender and local refuse vehicle can enter the site, turn and egress in a forward gear, as shown within **Appendix C** and **Appendix D** respectively.

4. TRIP GENERATION

4.1 This section of the report will consider the potential trip generation for the existing site use and compare it to the proposed development. The existing site has previously been in use as a builders' storage yard but both previously and most recently as a hand car wash. The TRICS database was consulted to determine the level of existing trip generation associated with these uses. However, there are no sites within the database that are considered to be comparable to a builders' storage yard, and the level of trip generation associated with the car wash has therefore been calculated (which is also the most recent use).

4.2 The daily trip generation of the existing site use is presented in **Table 4** on the basis that there is room within the site for 2 cars to be washed simultaneously, and all of the TRICS outputs are provided within

Appendix E. The TRICS assessment use was undertaken using the following parameters:

- Car Wash
- 2-4 bays
- Weekday surveys only
- Suburban area

TRICS 7.6.3	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate Per Bay	0.125	0.125	0.250	1.375	1.875	3.250	40.543
Trip Generation 2 Bays	0	0	1	3	4	7	81

Table 4: Existing Site Use Trip Generation

4.3 The existing site use could generate a total of 81 daily trips which averages 7-8 trips per hour (i.e. 4 cars washed per hour, or 2 per bay). In the AM and PM peak the flows equate to 1 trip and 7 trips respectively.

4.4 For the proposed development another TRICS assessment was undertaken using Sheltered Accommodation as the closest approximation to the nature of the proposed development as shown in **Table 5**. Whilst sheltered accommodation typically covers elderly accommodation, the trends are expected to be similar with regards to limited car ownership by residents, minor staff movements and evening/weekend visitors. The TRICS assessment was undertaken using the below parameters.

- Sheltered Accommodation
- Range: 14-40 units
- Weekday surveys only
- Edge of town centre, suburban area, edge of town, neighbourhood centre.

TRICS (V.7.6.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per unit	0.089	0.080	0.169	0.089	0.116	0.205	3.162
Trip Generation 20 units	2	2	3	2	2	4	63

Table 5: Proposed Site Use Trip Generation

4.5 As presented above the proposed site use could be expected to produce a total of 63 vehicle trips daily which is approximately 5 vehicles an hour. In the AM and PM peak the flows equate to 3 trips and 4 trips respectively. This is considered a very robust assessment on the basis of the low car parking provision and high accessibility of the site.

4.6 This TRICS assessment should be considered as a worst-case scenario as there will only be 20 residents (with the majority not in a position to be driving), and support staff will only visit each resident on average once per week which accounts for 2-3 visits per day (4-6 trips) and it is not expected that a further 28 daily visitors would be arriving by car per day (56 trips).

Net Change in Trip Generation

4.7 The net change in vehicle trips has been calculated using the figures shown within **Table 4** & **Table 5**. The net change in vehicular trips can be seen summarised within **Table 6**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Existing Site Use	0	0	1	3	4	7	81
Proposed Site Use	2	2	3	2	2	4	63
Net change	+2	+2	+2	-1	-2	-3	-18

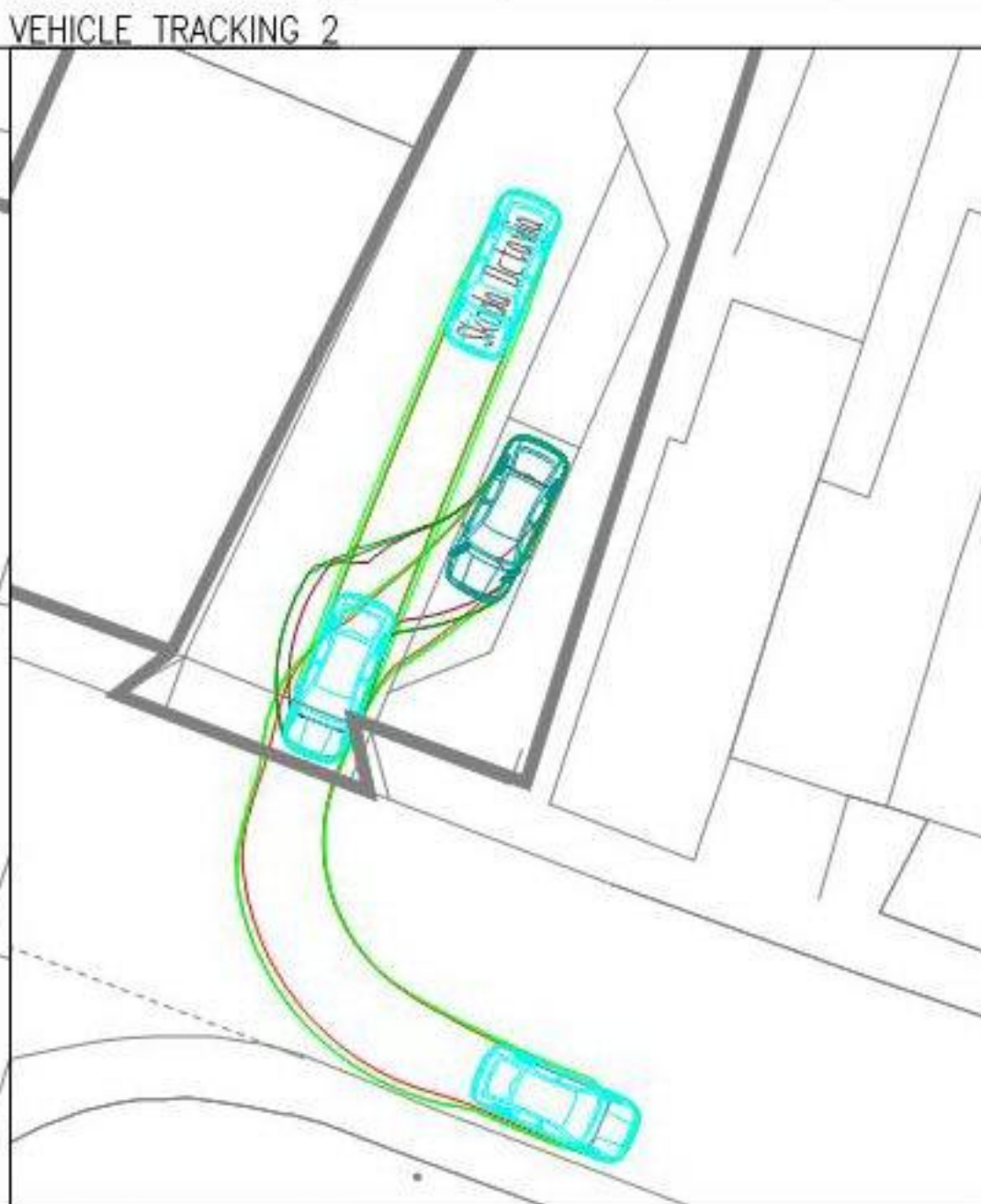
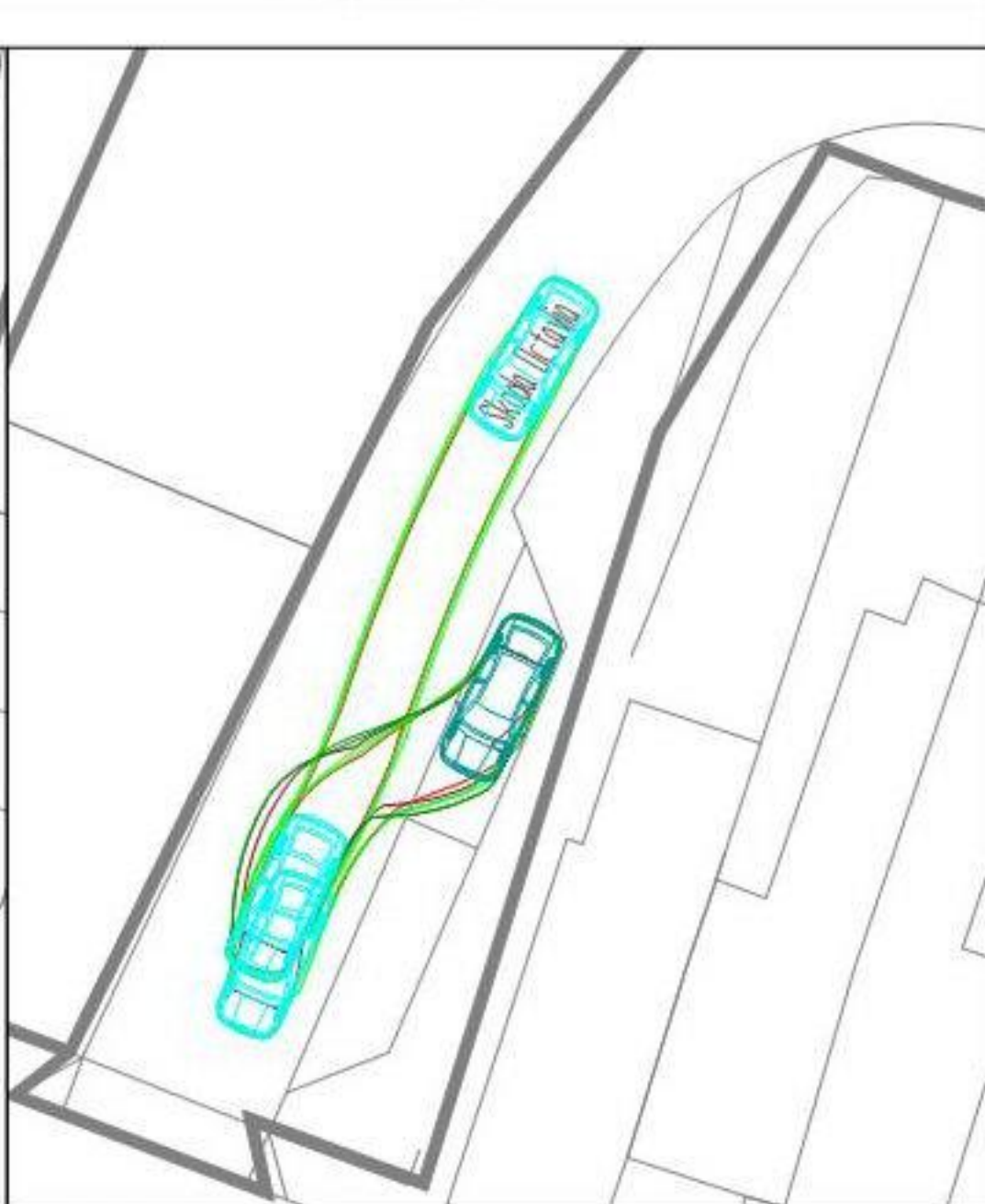
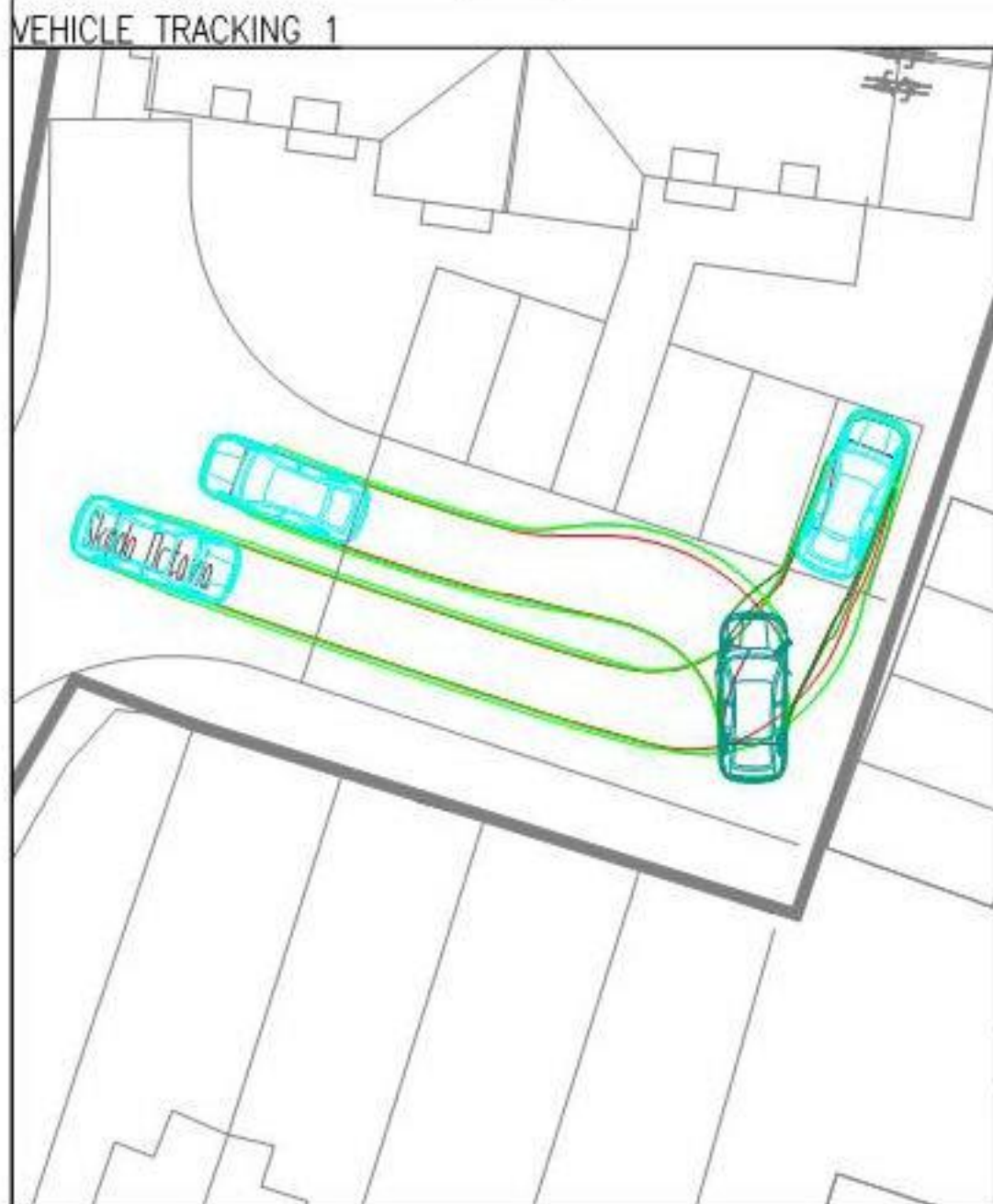
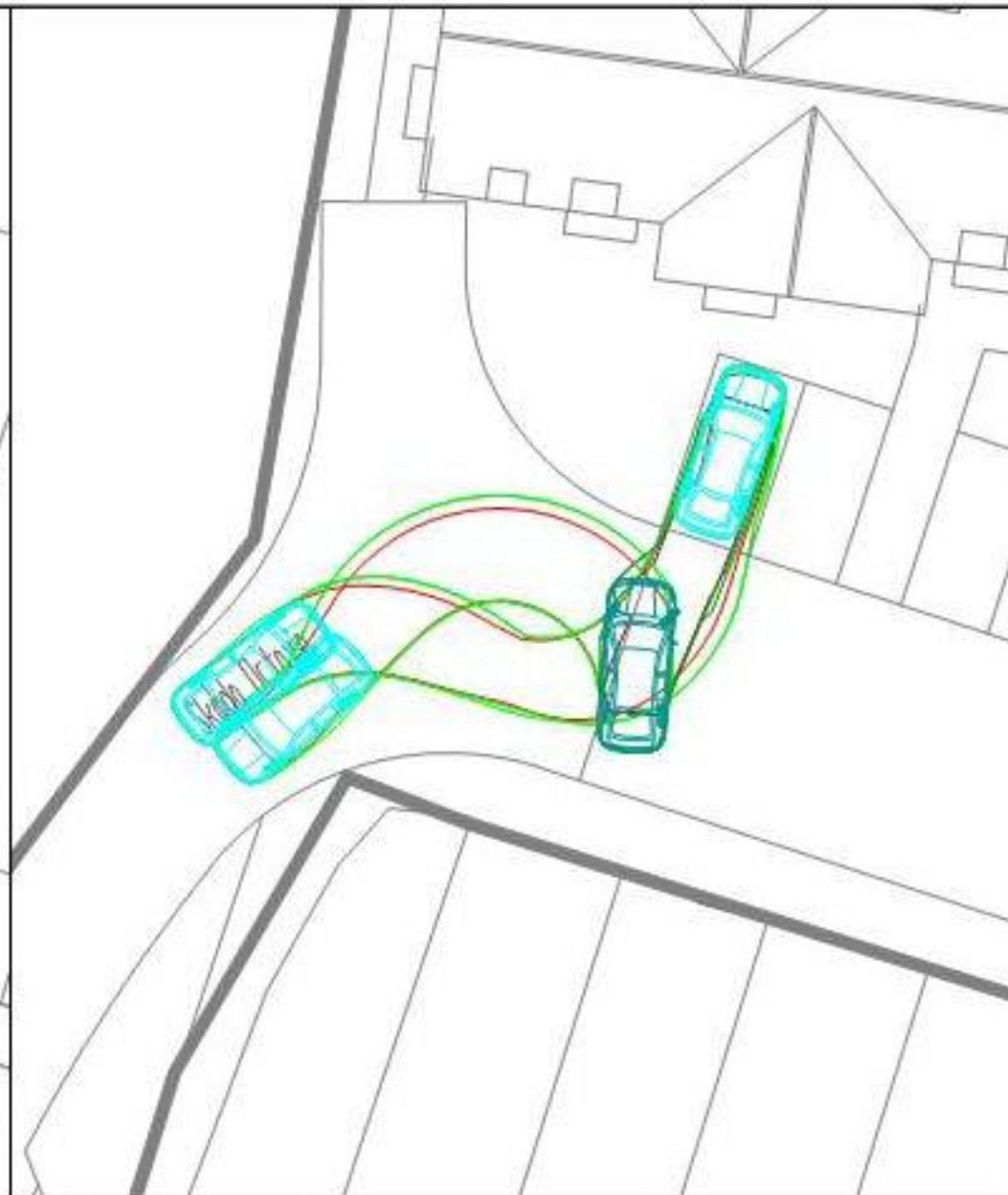
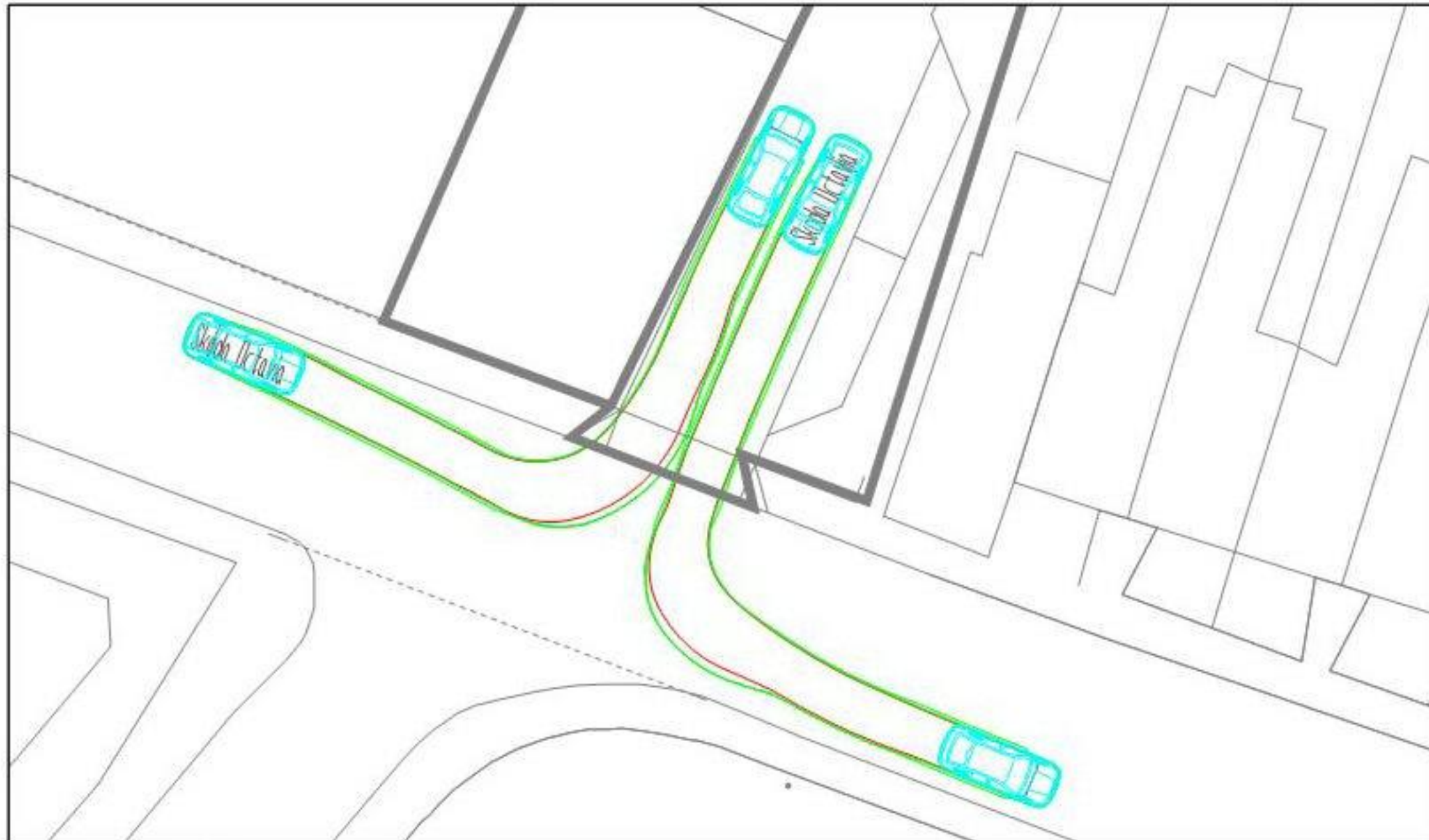
Table 6: Net Change in Trip Generation

4.8 The net change demonstrates that there will be a significant reduction in the number of trips generated from the site on a daily basis. The proposed development is therefore anticipated to have a reduced impact on the local road network, and represents an improvement compared to the previous site use.

5. SUMMARY AND CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Havant Housing Association to support a planning application for a specialist residential development comprising of 20 dwellings for adults who require an element of support to live independently at The Burrows, West Street, Bedhampton.
- 5.2 The site is well located with regards to public transport facilities, with bus stops and a train station within close proximity. With good pedestrian facilities providing links to nearby amenities, and no accident record in the area, the site is considered to be in a sustainable location that is well suited to the type of development proposed.
- 5.3 The development will utilise the existing access location onto West Street and widened to accommodate the two-way movement of cars. During pre-application discussions, the highway authority raised concerns in relation to visibility from the access being restricted by on-street parking to the east. However, the proposed development will generate fewer vehicle trips than the previous uses on-site, resulting in an overall improvement to highway safety.
- 5.4 The local parking standards require the provision of 7 car parking spaces and 10 cycle parking spaces. The development provides 7 car parking spaces and 10 cycle parking spaces within an internal, secure covered store. A fire tender and local refuse vehicle can enter the site, turn and egress in a forward gear.
- 5.5 This TS has therefore demonstrated that the proposed development would have a reduced impact upon the operation of the local road network, and that safe and suitable access is achievable. We would therefore encourage the local planning and highways authorities to look favourably upon this application with regards to highways.

Appendix B



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



NORTH

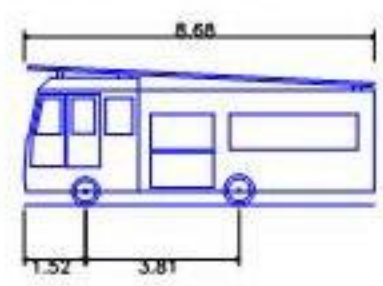
VEHICLE TRACKING 3		VEHICLE TRACKING 4		VEHICLE TRACKING 5		A		REVISED SITE LAYOUT	25.10.19	SKJ	JR
Project Name		Title		Client		Checked By		Checked Date		Scale	
THE BURROWS, WEST STREET BEDHAMPTON		CAR PARK VEHICLE TRACKING		Havant Housing Association		JR		21.10.19		1:500	
Project Phase		Paul Basham Associates Ltd		Havant Housing Association		Drawn By		Drawn Date		Client Drawing No.	
PRELIMINARY		Lansdown Court, 6 Barnes Wyke Road, Farnham, PO15 5TU. 01483 502134 info@paulbashamassociates.com www.paulbashamassociates.com		meeting supported housing needs locally		SKJ		21.10.19		-	
										PBA Drawing No.	
										105.0007.002	
										Revision	
										A	



GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- 3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
- 4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



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



A	REVISED SITE LAYOUT	25.10.19	SKJ	JR
Rev	Description	Date	By	Chkd

Project Name THE BURROWS, WEST STREET BEDHAMPTON	Title FIRE TENDER VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 6 Barnes Wythe Road, Farnham, PO15 5TU 01483 502134 info@paulbashamassociates.com www.paulbashamassociates.com	Client Havant Housing Association meeting supported housing needs locally	Checked By JR	Checked Date 21.10.19	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SKJ	Drawn Date 21.10.19	Client Drawing No. -	PBA Drawing No. 105.0007.003	Revision A	

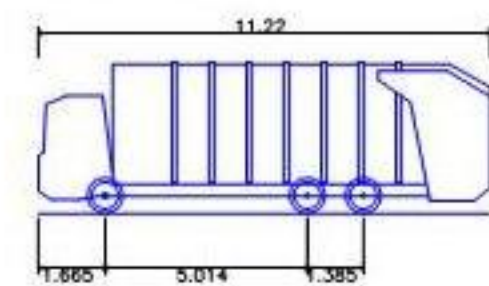
Appendix D



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m



Rev	Description	Date	By	Chkd
A	REVISED SITE LAYOUT	25.10.19	SKJ	JR

Project Name THE BURROWS, WEST STREET BEDHAMPTON	Title REFUSE VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 6 Barnes Wyke Road, Farnham, PO15 5TU 01483 502134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  Havant Housing Association meeting supported housing needs locally	Checked By JR	Checked Date 21.10.19	Scale 1: 500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SKJ	Drawn Date 21.10.19	Client Drawing No. -	PBA Drawing No. 105.0007.001	Revision A	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : D - CAR WASH

VEHICLESSelected regions and areas:

01 GREATER LONDON	
EN ENFIELD	1 days
09 NORTH	
TW TYNE & WEAR	2 days

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

Secondary 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: Number of bays
 Actual Range: 2 to 4 (units:)
 Range Selected by User: 1 to 4 (units:)
 Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

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	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:Use Class:

n/a	2 days
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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

10,001 to 15,000	2 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:

250,001 to 500,000	2 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	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	EN-15-D-01	IMO CAR WASH	ENFIELD
	SOUTHBURY ROAD		
	ENFIELD		
	PONDERS END		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bays:	4	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
2	TW-15-D-01	CAR WASH	TYNE & WEAR
	PHILADELPHIA LANE		
	HOUGHTON-LE-SPRING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bays:	2	
	Survey date: TUESDAY	21/06/11	Survey Type: MANUAL
3	TW-15-D-02	IMO CAR WASH	TYNE & WEAR
	WASHINGTON ROAD		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bays:	2	
	Survey date: THURSDAY	18/10/18	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 15 - VEHICLE SERVICES/D - CAR WASH

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	3	0.167	2	3	0.000	2	3	0.167
08:00 - 09:00	3	3	0.125	3	3	0.125	3	3	0.250
09:00 - 10:00	3	3	1.000	3	3	0.875	3	3	1.875
10:00 - 11:00	3	3	1.750	3	3	1.875	3	3	3.625
11:00 - 12:00	3	3	2.750	3	3	2.250	3	3	5.000
12:00 - 13:00	3	3	2.250	3	3	2.250	3	3	4.500
13:00 - 14:00	3	3	2.875	3	3	2.500	3	3	5.375
14:00 - 15:00	3	3	3.125	3	3	3.625	3	3	6.750
15:00 - 16:00	3	3	2.000	3	3	2.250	3	3	4.250
16:00 - 17:00	3	3	2.125	3	3	1.375	3	3	3.500
17:00 - 18:00	3	3	1.375	3	3	1.875	3	3	3.250
18:00 - 19:00	2	3	0.667	2	3	1.167	2	3	1.834
19:00 - 20:00	2	3	0.000	2	3	0.167	2	3	0.167
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.209			20.334			40.543

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	2 - 4 (units:)
Survey date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-247601-191018-1021

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : F - SHELTERED ACCOMMODATION

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 14 to 40 (units:)
 Range Selected by User: 14 to 40 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/10/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	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)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
------------------	---

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:

1,001 to 5,000

1 days

10,001 to 15,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

5,001 to 25,000

1 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

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

1 days

1.1 to 1.5

3 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	LN-03-F-01	SHELTERED HOUSING	LINCOLNSHIRE
	WILLOW CLOSE HECKINGTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	40	
	Survey date: TUESDAY	11/12/12	Survey Type: MANUAL
2	SM-03-F-01	SHELTERED HOUSING	SOMERSET
	THE AVENUE TAUNTON		
	STAPLEGROVE ROAD Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: FRIDAY	28/09/12	Survey Type: MANUAL
3	WK-03-F-01	SHELTERED HOUSING	WARWICKSHIRE
	NORTHUMBERLAND ROAD LEAMINGTON SPA		
	MILVERTON Edge of Town		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
4	WY-03-F-02	SHELTERED HOUSING	WEST YORKSHIRE
	CHESTER ROAD HALIFAX		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Number of dwellings:	22	
	Survey date: MONDAY	22/10/18	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/F - SHELTERED ACCOMMODATION

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	28	0.036	4	28	0.054	4	28	0.090
08:00 - 09:00	4	28	0.089	4	28	0.080	4	28	0.169
09:00 - 10:00	4	28	0.143	4	28	0.161	4	28	0.304
10:00 - 11:00	4	28	0.161	4	28	0.161	4	28	0.322
11:00 - 12:00	4	28	0.188	4	28	0.161	4	28	0.349
12:00 - 13:00	4	28	0.179	4	28	0.170	4	28	0.349
13:00 - 14:00	4	28	0.196	4	28	0.188	4	28	0.384
14:00 - 15:00	4	28	0.161	4	28	0.196	4	28	0.357
15:00 - 16:00	4	28	0.116	4	28	0.080	4	28	0.196
16:00 - 17:00	4	28	0.161	4	28	0.116	4	28	0.277
17:00 - 18:00	4	28	0.089	4	28	0.116	4	28	0.205
18:00 - 19:00	4	28	0.080	4	28	0.080	4	28	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.599			1.563			3.162

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	14 - 40 (units:)
Survey date date range:	01/01/11 - 22/10/18
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.