

**162 STAKES HILL ROAD,
WATERLOOVILLE**

**Proposed Residential
Development**

Transport Statement

**Prepared on behalf of MA Wright
Limited**

BBFA/2020/5467/TS01

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is instructed by M A Wright Limited (the Client) to provide highway and transport planning advice in relation to a proposed residential development at 162 Stakes Hill Road in Waterloooville.
- 1.1.2 The site is located on the western side of Stakes Hill Road and to the north of Durham Gardens, approximately 1.2 kilometres to the south-east of Waterloooville town centre. The site is a single residential dwelling at present and is located within a predominantly residential area. The site lies immediately to the south of the Fox and Hounds public house. The site takes access from a blocked off section of Stakes Hill Road which leads into Durham Gardens, which is a residential cul-de-sac.
- 1.1.3 The site was subject to a previous planning application (ref: APP/19/01190) for the implementation of 9 flats and 13 car parking spaces on site, however this application was withdrawn.
- 1.1.4 Following the withdrawal of planning application APP/19/01190, the development proposals have been revised to consist of a total of 5 residential flats and 7 associated car parking spaces which would be provided on the site (a ratio of 1.4 spaces per unit), whilst sufficient cycle storage space would be provided within a dedicated cycle storage facility, in accordance with Havant Borough Council (HBC) standards and policy. A copy of the proposed site plan is attached hereto at **Appendix A**.
- 1.1.5 The existing vehicular access to the site would be retained although some improvements are also proposed in the interests of road safety. The access takes the form of a vehicle crossover taken from a stub in the road, which appears to have been retained to serve the site only as part of the works to implement the new roundabout junction of Stakes Hill Road with Frenstaple Road.
- 1.1.6 All deliveries would be accommodated adjacent to the site with no impact on the safe operation of the public highway as demonstrated within this report. Refuse collection would continue to take place on-street, consistent with the existing arrangement for dwellings on Durham Gardens with a conveniently located refuse store.

1.2 Scope of this Report

- 1.2.1 This Transport Statement considers the acceptability of the development proposals from a highways and transportation perspective, including the accessibility credentials of the site, the proposed parking provision, access and servicing arrangements and the impact of the development proposals on the local highway network.

1.2.2 This report has been prepared in accordance with national (NPPF), regional (HCC Local Transport Plan) and local (Havant Local Plan) transport planning policy guidance, as summarised in the following section of this report.

1.2.3 Following this introduction, the remainder of this report will comprise:

- (i) Section 2: Policy Review;
- (ii) Section 3: Site Location, Accessibility Credentials and Accident Review;
- (iii) Section 4: Development Proposals, Access Arrangements and Internal Layout;
- (iv) Section 5: Traffic Generation and Impact; and
- (v) Section 6: Summary and Conclusions.

2 POLICY REVIEW

- 2.1.1 This section summarises the key transport policies in relation to the proposed residential development at the site, in the context of the site's location.

2.2 The National Policy Planning Framework (February 2019)

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be delivered. It urges local planning authorities to support development which facilitate the use of sustainable modes of transport.

- 2.2.2 Paragraph 108 outlines the basic transport requirements that developments should provide, and states that *"in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (i) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- (ii) *safe and suitable access to the site can be achieved for all users; and*
- (iii) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

- 2.2.3 Paragraph 109 goes on to suggest that:

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

- 2.2.4 In context with the above paragraph, 'severe' is defined as critical or dangerous, and again should be considered in the context of the local area. The development complies with the above policy in that this Transport Statement has been provided which assesses the impact of the proposed redevelopment against this criteria.

2.3 Planning Practice Guidance (March 2014)

- 2.3.1 The Planning Practice Guidance (PPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it notes that:

"They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

- 2.3.2 The production of this Transport Statement provides an assessment of the proposed development in the context of its location and proposed use.

2.4 Hampshire County Council's (HCC) Local Transport Plan 3: 2011-2031 (2013)

- 2.4.1 The Hampshire Local Transport Plan (2011-2031) provides the long-term framework for transport policies within the County, with an overarching vision of "safe, efficient and reliable ways to get around a prospering and sustainable Hampshire".

- 2.4.2 Policy Objective 12 within the LTP is relevant to the proposed site and states the following:

"Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being."

- 2.4.3 **Section 3** of this report details the accessibility credentials of the site via non-car modes, in order to reduce reliance upon the private car, where possible.

2.5 Havant Borough Council's (HBC) Adopted Local Plan

- 2.5.1 HBC's adopted Local Plan comprises the Core Strategy (2011) document which will remain in place until the draft Local Plan: 2036 is adopted. The Core Strategy guides future development of the Borough until 2026.

- 2.5.2 Relevant policies within the document include DM11: Planning for More Sustainable Travel, DM12: Mitigating the Impact of Travel and DM13: Car and Cycle Parking on Residential Development. Policy DM11 seeks to encourage the integration of sustainable travel modes by promoting measures that provide:

"Safe and secure vehicular and cycle parking and turning facilities to adopted standards;

Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality; and

New developments that are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges."

- 2.5.3 With regards to policies DM11, DM12 and DM13, this Transport Statement promotes the use of sustainable transport modes which are available locally, as well as existing local pedestrian/cycle infrastructure that enables future residents of the site to travel short distances by active travel modes. **Section 5** of this report assesses the traffic impact that the proposed development has on the local highway network; and **Section 4** outlines the proposed car and cycle parking that is proposed.

3 SITE LOCATION, ACCIDENT REVIEW AND ACCESSIBILITY CREDENTIALS

3.1 Site Location

- 3.1.1 The site is located on the western side of Stakes Hill Road and to the north of Durham Gardens, approximately 1.2 kilometres to the south-east of Waterlooville town centre. The site is a single residential dwelling at present and is located within a predominantly residential area. The site lies immediately to the south of the Fox and Hounds public house. The site takes access from a blocked off section of Stakes Hill Road which leads into Durham Gardens, which is a residential cul-de-sac.
- 3.1.2 Stakes Hill Road is a local distributor road linking Purbrook Way, leading from Havant and Bedhampton to the south and east of the site, to the town centre of the Waterlooville towards to the north west of the site.
- 3.1.3 Stakes Hill Road is a reasonably wide two-way single carriageway road with a 30mph speed restriction. A controlled Toucan crossing facility provides a safe crossing of Stakes Hill Road to the south of the site towards the St Peter's Catholic Primary School and Oaklands Catholic School.
- 3.1.4 Durham Gardens, which also serves a number of houses which were previously accessed from the former alignment of Stake Hill Road, takes access from Stakes Hill Road via a priority junction located to the south of the roundabout junction with Frenstaple Road. The junction with Durham Gardens benefits from a short right turn ghost island arrangement located immediately north of the Toucan crossing.
- 3.1.5 Durham Gardens is a residential cul-de sac with an approximate width of 4.8 metres with footway provision on both sides of the carriageway. Durham Gardens also benefits from streetlight and double yellow lines exist along part of the carriageway to restrict parking to certain locations only.
- 3.1.6 The section of Durham Gardens which was formerly Stakes Hill Road is slightly wider with marked parking bays on both sides of the carriageway.

3.2 Existing Access

- 3.2.1 Vehicular access to the site is currently afforded from the western side of the stub part of Stakes Hill Road served from Durham Gardens. The access (**Photograph 1**) is a vehicle crossover comprising a dropped kerb. Due to the location of the access no vehicles travel passed the access point and clear visibility is afforded to drivers re-joining Durham Gardens from the stub in both directions.



Photograph 1. Existing Site Access

3.3 Existing Pedestrian Inter-visibility

- 3.3.1 Pedestrian inter-visibility is limited at present between emerging vehicles from the site and the shared foot/cycleway which continues northwards along the historic alignment of Stakes Hill Road.
- 3.3.2 Visibility is of a good level in both directions from the existing site access with visibility to the north on the shared foot/cycleway shown in **Photograph 2**, and visibility to the south on Durham Garden shown in **Photograph 3**.



Photograph 2 and 3. Visibility from the existing site access looking north and south respectively

3.4 Accident Review

- 3.4.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data has been obtained via the CrashMap website for the most recently available 5-year period from 2015 to 2019 (attached at **Appendix B**).
- 3.4.2 The area reviewed is shown in **Figure 3.1** and includes the section of Durham Gardens, its junction with Stakes Hill Road and toucan crossing on Stakes Hill Road.

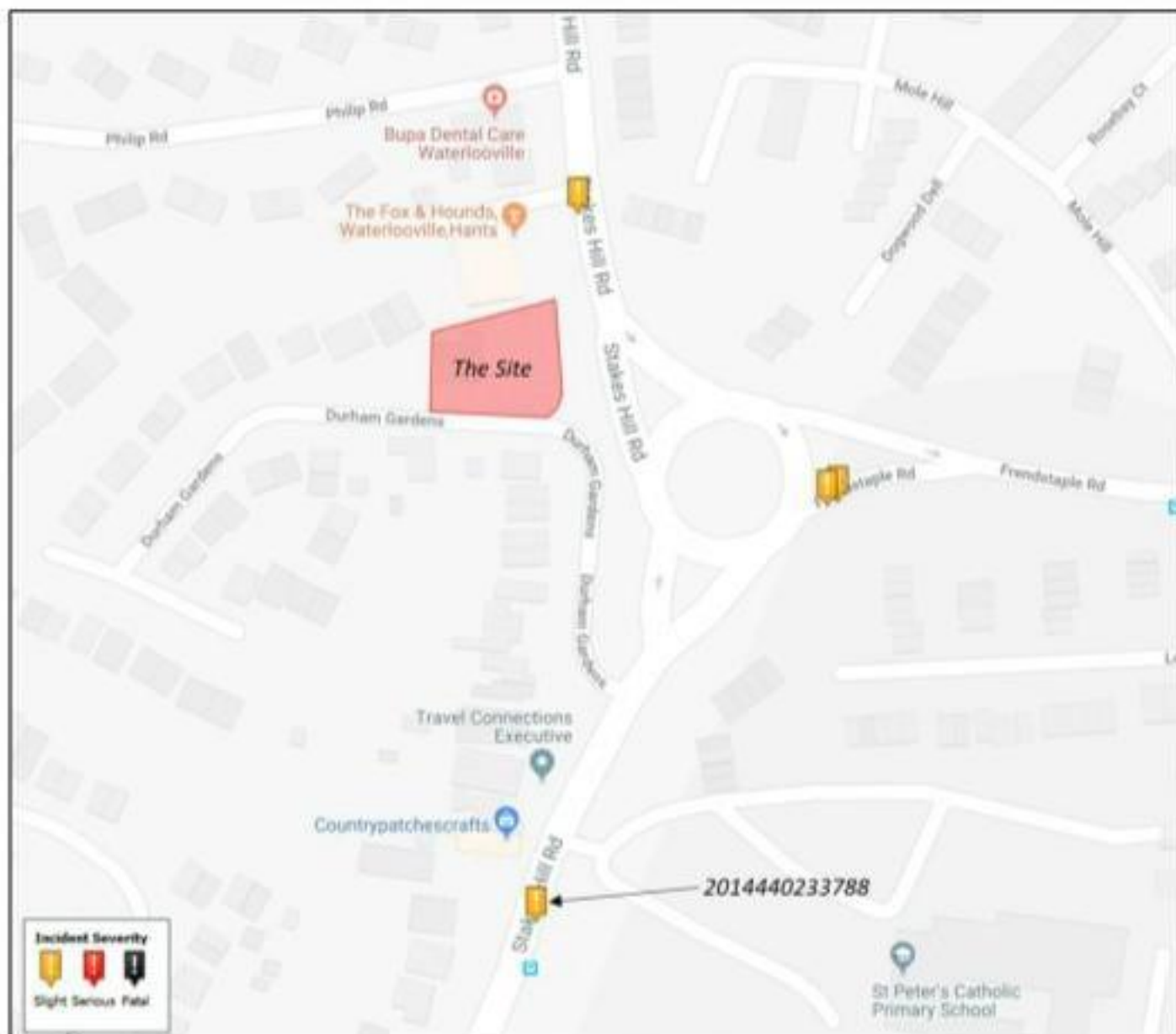


Figure 3.1. CrashMap (2019)

- 3.4.3 As shown in **Figure 3.1**, one 'slight' accident occurred approximately 180 metres south of the site on Stakes Hill Road. This accident (reference 2014440233788) consisted of two cars only. The first vehicle was waiting to proceed normally on the carriageway but was held up, and the second vehicle collided with the rear of the waiting vehicle, causing the waiting vehicle driver to sustain slight injuries.
- 3.4.4 In conclusion, there does not appear to be any clear pattern or cluster of accidents within the vicinity of the site which highlight any underlying issues with the design or layout of the local highway network. It is anticipated that the rate of accidents locally would not be exacerbated as a result of the proposed residential development.

3.5 Accessibility Credentials

- 3.5.1 In order to establish the potential for future residents of the development to travel by sustainable travel modes, in accordance with proposed relevant national (The National Planning Policy Framework), regional (HCC's LTP3) and local (HBC's Local Plan) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the report.
- 3.5.2 Owing to the site's location and proximity to sustainable forms of travel, it is likely that public transport and 'active' modes of travel such as walking and cycling would form key modes of travel by residents to reach the site and to complete local trips during the day.

Pedestrian and Cycle Accessibility

- 3.5.3 It is commonly accepted that walking and cycling can replace private car trips for journeys of up to circa 2kms and 5kms respectively. Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips; thus reducing the volume of traffic on the surrounding highway network.
- 3.5.4 Wide and well-lit footways are situated on both sides of Durham Gardens. The footway on the southern side of Durham Gardens continues south which provides the connection to Stakes Hill Road, whereas the footway on the northern side of Durham Gardens continues north as a shared foot/cycleway which also provides a link to Stakes Hill Road.
- 3.5.5 A toucan crossing facility comprising traffic signals, dropped kerbing and tactile paving (as shown in **Photograph 4**), is situated approximately 100 metres south of the site which provides pedestrian and cyclist access to the shared foot/cycle-way on the eastern side of Stakes Hill Road, as well as the local bus stops.



Photograph 4. Toucan crossing facility

- 3.5.6 Future residents of the site can travel north to Waterlooville town centre situated approximately 1.2 kilometres from the site by utilising wide and well-lit footways on both sides of Stakes Hill Road, as well as on National Cycle Route 222 (NCR222) which provides the cycle route north on-carriageway to Waterlooville town centre. Beyond Waterlooville, NCR222 continues north to Cowplain, Horndean, Clanfield and Peterfield; with further destinations accessible via NCR222 travelling south to Farlington and Portsmouth. Notably, the eastern side of Stakes Hill Road continues south as a shared foot/cycle-way for approximately 700 metres where cyclists should re-join the carriageway to continue south on NCR222.

Bus Accessibility

- 3.5.7 As shown on **Plan 01** the closest bus stops to the site are the Oaklands Catholic School bus stops within approximately 220 metres south of the site on Stakes Hill Road. Bus services 28A (School Bus), 37, and The Star 7 can be accessed from these bus stops, with The Star 7 being the most frequent service, travelling between Portsmouth and Wecock via Waterlooville every 12 minutes. Both bus stops benefit from bus signs, bus cages, displayed timetable information, with the south-bound bus stop further benefitting from a bus shelter (as shown in **Photographs 5 and 6**).



Photographs 5 and 6. Local bus stops

- 3.5.8 A summary of local bus services is provided in **Figure 3.2**, overleaf.

Service	Route	Typical Frequency	Hours of Operation
The Star 7	Wecock – Waterlooville – Portsmouth	Mon-Sun: 4 services an hour	Mon-Fri: 05:14 – 22:14 Sat-Sun: 05:18 – 22:56
37	Havant - Petersfield	Mon-Sat: Every 60 mins	Mon-Fri: 07:33 – 18:24 Sat: 08:33 – 17:30

Figure 3.2. Summary of Local Bus Services

- 3.5.9 As summarised in **Figure 3.2** above, a high frequency of bus services is available within close proximity of the site and would likely form a primary mode of transport to / from the site amongst prospective residents.

Rail Accessibility

- 3.5.10 The closest railway stations are at Cosham, Havant and Bedhampton all within 6 kilometres of the site. Cosham and Havant railway stations comprise the highest frequency of services that travel towards Portsmouth, Brighton, Southampton Central and London Waterloo. With regards to convenience, Cosham railway station is accessible via NCR222 for confident cyclists, as well as accessible via The Star 7 bus services which travels every 12 minutes from the nearest bus stops to the site. Notably, Cosham railway station comprises 36 cycle parking spaces that can be utilised for linked journeys.
- 3.5.11 A detailed summary of the destinations and frequency of services from Cosham station is presented in **Figure 3.3** below and further information regarding rail services, including station layout plans, timetables and fare details is available from www.nationalrail.co.uk.

Destination	Typical Frequency	Duration
Southampton Central	4 trains per hour	28 - 46 minutes
Portsmouth & Southsea	2 trains per hour	10 - 16 minutes
Brighton	1 train per hour	1 hour 19 minutes
London Waterloo	1 train per hour	1 hour 56 minutes
London Victoria	1 train per hour	1 hour 56 minutes
Cardiff Central	1 train per hour	3 hours 6 minutes

Figure 3.3. Summary of Rail Services from Cosham Railway Station

- 3.5.12 On the basis of the above, frequent and desirable rail services are available from Cosham railway station which would be particularly attractive to residents for commuting purposes, for example.

3.6 Accessibility Summary

- 3.6.1 In summary, the site is conveniently located in terms of access from the local highway network. It is notable that the site benefits from a wide range of local bus services within short walking distance of the site which would likely form a primary and attractive form of travel amongst residents. Additionally, there is a range of local amenities in the local area, which would further reduce the need to travel away from the site by car.

4 PROPOSED DEVELOPMENT

4.1 Development Proposals

4.1.1 The development proposals would see the redevelopment of the site to provide a total of 5 residential flats (Use Class C3) with associated car and cycle parking provision. The proposals would comprise the following mix of units:

- (i) 2 x 1 bed flats; and
- (ii) 3 x 2 bed flats.

4.1.2 A copy of the proposed site layout is attached hereto at **Appendix A**.

4.2 Access Arrangements

4.2.1 As part of the development proposals the site would be served by the existing vehicle crossover serving the existing driveway.

4.2.2 Drawing **2020/5467/001**, attached hereto, illustrates the proposed access arrangement together with the planned improvements to ensure that pedestrian inter-visibility is increased from the existing arrangement. Due to the fact that the access joins the public highway at the stub in the road, no widening of the access is required since this would affect the local trees within the site. Instead, two vehicles could pass within the stub area and if needed a vehicle could wait within this area, without impeding traffic on the local highway, for an opposing vehicle to leave the site.

4.2.3 Drawing number **2020/5467/002**, also attached hereto, illustrates the swept path of vehicles manoeuvring within the car park and demonstrates that the proposed parking spaces would operate satisfactorily.

4.3 Cyclist Inter-visibility

4.3.1 Concerns were previously raised by HBC and HCC, in respect of the withdrawn planning application, with regards to cyclist and driver inter-visibility at the site access. RGP responded on January 31st, 2020 to HBC regarding the concerns. On April 3rd 2020, HCC responded and accepted RGP's comments regarding inter-visibility with the condition that 2m x 15m visibility splays shall be provided to an approaching cyclist from the north and south by the clearance of existing material between 0.6m and 2m, above ground level.

4.3.2 Department for Transport's Local Transport Note 2/08: Cycle Infrastructure Design suggests recommended stopping sight distances and design speeds for off-road cycle routes. This document states:

'8.2.3 Where cyclists share a route with pedestrians, a lower design speed may be required. Routes with design speeds significantly below 20 mph are unlikely to be attractive to regular commuter cyclists, and it may be necessary to ensure there is an alternative on carriageway route for this user category.'

- 4.3.3 Design guidance also stipulates that design speeds for local access routes are for cyclists travelling at 12mph which require a minimum stopping sight distance of 15 metres.
- 4.3.4 For cyclists travelling past the site access on the shared pedestrian/cycle path, the cyclist would have to perform the following procedures:
- (i) **Southbound Cyclists** - Cyclists travelling on the shared pedestrian/cycle path situated at the eastern boundary of the site, would slow before dismounting the shared foot/cycleway at the dropped kerb shared with the access (as shown in **Photograph 7**) on to the stub of Durham Gardens. When on-carriageway on Durham Gardens, the cyclist would need to slow down to give-way to Durham Gardens traffic at the junction at the south-eastern corner of the site boundary, and continue south on Durham Gardens for c.15m to then mount the pavement (shared pedestrian/cycle way) on the western side of Durham Gardens via a dropped kerb (**Photograph 8**). This route is therefore one which cyclists need to make a number of decisions and as such would be travelling at a speed commensurate to a local access route (i.e. 12mph as stipulated in Section 8.2.3. of Department for Transport's 'Local Transport Note 2/08: Cycle Infrastructure Design' guidance document).



Photograph 7



Photograph 8

- (ii) *Northbound Cyclists* - Cyclists travelling northbound on the shared pedestrian/cycle route on the western side of Durham Gardens, would slow in speed to dismount the dropped kerb and join the carriageway. These cyclists then travel on-carriageway for c.15m having to make a right turn (in front of traffic) towards the stub, before mounting the dropped kerb situated at the site access to then continue travelling north along the shared pedestrian/cycle path at the site's eastern boundary.

4.3.5 The actual practical routes of cyclists passing the site are indicated on drawing number **2020/5467/003** attached hereto. As a result of cyclists needing to dismount and mount kerbs in the immediate vicinity of the site, this reduces the speed of a cyclist to below 15mph, more likely 12mph as a maximum, in line with DfT's Local Transport Note 2/08: Cycle Infrastructure Design that suggests recommended stopping sight distances and design speeds for local access routes.

4.3.6 Drawing **2020/5467/003** attached, illustrates that the driver of an egressing vehicle from the site can see cyclists travelling up to 12mph, north and south bound on Durham Gardens with visibility of 15m from the driver's sightline. To achieve visibility to the north from the site access, the hedge situated at the eastern boundary of the site will be cut back and maintained regularly at low level. To this end, the proposed access design is in line with recommended design guidance and achieves visibility splays of 2.0m by 15m to approaching cyclists as previously agreed with HCC.

4.4 Delivery and Servicing Arrangements

4.4.1 It is anticipated that all deliveries associated with the site would take place from the local highway network, given that there are no restrictions along many sections of Durham Gardens, as illustrated on drawing number **2020/5467/001** attached hereto. The stub adjacent to the site provides the potential for vehicles to turn around, if needed, or alternatively vehicles can turn around within the turning head at the end of Durham Gardens.

4.4.2 It is not anticipated that the site would generate many deliveries over the course of a typical week, i.e. 1 or 2 deliveries per day, and the majority of which would comprise small food or postal deliveries, for example, via a transit van or panel van.

4.4.3 With regard to refuse collection, it is anticipated that all refuse collection for the site would continue to take place on-street from Durham Gardens as part of the existing refuse strategy and consistent with the arrangement for all dwellings along the adjacent street.

4.4.4 As shown on the proposed site plan at **Appendix A**, the proposed bin store would be located along the southern site boundary which benefits from convenient access to Durham Gardens in a location where the refuse vehicle can safely stop, thus ensuring that bin carry distances are kept to a minimum for both refuse collectors and residents.

4.5 Car Parking

- 4.5.1 Car parking standards pertaining to C3 residential land uses are contained within HBC's Supplementary Planning Document (SPD) adopted in July 2016. **Figure 4.1** below summarises HBC's car parking standards as set out in the supplementary planning document.

Havant Borough Council Car Parking Standards – C3 Residential	
Number of Rooms	Minimum Car Parking Standards – Shared/Communal Parking (Unallocated)
1 bed	0.9
2 beds	1.3
Visitor Parking (for larger developments of 10 or more dwellings)	Additional 20% Unallocated Parking

Figure 4.1: HBC's Car Parking Standards

- 4.5.2 **Figure 4.1** outlines a requirement for 6 car parking spaces associated with the proposed 5 flats. Notwithstanding this, since the car parking standards are defined as 'minimum' it is considered appropriate to implement the additional 20% car parking provision on-site for visitors as per the standards relating to larger developments. This would ensure that displaced parking does not occur on the local highway network. To this end, the proposed development would see the implementation of 7 unallocated car parking spaces on-site (inclusive of one visitor space), for use by prospective residents and visitors, giving an overall ratio of 1.4 spaces per unit.
- 4.5.3 The previously submitted planning application (ref: APP/19/01190), HCC provided no comment with regards to providing 1.44 car parking spaces per unit, as such, it is considered that 1.4 spaces per unit is acceptable.

4.6 Cycle Parking

- 4.6.1 HBC's SPD (2016) also provides cycle parking standards applicable to C3 residential developments. The document provides a minimum cycle parking standard for residential developments to adhere to. The standards indicate a minimum of 1 long stay space per 1-bed unit, and 2 long stay spaces per 2-bed unit.
- 4.6.2 As shown on the proposed site layout plan at **Appendix A**, a total of 8 cycle parking spaces would be provided on the site within a dedicated bicycle storage facility at the southern corner of the site within the on-site car park, in accordance with the standards.

5 TRAFFIC GENERATION AND IMPACT

5.1.1 This section of the report considers the impact of the proposed residential development on the local highway network, against that of the existing use. Notably, HBC's Traffic Team and Highways Authority provided no comment with regards to the TRICS outputs and traffic generation associated with the previous planning application (ref: APP/19/01190), therefore, the same TRICS outputs have been used for the existing site and development proposals.

5.2 Existing Traffic Generation

5.2.1 The site is currently a single dwelling and as such has a traffic generating characteristic by virtue of its current land use.

5.2.2 In order to establish the existing traffic generation associated with the former use at the site, the TRICS Database has been interrogated for comparable private dwellings in terms of their location and proximity to the wider highway network.

5.2.3 Full TRICS outputs from the assessment are attached hereto at **Appendix C**, whilst the peak hour and daily TRICS vehicle trip rates and subsequent traffic generation associated with the former use summarised in **Figure 5.1** and **5.2** below.

Time	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.160	0.360	0.520
PM Peak Hour (17:00-18:00)	0.302	0.176	0.460
Daily (12 hours)	2.305	2.397	4.702

Figure 5.1: Existing Dwelling Vehicle Trip Rates – TRICS

Time	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0	1	1
PM Peak Hour (17:00-18:00)	1	0	1
Daily (12 hours)	2	3	5

Figure 5.2: Existing Vehicle Trip Generation – 1 Dwelling

5.3 Proposed Traffic Generation

5.3.1 In order to establish the likely level of traffic generation associated with the proposals, the TRICS Database has been interrogated for comparable residential sites, with particular regard to their location and the number of units.

5.3.2 The TRICS exercise comprised the following criteria:

- (i) Use Class: C3 (residential);

- (ii) Sub Class: Flats privately owned;
- (iii) Regions: England, excluding Greater London;
- (iv) Locations: Suburban Area, Edge of Town, Edge of Town Centre, Residential Zone;
- (v) Number of units: 6 - 50;
- (vi) Survey days: Monday – Friday

5.3.3 Full TRICS outputs from the assessment are attached hereto at **Appendix D** and the subsequent peak hour and daily TRICS vehicle trip rates and traffic generation associated with the proposed development summarised in **Figure 5.3** and **5.4** below.

Time	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.063	0.251	0.314
PM Peak Hour (17:00-18:00)	0.289	0.100	0.389
Daily (12 hours)	1.898	1.680	3.578

Figure 5.3: Proposed Residential Development Vehicle Trip Rates – TRICS

Time	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	1	1	2
PM Peak Hour (17:00-18:00)	1	1	2
Daily (12 hours)	10	8	18

Figure 5.4: Proposed Residential Development Trip Generation – 5 Units

5.3.4 As shown in **Figure 5.4** above, the proposed residential development is anticipated to generate 3 two-way vehicle movements during the AM peak hour, 2 during the PM peak hour and a total of 18 two-way vehicle movements over the course of a typical day.

5.4 Net Impact

5.4.1 Using the results set out above in **Figure 5.2** and **Figure 5.4**, it is possible to establish the net impact of the development proposals on the local highway network. **Figure 5.5** below presents the net impact.

Time	Arrivals	Departures	Total (two-way)
AM Peak Hour (08:00-09:00)	+1	0	+1
PM Peak Hour (17:00-18:00)	0	+1	+1
Daily (12 hours)	+8	+5	+13

Figure 5.5: Net Impact

- 5.4.2 As summarised above, the proposed development is forecast to generate a net increase of 13 two-way vehicle movements over the course of a typical day, including a net increase of 1 two-way vehicle movements during each peak hour (morning and evening).
- 5.4.3 This equates to a net increase of 1 two-way vehicle movement during the worst-case peak hour (17:00-18:00) which would be insignificant in traffic impact terms and would certainly not constitute an impact deemed 'severe', as outlined by the NPPF.
- 5.4.4 In addition, this net traffic impact is an reduction on the traffic generation associated with the previous planning application (ref: APP/19/01190) which would have resulted in a net increase of 27 two-way vehicle movements over the course of a typical day, including a net increase of 2 two-way vehicle movements during the morning peak hour and an increase of 3 two-way movements during the evening peak hour.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 This Transport Statement has considered the highways implications associated with the proposed residential development at 162 Stakes Hill Road in Waterloooville. This TS demonstrates the following:
- (i) The site has good accessibility to a range of local facilities and services, including frequent local bus services;
 - (ii) The development proposals seek to provide 5 residential flats, comprising a mix of 1 bed and 2 bed units;
 - (iii) A total of 7 car parking spaces (inclusive of 1 visitor parking space) are proposed on the site which has been considered in line with HBC's Supplementary Planning Document (2016). Cycle parking provision is in line with local standards;
 - (iv) Access to the site would be retained via the vehicle crossover serving the existing dwelling from the stub accessed via Durham Gardens. Additional improvements at the existing access will take place including cutting back of the existing hedgerow to the north and south to provide adequate visibility splays for an egressing vehicle and passing cyclists and pedestrians;
 - (v) Refuse collection would continue to be provided on-street from Durham Gardens, consistent with the existing arrangement for all dwellings on the adjacent street;
 - (vi) The proposed development is forecast to generate a net increase of up to 1 two-way vehicle movements during each of the peak hours (morning and evening) and a total increase of 13 two-way vehicle movements over the course of a typical day. This constitutes an impact which would be negligible.
- 6.1.2 Overall, it is demonstrated that the proposed residential development would not result in any 'significant' or 'severe' impact on the operation of the local highway network, as outlined by the NPPF. Therefore, there are considered to be no impediments on highway or transport grounds that should prevent the granting of planning permission for the proposals at 162 Stakes Hill Road, Waterloooville.

PLANS



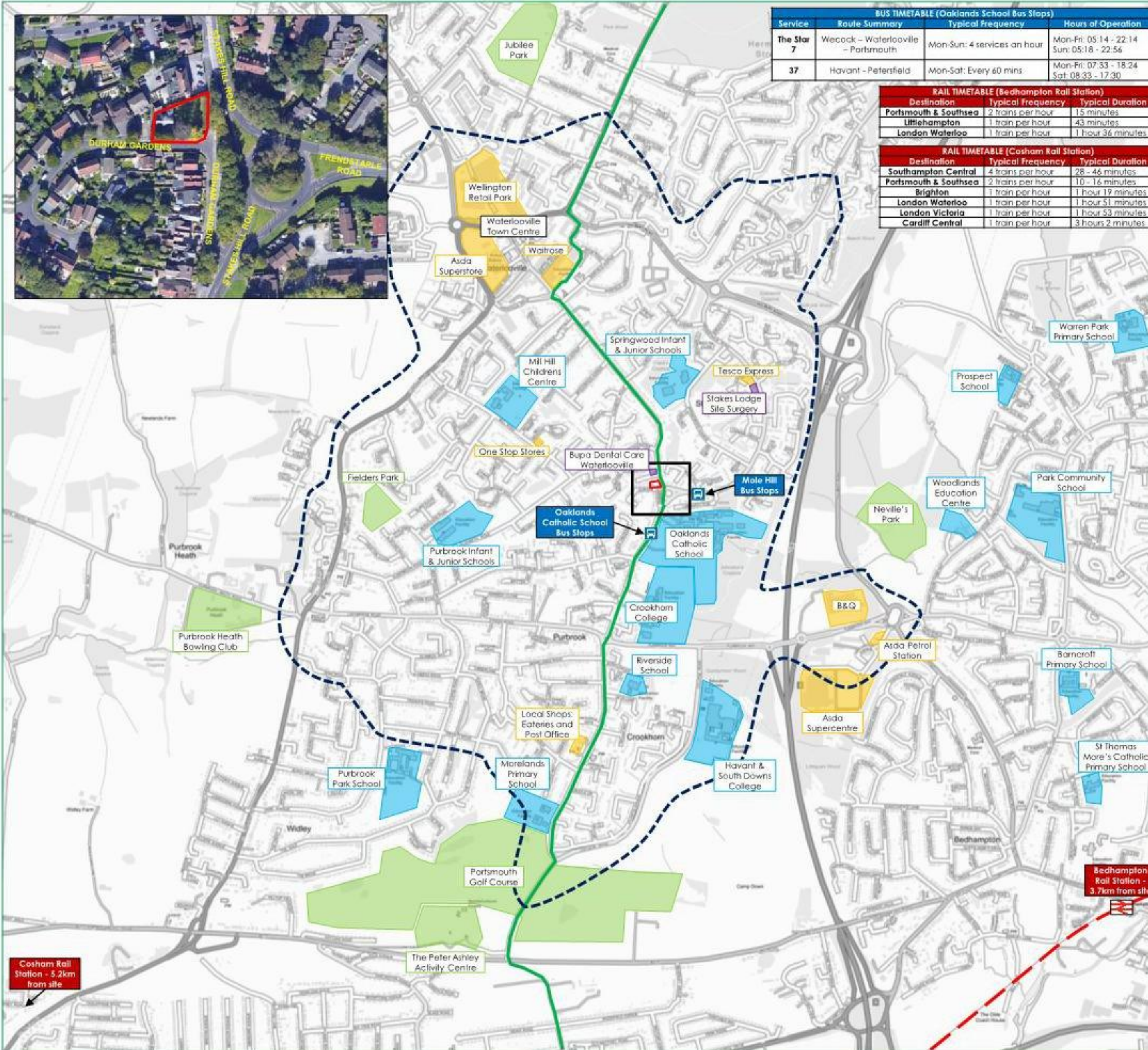
BUS TIMETABLE (Oaklands School Bus Stops)			
Service	Route Summary	Typical Frequency	Hours of Operation
The Star 7	Wecock - Waterloo - Portsmouth	Mon-Sun: 4 services an hour	Mon-Fri: 05:14 - 22:14 Sun: 05:18 - 22:56
37	Havant - Petersfield	Mon-Sat: Every 60 mins	Mon-Fri: 07:33 - 18:24 Sat: 08:33 - 17:30

RAIL TIMETABLE (Bedhampton Rail Station)		
Destination	Typical Frequency	Typical Duration
Portsmouth & Southsea	2 trains per hour	15 minutes
Littlehampton	1 train per hour	43 minutes
London Waterloo	1 train per hour	1 hour 36 minutes

RAIL TIMETABLE (Cosham Rail Station)		
Destination	Typical Frequency	Typical Duration
Southampton Central	4 trains per hour	28 - 46 minutes
Portsmouth & Southsea	2 trains per hour	10 - 16 minutes
Brighton	1 train per hour	1 hour 19 minutes
London Waterloo	1 train per hour	1 hour 51 minutes
London Victoria	1 train per hour	1 hour 53 minutes
Cardiff Central	1 train per hour	3 hours 2 minutes

LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY TRACKS
- LOCAL BUS STOPS
- 2KM WALK ISOCHRONE
- NATIONAL CYCLE ROUTE 222
- EDUCATION
- LEISURE
- RETAIL
- HEALTHCARE

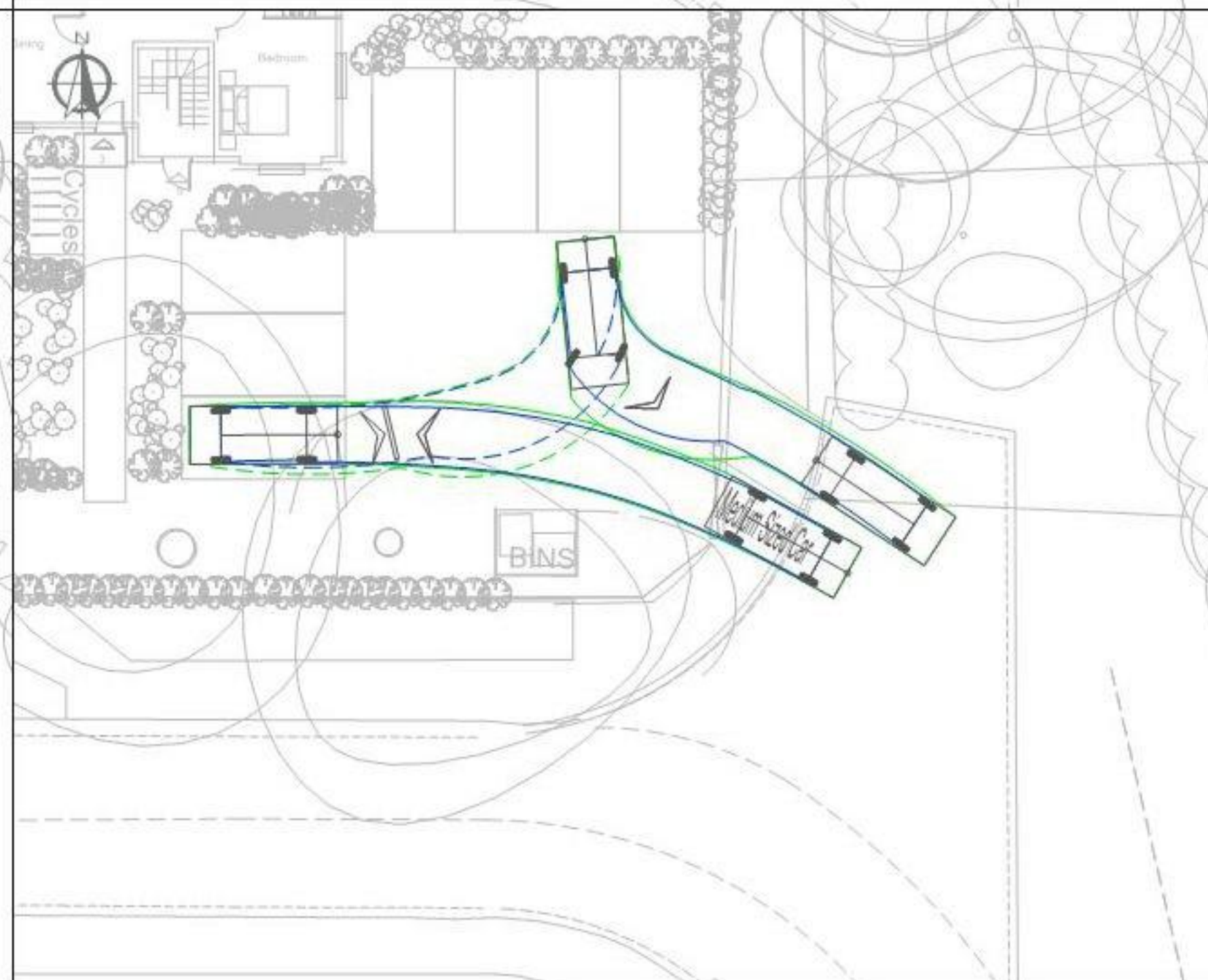
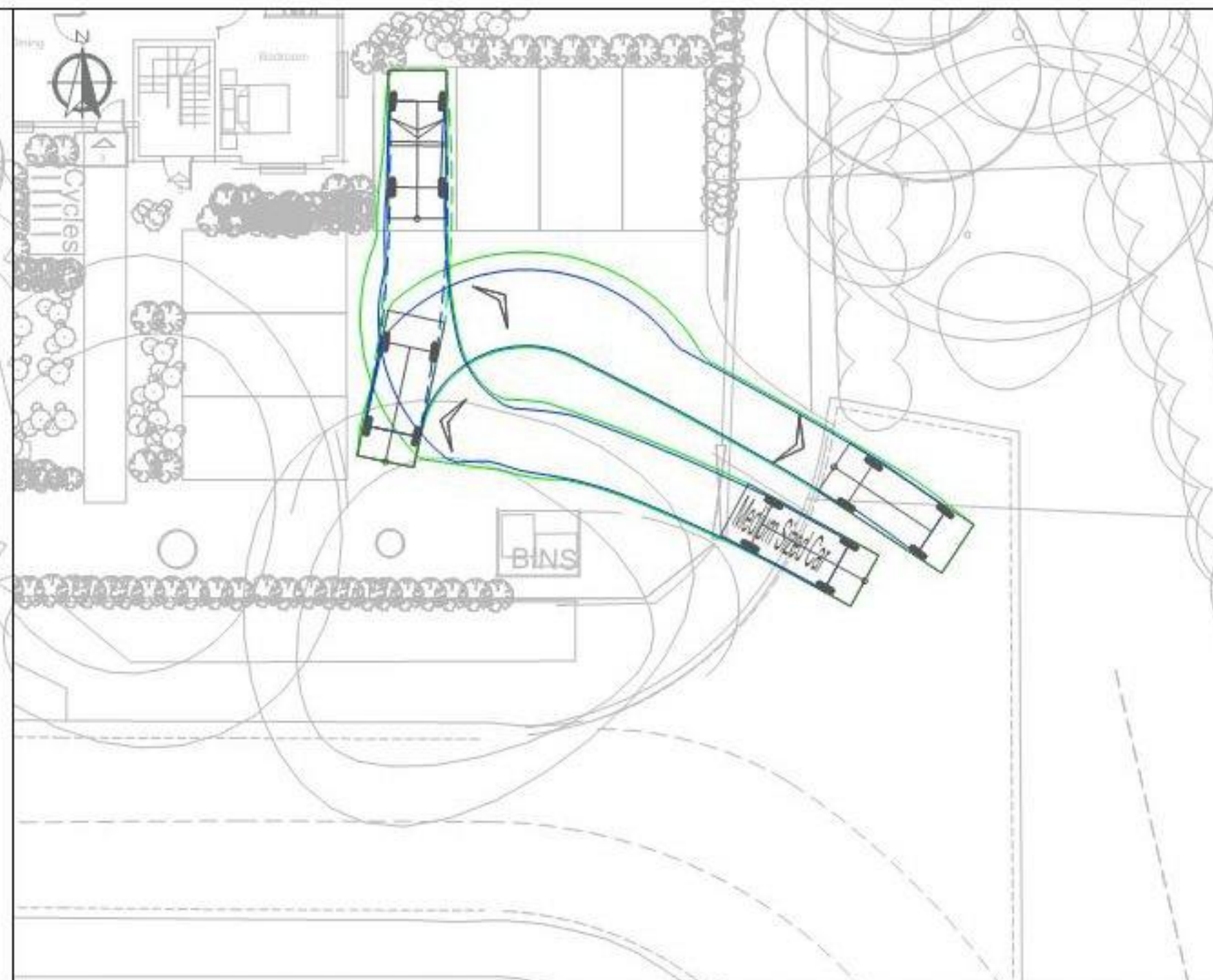


Transport Planning and Infrastructure Design Consultants
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www.rgp.co.uk

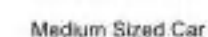
Client: MA Wright
Project: 162 Stakes Hill Road, Waterloo, Havant
Title: Site Location & Accessibility Plan

Plan No: Plan 01	Job No: 18/4497	Date: March 2019
Drawn By: GSE	Checked By: JLM	Approved By: CMS
		Rev: -

DRAWINGS



This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.042m

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In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Pt	Date	MESSAGE	2007
Ssq	Drawn	Comments:	Date



Drawing Title

Car Parking
Swept Path Analysis

Drawing No.	Rev.
2020/5467/002	P1

Scale	Drawn By	Checked By	
1:200	DLH	JLM	A3

APPENDIX A

JUNE 2020

- SW drain
- FW drain
- New secure fencing as required
- Extg building
- New building/ Extension

FLAT 1 57sqm
FLAT 2 70sqm
FLAT 3 71sqm
FLAT 4 54sqm
FLAT 5 79sqm

16 014 -PL 401A
SITE LAYOUT

PROPOSED RESIDENTIAL
EXTENSION
62 Stakes Hill Road
WATERLOOVILLE
ANTS

SCALE 1: 200 @ A3

Extg brick wall

DURHAM GARDENS

Permeable Paving
to Parking Bays

Drop kerb (extg)

Existing trees retained/ protected
(in accordance with Arboricultural survey/
Method Statement)

Existing mature hedges retained/ enhanced
and replaced as necessary in accordance with
Arboricultural Report

Existing Access retained
with enhanced visibility splays

New Entrance and Canopy

APPENDIX B



crashmap.co.uk

Crash Date: Wednesday, July 02, 2014 **Time of Crash:** 8:25:00 AM **Crash Reference:** 2014440233788

Highest Injury Severity: Slight
Highway Authority: Hampshire
Local Authority: Havant District (B)
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 468736 108202



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	18	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

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

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

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST		
ES	EAST SUSSEX	1 days
WS	WEST SUSSEX	1 days
03 SOUTH WEST		
DV	DEVON	1 days
SM	SOMERSET	1 days
WL	WILTSHIRE	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	1 days
NF	NORFOLK	1 days
SF	SUFFOLK	1 days
05 EAST MIDLANDS		
LN	LINCOLNSHIRE	2 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
ST	STAFFORDSHIRE	2 days
WK	WARWICKSHIRE	2 days
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	1 days
WY	WEST YORKSHIRE	1 days
08 NORTH WEST		
CH	CHESHIRE	2 days
GM	GREATER MANCHESTER	2 days
LC	LANCASHIRE	2 days
MS	MERSEYSIDE	1 days
09 NORTH		
DH	DURHAM	1 days
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 dwellings
 Actual Range: 6 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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	7 days
Tuesday	5 days
Wednesday	5 days
Thursday	4 days
Friday	7 days

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

Selected survey types:

Manual count	28 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)	13

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	26
Village	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.

Secondary Filtering selection:

Use Class:

C3	28 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
5,001 to 10,000	6 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	8 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	2 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	7 days
500,001 or More	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	14 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	2 days
No	26 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	28 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-08	DETACHED	CESHIRE
	WHITCHURCH ROAD CHESTER		
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
3	CH-03-A-09	TERRACED HOUSES	CESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD		
	Edge of Town Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD TORQUAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
6	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD PEACEHAVEN		
	Edge of Town Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
7	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE MANCHESTER PRESTWICH		
	Edge of Town Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
8	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET MANCHESTER LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Number of dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-03-A-30	SEMI-DETACHED		LANCASHIRE
	WATSON ROAD BLACKPOOL			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	14/06/13		Survey Type: MANUAL
10	LC-03-A-31	DETACHED HOUSES		LANCASHIRE
	GREENSIDE PRESTON COTTAM			
	Edge of Town Residential Zone			
	Total Number of dwellings:	32		
	Survey date: FRIDAY	17/11/17		Survey Type: MANUAL
11	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE LINCOLN BOULTHAM			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
12	LN-03-A-04	DETACHED & SEMI-DETACHED		LINCOLNSHIRE
	EGERTON ROAD LINCOLN			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	29/06/15		Survey Type: MANUAL
13	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
14	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
15	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET YORK			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
16	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE LOWESTOFT			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
17	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY			
	Edge of Town Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
19	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD		
	WOLVERHAMPTON		
	BLAKENHALL		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	17	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
20	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
21	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
22	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
23	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
24	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
25	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
27	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
28	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-A-05	rural town
KC-03-A-05	too rural
NF-03-A-03	rural town
NY-03-A-07	too rural/low available of public transport modes
NY-03-A-11	too rural/low available of public transport modes
NY-03-A-12	rural town
NY-03-A-13	too rural/low availability of public transport modes
SF-03-A-05	rural town
SF-03-A-06	too rural

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	28	27	0.069	28	27	0.264	28	27	0.333
08:00 - 09:00	28	27	0.160	28	27	0.360	28	27	0.520
09:00 - 10:00	28	27	0.146	28	27	0.187	28	27	0.333
10:00 - 11:00	28	27	0.158	28	27	0.154	28	27	0.312
11:00 - 12:00	28	27	0.175	28	27	0.163	28	27	0.338
12:00 - 13:00	28	27	0.164	28	27	0.184	28	27	0.348
13:00 - 14:00	28	27	0.181	28	27	0.185	28	27	0.366
14:00 - 15:00	28	27	0.171	28	27	0.205	28	27	0.376
15:00 - 16:00	28	27	0.274	28	27	0.217	28	27	0.491
16:00 - 17:00	28	27	0.302	28	27	0.176	28	27	0.478
17:00 - 18:00	28	27	0.302	28	27	0.158	28	27	0.460
18:00 - 19:00	28	27	0.203	28	27	0.144	28	27	0.347
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.305			2.397			4.702

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 - 50 (units:)
Survey date date range:	01/01/10 - 22/11/17
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	9

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS**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	28	27	0.004	28	27	0.005	28	27	0.009
08:00 - 09:00	28	27	0.012	28	27	0.012	28	27	0.024
09:00 - 10:00	28	27	0.007	28	27	0.004	28	27	0.011
10:00 - 11:00	28	27	0.007	28	27	0.009	28	27	0.016
11:00 - 12:00	28	27	0.003	28	27	0.003	28	27	0.006
12:00 - 13:00	28	27	0.004	28	27	0.003	28	27	0.007
13:00 - 14:00	28	27	0.008	28	27	0.005	28	27	0.013
14:00 - 15:00	28	27	0.004	28	27	0.003	28	27	0.007
15:00 - 16:00	28	27	0.005	28	27	0.011	28	27	0.016
16:00 - 17:00	28	27	0.005	28	27	0.003	28	27	0.008
17:00 - 18:00	28	27	0.004	28	27	0.003	28	27	0.007
18:00 - 19:00	28	27	0.005	28	27	0.008	28	27	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.069			0.137

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	27	0.001	28	27	0.001	28	27	0.002
08:00 - 09:00	28	27	0.011	28	27	0.009	28	27	0.020
09:00 - 10:00	28	27	0.005	28	27	0.005	28	27	0.010
10:00 - 11:00	28	27	0.007	28	27	0.007	28	27	0.014
11:00 - 12:00	28	27	0.003	28	27	0.003	28	27	0.006
12:00 - 13:00	28	27	0.001	28	27	0.001	28	27	0.002
13:00 - 14:00	28	27	0.003	28	27	0.003	28	27	0.006
14:00 - 15:00	28	27	0.001	28	27	0.001	28	27	0.002
15:00 - 16:00	28	27	0.001	28	27	0.001	28	27	0.002
16:00 - 17:00	28	27	0.001	28	27	0.001	28	27	0.002
17:00 - 18:00	28	27	0.001	28	27	0.001	28	27	0.002
18:00 - 19:00	28	27	0.000	28	27	0.000	28	27	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.033			0.068

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS**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	28	27	0.000	28	27	0.000	28	27	0.000
08:00 - 09:00	28	27	0.003	28	27	0.003	28	27	0.006
09:00 - 10:00	28	27	0.000	28	27	0.000	28	27	0.000
10:00 - 11:00	28	27	0.000	28	27	0.000	28	27	0.000
11:00 - 12:00	28	27	0.000	28	27	0.000	28	27	0.000
12:00 - 13:00	28	27	0.000	28	27	0.000	28	27	0.000
13:00 - 14:00	28	27	0.000	28	27	0.000	28	27	0.000
14:00 - 15:00	28	27	0.000	28	27	0.000	28	27	0.000
15:00 - 16:00	28	27	0.003	28	27	0.003	28	27	0.006
16:00 - 17:00	28	27	0.000	28	27	0.000	28	27	0.000
17:00 - 18:00	28	27	0.000	28	27	0.000	28	27	0.000
18:00 - 19:00	28	27	0.000	28	27	0.000	28	27	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	27	0.009	28	27	0.024	28	27	0.033
08:00 - 09:00	28	27	0.001	28	27	0.024	28	27	0.025
09:00 - 10:00	28	27	0.003	28	27	0.007	28	27	0.010
10:00 - 11:00	28	27	0.004	28	27	0.012	28	27	0.016
11:00 - 12:00	28	27	0.004	28	27	0.001	28	27	0.005
12:00 - 13:00	28	27	0.009	28	27	0.005	28	27	0.014
13:00 - 14:00	28	27	0.008	28	27	0.007	28	27	0.015
14:00 - 15:00	28	27	0.004	28	27	0.008	28	27	0.012
15:00 - 16:00	28	27	0.021	28	27	0.000	28	27	0.021
16:00 - 17:00	28	27	0.019	28	27	0.007	28	27	0.026
17:00 - 18:00	28	27	0.023	28	27	0.013	28	27	0.036
18:00 - 19:00	28	27	0.019	28	27	0.011	28	27	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.119			0.243

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

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

APPENDIX D

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
HC	HAMPSHIRE	1 days
OX	OXFORDSHIRE	1 days
03 SOUTH WEST		
DC	DORSET	1 days
DV	DEVON	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	1 days
SF	SUFFOLK	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
RI	EAST RIDING OF YORKSHIRE	1 days
09 NORTH		
CB	CUMBRIA	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 dwellings
 Actual Range: 6 to 44 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: Selected: 10 to 140 Actual: 10 to 140

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/07/17

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	3 days
Wednesday	3 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	10 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	2
Suburban Area (PPS6 Out of Centre)	6
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	8
No Sub Category	2

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

10 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	4 days
20,001 to 25,000	2 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
25,001 to 50,000	1 days
50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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	8 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

10 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

10 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-02	BLOCK OF FLATS		CAMBRIDGESHIRE
	WESTFIELD ROAD			
	PETERBOROUGH			
	NETHERTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	44		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
4	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
5	DV-03-C-01	BLOCK OF FLATS		DEVON
	BONHAY ROAD			
	EXETER			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: MONDAY	10/07/17		Survey Type: MANUAL
6	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
7	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
8	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	OXFORD			
	COWLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL
9	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	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.

RGP Mill Pool House Godalming

Licence No: 728001

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	10	24	0.046	10	24	0.151	10	24	0.197
08:00 - 09:00	10	24	0.063	10	24	0.251	10	24	0.314
09:00 - 10:00	10	24	0.100	10	24	0.151	10	24	0.251
10:00 - 11:00	10	24	0.084	10	24	0.088	10	24	0.172
11:00 - 12:00	10	24	0.088	10	24	0.079	10	24	0.167
12:00 - 13:00	10	24	0.092	10	24	0.063	10	24	0.155
13:00 - 14:00	10	24	0.063	10	24	0.092	10	24	0.155
14:00 - 15:00	10	24	0.092	10	24	0.121	10	24	0.213
15:00 - 16:00	10	24	0.126	10	24	0.079	10	24	0.205
16:00 - 17:00	10	24	0.113	10	24	0.067	10	24	0.180
17:00 - 18:00	10	24	0.289	10	24	0.100	10	24	0.389
18:00 - 19:00	10	24	0.176	10	24	0.105	10	24	0.281
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.898				1.680	3.578	

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.

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Parameter summary

Trip rate parameter range selected:	6 - 44 (units:)
Survey date date range:	01/01/10 - 10/07/17
Number of weekdays (Monday-Friday):	10
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.

RGP Mill Pool House Godalming

Licence No: 728001

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

TAXIS**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	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.000	10	24	0.000	10	24	0.000
09:00 - 10:00	10	24	0.004	10	24	0.004	10	24	0.008
10:00 - 11:00	10	24	0.000	10	24	0.000	10	24	0.000
11:00 - 12:00	10	24	0.004	10	24	0.004	10	24	0.008
12:00 - 13:00	10	24	0.000	10	24	0.000	10	24	0.000
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.000	10	24	0.000	10	24	0.000
18:00 - 19:00	10	24	0.000	10	24	0.000	10	24	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.004	10	24	0.008	10	24	0.012
08:00 - 09:00	10	24	0.004	10	24	0.004	10	24	0.008
09:00 - 10:00	10	24	0.004	10	24	0.004	10	24	0.008
10:00 - 11:00	10	24	0.000	10	24	0.000	10	24	0.000
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.008	10	24	0.008	10	24	0.016
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.004	10	24	0.004	10	24	0.008
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.000	10	24	0.000	10	24	0.000
18:00 - 19:00	10	24	0.000	10	24	0.000	10	24	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.028			0.052

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

PSVS**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	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.000	10	24	0.000	10	24	0.000
09:00 - 10:00	10	24	0.000	10	24	0.000	10	24	0.000
10:00 - 11:00	10	24	0.000	10	24	0.000	10	24	0.000
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.000	10	24	0.000	10	24	0.000
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.004	10	24	0.004	10	24	0.008
18:00 - 19:00	10	24	0.000	10	24	0.000	10	24	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004				0.004	0.008	

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.008	10	24	0.008	10	24	0.016
08:00 - 09:00	10	24	0.004	10	24	0.013	10	24	0.017
09:00 - 10:00	10	24	0.008	10	24	0.017	10	24	0.025
10:00 - 11:00	10	24	0.000	10	24	0.004	10	24	0.004
11:00 - 12:00	10	24	0.000	10	24	0.004	10	24	0.004
12:00 - 13:00	10	24	0.004	10	24	0.000	10	24	0.004
13:00 - 14:00	10	24	0.000	10	24	0.008	10	24	0.008
14:00 - 15:00	10	24	0.000	10	24	0.004	10	24	0.004
15:00 - 16:00	10	24	0.004	10	24	0.000	10	24	0.004
16:00 - 17:00	10	24	0.021	10	24	0.000	10	24	0.021
17:00 - 18:00	10	24	0.013	10	24	0.004	10	24	0.017
18:00 - 19:00	10	24	0.004	10	24	0.000	10	24	0.004
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.062			0.128

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.