



BARTONS ROAD, HAVANT

TRANSPORT ASSESSMENT

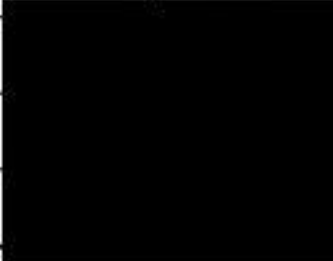
July 2020

Fortitudo Ltd

MIXED USE DEVELOPMENT
BARTONS ROAD
HAVANT

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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2	27.07.20	AS	Updated floor areas and cycle parking numbers	RH	RH

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HAVANT**

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to support a planning application for a mixed use development comprising 191 apartments, a drive-through fast-food restaurant (McDonald's) and a drive-through coffee shop (Costa Coffee), at the site of the former Scottish and Southern Energy (SSE) offices on Bartons Road, Havant.
- 1.2 The site is located within Havant Borough in Hampshire County consequently the Planning Authority is Havant Borough Council (HBC) and the Highway Authority is Hampshire County Council (HCC).
- 1.3 The site is allocated for development by the Havant Borough Local Plan Allocations DPD and covers approximately 4.4 hectares in total and is located approximately 2km north of Havant Town Centre. The site location is identified by **Figure 1**.



Figure 1: Site Location Plan

- 1.4 To understand the potential highways opportunities and constraints, a site visit was undertaken on Monday 13th January 2020.

2. PLANNING POLICY

Revised National Planning Policy Framework (NPPF)

2.1 The revised NPPF was adopted in July 2018 and acts as the central guidance for development planning, replacing all national planning policy guidance. The following NPPF paragraphs are relevant to this TA:

2.2 NPPF Paragraph 102 states the following with regards to Transport issues:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *The potential impacts of development on transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

2.3 NPPF Paragraph 103 concerns development being focused on locations that are deemed or can be made sustainable and states:

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.4 NPPF Paragraph 109 concerns refusal of development and states:

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

2.5 NPPF Paragraph 111 concerns the documents required to support a planning application and states:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Havant Borough Core Strategy 2011

2.6 Strategic Core Strategy Policy CS20 sets out the Borough's policy on Transport and Access, stating development will be permitted that:

- Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
- Does not increase congestion and promotes better use of existing transport networks.
- Improves accessibility to goods, services and employment and promotes equality in the transport system.
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
- Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

2.7 The Core Strategy also sets out the following Development Management Policies which are considered relevant to the proposed development.

DM11 Planning for More Sustainable Travel

2.8 The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
- Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
- Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
- 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.
- Ensuring that new developments 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.

DM12 Mitigating the Impacts of Travel

2.9 New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
- The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
- The submission of a transport statement must accompany planning applications to explain changes to travel demand.
- A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
- In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

DM13 Car and Cycle Parking on Residential Development

2.10 Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

Havant Borough Local Plan (Allocations) 2014

2.11 The Havant Borough Core Local Plan (Allocations) 2014 document sets out the residential allocations and designations for Leigh Park, identifying the proposed development site as appropriate for residential development (site reference: L145) via Policy LP1. No highways constraints for the site are identified however the following opportunities are:

- Existing transport provision, bus routes within walking distance of the site;
- Existing Accessibility to Local Services/Facilities, within walking distance of district centre with shops, services and bus routes available to large centres with further shops and services;
- A landmark residential building reflecting the scale of the existing building on the site could be achieved;
- New homes including affordable housing; and
- Making use of redundant commercial land in a predominantly residential area.

Havant Borough Local Plan 2036

2.12 This proposed development site is located in a prominent position on the corner of Petersfield Road and Bartons Road and is featured in the Havant Borough Local Plan 2036 Pre-submission draft as an allocation for residential development within Leigh Park (H36).

3. EXISTING CONDITIONS

Existing Site

- 3.1 The proposed development site is brownfield land having previously accommodated the SSE regional headquarters including associated infrastructure such as access roads, parking and landscaping. The site has now been cleared following the demolition of the former SSE building under prior approval (reference: APP/16/00940) in 2016.
- 3.2 The site is located to the south of Bartons Road, east of Petersfield Road, north of Martin Road, and west of Havant and Waterlooville Football Club.

Local Road Network

Bartons Road

- 3.3 Bartons Road is c.6.5m wide single carriageway road subject to a 30mph speed limit and connects Petersfield Road (B2149) to the west to Comley Hill (B2148) to the east. Barton Road is flanked to the north and south by c.2.0m wide footways, the southern of which is set back from the carriageway with a c.3.0m grass verge. A view of Bartons Road looking west towards the site is shown by **Photograph 1**.



Photograph 1: Bartons Road Looking West Towards Site

Petersfield Road (B2149)

- 3.4 Petersfield Road is a dual carriageway subject to a 40mph speed limit and connects Havant Town Centre in the south to Junction 2 of the A3 in the north. The Petersfield Road/Bartons Road junction is located c.85m west of the site access and is a signalised all movement junction. Within the proposed development site's vicinity, the B2149 provides a shared footway/ cycleway along its eastern side with a footway along its western side. A view of Petersfield Road looking north from the Bartons Road junction is shown by **Photograph 2**.



Photograph 2: Petersfield Road Looking North from Bartons Road Junction

Martins Road

- 3.5 Martins Road is c.5.0m wide single carriageway road subject to a 30mph speed limit and connects Bartons Road to the north to St Albans Road to the south. Martins Road provides c.2.0m wide footways on both sides.

Traffic Flows

- 3.6 The Annual Average Daily Traffic (AADT) flows for the year 2017 have been obtained from a Department for Transport (DfT) site located on the B2149 Petersfield Road. While the traffic count is located approximately 1km south of the site, it provides a reasonable indication of traffic flows on the B2149 in the vicinity of the site and at the Bartons Road junction.
- 3.7 The DfT AADT flows are two-way and include a breakdown by vehicle type. These DfT AADT flows are shown in **Table 1**.

Site No.	Location	Pedal Cycles	M/Cs	Cars/ Taxis	Buses/ Coaches	LGVs	HGVs	All Vehicles
945157	B2149 north of New Road/ Park Road North/ Elmleigh Road roundabout	133	145	14311	217	2263	322	17259
		0.8%	0.8%	82.9%	1.3%	13.1%	1.9%	100.0%

Table 1: Department for Transport Annual Average Daily Traffic Flows (2018)

- 3.8 Approximately 17,000 vehicles use the B2149 per day with approximately 83% of those vehicles being cars or taxis.

Collision Data

- 3.9 The highway safety record of the local highway network has been reviewed for the most recent five years (2015-2019) for which records are held by Crashmap.
- 3.10 A plot of the collisions which have occurred on the highway network in the vicinity of the site are shown by **Figure 2**.



Figure 2: Collision Plot from Crashmap

- 3.11 There have been no recorded accidents along the site frontage with either Bartons Road or Martin Road including at the existing site access from Bartons Road. Within the vicinity of the site there have been five serious and nine slight incidents within the most recent five years however the accidents are not significantly clustered and are considered commensurate with traffic volumes. Consequently, there are not considered to be any innate safety issues with the local highway arrangements.

4. SITE ACCESSIBILITY

Pedestrian Infrastructure

- 4.1 The site benefits from a good level of pedestrian infrastructure in the vicinity. To the north of the site pedestrian crossings are provided at the Petersfield Road/ Bartons Road junction connecting to Billy Lawn Avenue, while to the south of the site a subway is provided underneath Petersfield Road connecting Martin Road to Stockheath Road. This existing infrastructure is shown by **Photograph 3** and **Photograph 4**.



Photograph 3: Petersfield Road Pedestrian Crossing



Photograph 4: Petersfield Road Subway

Cycle Infrastructure

- 4.2 The site also benefits from a good level of cycle infrastructure including National Cycle Network (NCN) Route 22 which runs adjacent to its western perimeter and provides a direct link between the site and Havant Town Centre via stretches of dedicated off-street cycleways and quieter roads. Once completed the route will link London to Portsmouth. Examples of the Route NCN 22 adjacent to the site is demonstrated in **Photographs 5** and **Photograph 6**.



Photograph 5: Route NCN 22 Northbound



Photograph 6: Route NCN 22 Southbound

4.3 A map of local cycle routes is shown by **Figure 3**.

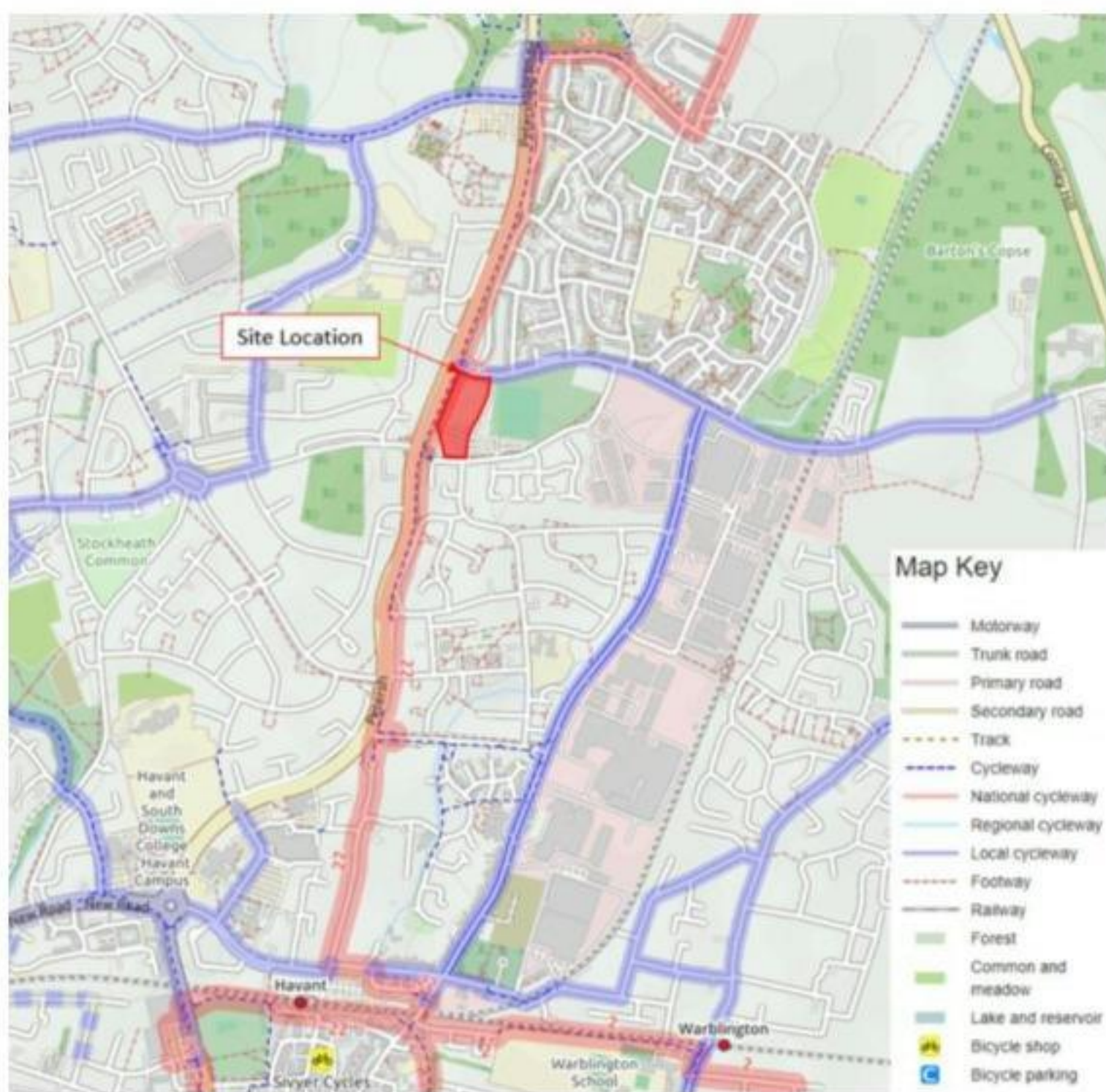


Figure 3: Havant Cycle Map

Accessibility Criteria

4.4 Based on data contained within the National Travel Survey and design guidance contained in the Design Manual for Roads and Bridges, the following distances are considered suitable for walking and cycling:

- 1.6km – a distance where most people will walk – the National Travel Survey identifies that for journeys less than one mile, circa 81% will be made on foot
- 3.2km – a distance where walking is a realistic alternative to car use and where some people are still prepared to walk – the National Travel Survey identifies that for journeys between one and two miles, circa 30% will be made on foot
- 8km – national design guidance in the Design Manual for Roads and Bridges (DMRB) identifies that this is a distance where cycling is used for accessing destinations including educational facilities, shops and places of work although cycling can be used for much longer journeys

Walking and Cycling Distances

4.5 The proposed development site is located c.2km north of Havant Town Centre with the site's proximity to existing local amenities and pedestrian and cycle networks presenting an excellent opportunity to encourage the use of sustainable transport. A summary of the proximity of local amenities from the proposed development site is shown by **Table 2**.

Amenity	Distance	Walking Time (minutes)	Cycle Time (minutes)
Bus Stops (Forests Avenue)	150m	2	NA
Public House	400m	5	2
Local Supermarket	450m	6	2
Bus Stops (Liam Close)	450m	6	2
Primary School	550m	7	2
Local Centre (Leigh Park)	700m	9	3
Supermarket	700m	9	3
Pharmacy	850m	10	3
Community Centre	900m	11	3
Dentist	950m	12	3
Library	950m	12	3
Secondary School	1.1km	15	6
Doctors Surgery	1.6km	19	6
Leisure Centre	1.6km	19	6
Train Station (Havant)	1.9km	24	8
Town Centre (Havant)	2.0km	26	8

Table 2: Proximity of Local Amenities

4.6 The site is evidently in an accessible location. With many local amenities only a short walk or cycle away the site provides a good opportunity to promote sustainable travel. Leigh Park Local Centre, in particular, provides a range of facilities and is situated c.700m west (9-minute walk/ 3-minute cycle) from the site.

- 4.7 In terms of the proposed drive-through uses, the site is located within a suitable walking and cycling distance of residential areas comprising Havant and Leigh Park. Customers and staff accessing these uses will therefore not be reliant upon car travel, particularly when taking into consideration the excellent walking and cycling facilities within the vicinity of the site.

Bus Services

- 4.8 The site is well located for bus accessibility with the 'Liam Close' bus stops located c.200m walking distance from the site on St Albans Road. Frequent bus services to/from Havant and Portsmouth are accessed at these bus stops, connecting the site to Havant Town Centre, Havant Railway Station and destinations within Portsmouth.
- 4.9 A summary of local bus services, prior to the Covid-19 related changes, is shown by **Table 3**.

Service	Route	Frequency		
		Monday - Friday	Saturday	Sunday
20	Havant - Portsmouth - The Hard	30 minutes	30 minutes	No service
21	Havant – Portsmouth	10 minutes	10 minutes	20 minutes
621	Havant Bus Station - Portsmouth College	08:49	No service	No service

Table 3: Summary of Local Bus Services

Rail Services

- 4.10 Havant Railway Station is located 1.9km south (8-minute cycle/ 10-minute bus) of the proposed development site. The station is equipped with 92 cycle storage spaces, a manned ticket office, customer help points and CCTV.
- 4.11 Havant Railway Station provides direct access to destinations including Portsmouth Harbour, Southampton Central, Brighton, London Waterloo and London Victoria. A journey to Portsmouth Harbour operates 4/5 times an hour and takes approximately 15 minutes. Trains to London Waterloo typically operate 3 times an hour and take approximately 80 minutes. Trains to Southampton Central, Brighton and London Victoria typically operate twice an hour and take approximately 40, 65 and 105 minutes respectively.

Accessibility Summary

- 4.12 The site is considered to be accessible by walking, cycling and public transport and therefore provides the choice of car-free and sustainable travel options for residents and visitors.

5. PROPOSED DEVELOPMENT

Schedule and Layout

- 5.1 The proposed mixed-use development comprises 191 apartments, a drive-through fast-food restaurant (McDonald's) and a drive-through coffee shop (Costa Coffee).
- 5.2 The proposed accommodation schedule is as follows:
- 168 one-bed apartments
 - 23 two-bed apartments
- 5.3 The proposed development layout is included at **Appendix A**.

Access Arrangements

- 5.4 The proposed development will be accessed from Bartons Road via the existing priority junction access, and from Martins Road via a new priority junction access.

Bartons Road Access

- 5.5 Access to the site via the existing access junction on Bartons Road previously serviced the SSE offices. This access provides visibility splays comfortably in excess of the required 43m based on the 30mph speed limit and these visibility splays are shown by **Photograph 7** and **Photograph 8**.



Photograph 7: Primary Direction Visibility



Photograph 8: Secondary Direction Visibility

- 5.6 It is demonstrated that the access arrangement operated safely with no recorded PIAs within the most recent five-year period, which would have included the time during which the SSE offices were operational.

Martins Road Access

- 5.7 The proposed development will also be accessed via a new simple priority junction from Martins Road at the south of the site. This junction also comfortably provides 43m visibility splays commensurate with the 30mph speed limit.
- 5.8 This access junction arrangement, including visibility splays, is included at **Appendix B**.

Parking - Apartments

Car Parking

- 5.9 The Havant Borough Council Residential Parking SPD (July 2016) details the requirements for residential car parking. The standards for unallocated parking are set out in **Table 4**.

Bedrooms per Dwelling	Requirement	Number of Units	Required Provision
1	0.9 spaces	168	151
2	1.3 spaces	23	30
Total		191	181

Table 4: Residential Car Parking Standards

- 5.10 The 2011 Census 'LC4415EW – Accommodation type by car or van availability' data has been analysed for the three super output area – lower layers which contain and surround the site in order to determine the likely level of car ownership of future residents of the proposed development for the 'Flat, maisonette, apartment, caravan or other mobile or temporary structure' accommodation category. The results are shown by **Table 5**.

Number of Cars or Vans	Households	%	Cars or Vans
No cars or vans in household	218	60.2%	0
1 car or van in household	135	37.3%	135
2 or more cars or vans in household	9	2.5%	18
TOTAL	362	100%	153

Table 5: 2011 Census Local Car Ownership Data

- 5.11 The 2011 Census data shows that 60.2% of local people who live in apartments do not own a car. The average car ownership can be calculated as 0.42 per apartment.
- 5.12 Census data is attached at **Appendix C**.
- 5.13 The apartments will be provided with 182 car parking spaces at an approximate ratio of one parking space per apartment. This is in line with local standards while considerably in excess of local car ownership rates for this accommodation type. Therefore, the provision is considered appropriate.

Cycle Parking

- 5.14 The Havant Borough Council Residential Parking SPD (July 2016) also details the requirements for residential cycle parking. The standards for unallocated parking are set out in **Table 6**.

Bedrooms per Dwelling	Requirement	Number of Units	Required Provision
1	1 space	168	168
2	2 spaces	23	46
Total		191	214

Table 6: Residential Cycle Parking Standards

- 5.15 The proposed development will provide 245 cycle parking spaces, in excess of parking standards.

Parking – Drive-Throughs

Car Parking

- 5.16 The Havant Borough Council Residential Parking SPD (July 2016) also sets out the requirements for car parking for eating and drinking establishments. These standards are set out in **Table 7**.

Land Use Type	Requirement	Dining Area	Required Provision
McDonald's			
Eating/drinking establishment	1 per 5sqm dining area	96.7sqm	19 spaces
Costa Coffee			
Eating/drinking establishment	1 per 5sqm dining area	105.8sqm	21 spaces

Table 7: Eating Establishment Car Parking Standards

- 5.17 The McDonald's site will provide 23 car parking spaces which is in excess of parking standards. This includes two disabled spaces.
- 5.18 The Costa Coffee site will provide 11 car parking spaces which is lower than parking standards however this reflects the relatively short amount of time visitors to a coffee shop spend in store relative to a fast-food restaurant, and reflects Costa Coffee's operational experience from their sites across the UK. This provision also includes two disabled spaces.

Cycle Parking

- 5.19 The Havant Borough Council Residential Parking SPD (July 2016) also sets out the requirements for cycle parking for eating and drinking establishments. These standards are set out in **Table 8**.

Land Use Type	Requirement	GEA	Required Provision
McDonald's			
Long stay	1 per 40sqm GEA	536.2sqm	13
Short stay	1 stand per 20sqm GEA		26
Costa Coffee			
Long stay	1 per 40sqm GEA	167.5sqm	4
Short stay	1 stand per 20sqm GEA		8

Table 8: Eating Establishment Cycle Parking Standards

- 5.20 The McDonald's site will provide 40 cycle parking spaces which is in excess of parking standards.
- 5.21 The Costa Coffee site will provide 12 cycle parking spaces which is in line with parking standards.

Servicing Arrangements

- 5.22 Adequate bin storage is provided within each block by ground floor bin stores. These bin stores will be collected privately.
- 5.23 Fire tender access to all dwellings can be achieved within 45m of the highway and would not require emergency vehicles to reverse more than 20m, in line with Building Regulation requirements. This is demonstrated by tracking drawings included at **Appendix D**.

6. TRIP GENERATION AND TRANSPORT IMPACT

Net Vehicular Trip Generation

- 6.1 The proposed development of 191 apartments and two fast-food drive-through restaurants will replace the former Scottish and Southern Energy (SSE) offices. Consequently, the net trip generation of the proposed development is calculated by comparison of the proposed uses to the existing use.
- 6.2 To estimate the trip generation of the existing and proposed uses, the TRICS database has been used to calculate trip generation from similar sites. The following categories have been used for each land use:
- Existing office – 'EMPLOYMENT - OFFICE'
 - Proposed apartments – 'RESIDENTIAL - FLATS PRIVATELY OWNED'
 - Proposed drive-throughs – 'HOTEL, FOOD & DRINK - FAST FOOD - DRIVE THROUGH'
- 6.3 Appropriate parameters based on scale, location and date have been selected to refine sites for comparison. The calculated trip generation of the site for each land use is detailed in **Table 9**.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Existing Office									
Trip Rates (per 100sqm)	2.206	0.244	2.450	0.169	1.514	1.683	6.951	6.763	13.714
Trip Generation (2,250sqm)	50	5	55	4	34	38	156	152	309
Proposed Residential									
Trip Rates (per unit)	0.066	0.197	0.263	0.170	0.101	0.271	1.278	1.326	2.604
Trip Generation (191 units)	13	38	50	32	19	52	244	253	497
Proposed McDonald's									
Trip Rates (per 100sqm)	5.993	6.587	12.58	11.519	10.879	22.398	48.128	48.890	97.018
Trip Generation (536.2sqm)	32	35	67	62	58	120	258	262	520
Proposed Costa Coffee									
Trip Rates (per 100sqm)	5.993	6.587	12.58	11.519	10.879	22.398	48.128	48.890	97.018
Trip Generation (167.5sqm)	10	11	21	19	18	38	81	82	163
Net Trip Generation (Proposed – Existing)									
Net Trip Generation (site)	5	78	84	110	62	172	426	445	872

Table 9: Predicted Existing Office Land Use Vehicle Trip Generation

- 6.4 The existing B1 office use would generate approximately 55 trips in the AM peak, 38 trips in the PM peak and 309 trips across a 12-hour period.
- 6.5 The proposed 191 apartments will generate approximately 50 trips in the AM peak, 52 trips in the PM peak and 497 trips across a 12-hour period.
- 6.6 The proposed drive-throughs will collectively generate approximately 89 trips in the AM peak, 158 trips in the PM peak and 683 trips across a 12-hour period.

- 6.7 The net trip generation of the proposed development will be approximately 84 trips in the AM peak, 172 trips in the PM peak and 872 trips across a 12-hour period, in comparison to the existing B1 office land use. However, while these trips would be additional trips generated by the site itself, they would not all be new trips on the local highway network, as set out below.

Pass by, Diverted and Transferred Trips

- 6.8 Due to the nature of drive-through restaurants, it is expected that the majority of trips to the site will already be on the local highway network and should therefore be considered as 'pass-by' or 'diverted/transferred' trips, defined by the Department for Transport (2007) as follows:
- *Pass-by trips are already present on the road network directly adjacent to accesses to a development, which will turn into the site. If it can be clearly demonstrated that there will be a proportion of true pass-by trips that were already on the network, then these can be deducted from the calculated generation for a development.*
 - *Diverted trips are already present on the local road network but not the road(s) from which access is taken and would divert from their existing route to access the development. They are similar to pass-by trips but have to deviate to make use of a development. Diverted trips will tend to return to their original route after visiting the development. It is important to identify the potential for such diversion to occur so as to ensure that the correct flows are assessed at specific junctions on the highway network.*
 - *Transferred trips are already present on the local road network, accessing similar existing sites in close proximity to the proposed development and will have the potential to transfer their destination to the proposed development. These are slightly different from diverted trips as these wholly transfer from using an existing development to a new one, e.g. shoppers switching to a new supermarket that is more conveniently located for them.*
- 6.9 The site is located just off the classified B2149 Petersfield Road which is a four-lane dual carriageway and a key distributor route between Havant town centre and Junction 2 of the A3. The B2149 Petersfield Road carries approximately 17,000 vehicles per day and it is considered that most of the customers for the drive-throughs will be drawn from these existing trips. Indeed, the drive-through business model relies on an existing heavy traffic flow and the location of the site next to the B2149 Petersfield Road, with its existing heavy traffic flow, was one of the key considerations in determining the site as being appropriate for the development of drive-throughs.
- 6.10 Limited data is available to confirm the exact percentage of pass by trips to drive-throughs however, as outlined in TRICS document 'Does Historic Site and Survey Data Remain Valid to Use?' (p.70), a large percentage of the vehicle trips attributed to drive-throughs will already exist on the surrounding highway network, and thus cannot be considered to be new trips generated by the proposed development.

- 6.11 Given this research and the specific site characteristics, it is anticipated that 80% of trips accessing the site would be already present on the surrounding highway network, particularly the B2149 Petersfield Road. This 80% reduction is the same as accepted by HCC for an approved Starbucks drive-through at Eddystone Road in Totton (Planning Reference: 20/10100).
- 6.12 On this basis, the net trip generation of the proposed development has been adjusted to account for pass-by trips, to show the impact of the proposed development on the number of trips on the local highway network.
- 6.13 The calculated trip generation on the local highway network for each land use is detailed in **Table 10**.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Existing Office									
Trip Generation (2,250sqm)	50	5	55	4	34	38	156	152	309
Proposed Residential									
Trip Generation (191 units)	13	38	50	32	19	52	244	253	497
Proposed McDonald's									
Trip Generation (536.2sqm)	6	7	13	12	12	24	52	52	104
Proposed Costa Coffee									
Trip Generation (167.5sqm)	1	1	3	2	2	4	10	10	19
Net Trip Generation (Proposed – Existing)									
Net Trip Generation (network)	-29	41	11	43	-1	42	149	163	312

Table 10: Predicted Existing Office Land Use Vehicle Trip Generation

- 6.14 After accounting for pass-by trips, the net trip generation of the proposed development on the local highway network will be 11 trips in the AM peak, 42 trips in the PM peak and 312 trips across a 12-hour period.
- 6.15 Full TRICS output data is included at **Appendix E**.

Transport Impact

- 6.16 The proposed development will generate approximately 11 additional trips in the AM peak, 42 additional trips in the PM peak and 312 additional trips across a 12-hour period. The majority of these trips will be made using the B2149 Petersfield Road.
- 6.17 The B2149 Petersfield Road carries approximately 17,000 vehicles per day. The impact of the 312 daily trips generated by the proposed development on the local highway network can therefore be calculated to amount to an approximate 2% increase in traffic on the B2149 Petersfield Road.

6.18 This 2% increase is well below the threshold of 30% required for impact assessment as set out by the Institute of Environmental Assessment in their 'Guidelines for the Environmental Assessment of Road Traffic' document. This 2% increase is negligible and will have a negligible impact on the operation of the local highway network.

7. SUMMARY AND CONCLUSION

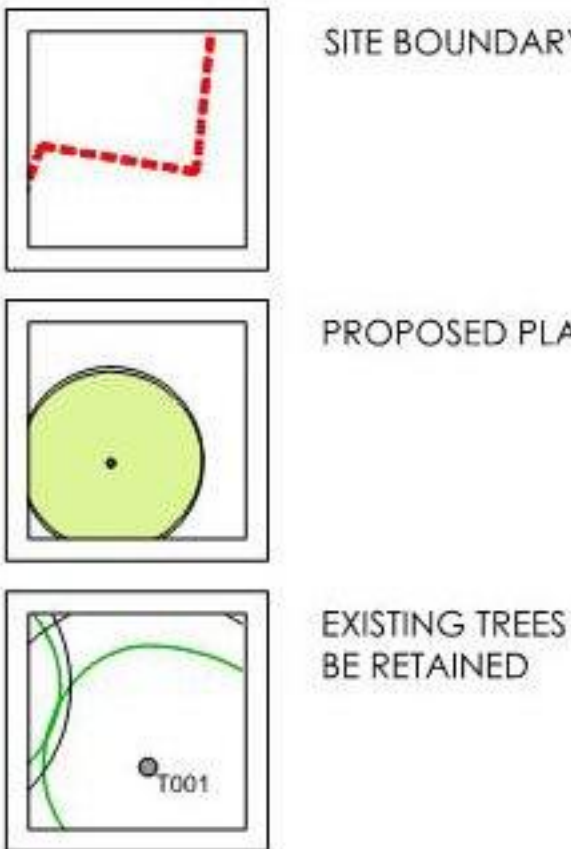
- 7.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to support a planning application for a mixed use development comprising 191 apartments, a drive-through fast-food restaurant (McDonald's) and a drive-through coffee shop (Costa Coffee), at the site of the former Scottish and Southern Energy (SSE) offices on Bartons Road, Havant.
- 7.2 The site is allocated for development by the Havant Borough Local Plan Allocations DPD.
- 7.3 The proposed development will be accessed from Bartons Road via the existing priority junction access, and from Martins Road via a new priority junction access. The site is conveniently located immediately east of the B2149 Petersfield Road which is a four-lane dual carriageway and provides access southbound towards Havant town centre, and northbound towards Junction 2 of the A3. There are no established patterns of accidents on the local highway network.
- 7.4 The site is well located for sustainable transport with a wide range of facilities located within walking and cycling distance and high quality pedestrian and cycle facilities in the vicinity including National Cycle Network Route 22 which provides a direct link between the site and Havant Town Centre. The site also benefits from regular bus services to Portsmouth and Havant including Havant railway station which provides services to Portsmouth Harbour, Southampton Central, Brighton, London Waterloo and London Victoria.
- 7.5 The apartments will be provided with 182 car parking spaces at an approximate ratio of one parking space per apartment. This is in line with local standards while considerably in excess of local car ownership rates for this accommodation type. The proposed development will provide 245 cycle parking spaces, in excess of parking standards.
- 7.6 The McDonald's site will provide parking spaces in excess of the minimum car and cycle parking standards. The Costa Coffee site will provide slightly fewer car parking spaces than suggested by standards due to its faster turnover of customers, but will provide the number of cycle parking spaces suggested by standards.
- 7.7 The proposed development will generate approximately 11 additional trips in the AM peak, 42 additional trips in the PM peak and 312 additional trips across a 12-hour period. This amounts to an approximate 2% increase on the local highway network and will have a negligible impact.

- 7.8 This report demonstrates that from the perspectives of transport planning and highway safety that the proposed development would have no adverse implications and we would encourage the highway authority to look favourably upon this application.

Appendix A

- 1 The contents of this drawing are copyright.
2 Scaled drawings for planning purposes only.
3 Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
4 All flat roofs to be fitted with a man safe system.
5 Please note a domestic sprinkler system may be required.
6 Fixed shut fire safety glass windows may be required where windows are in close proximity to boundaries (subject to building regulations).

PETERSFIELD ROAD



SITE AREA: 1.671 HECTARES / 4.130 ACRES			
PARKING SPACES = 182			
EXISTING GIA - N/A			
PROPOSED GIA - 11,427.3 SQM / 123,003 SQFT			
No.	Revision.	date	by

PROPOSED DEVELOPMENT,
BARTONS ROAD,
HAVANT,
HAMPSHIRE,
PO9 5EY

SITE PLAN

scale	AS SHOWN @ A1	checked	//
date	DECEMBER 2019	drawn	WD

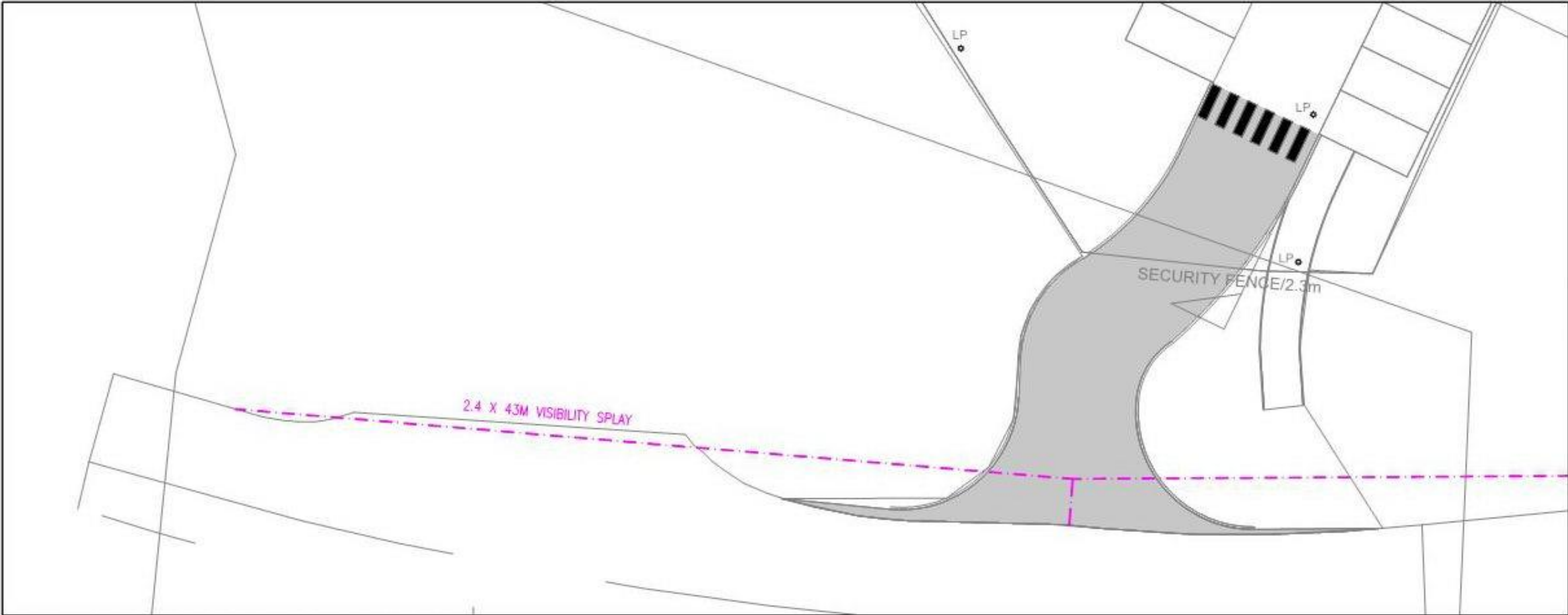
9303/100
ARC Architecture Ltd.



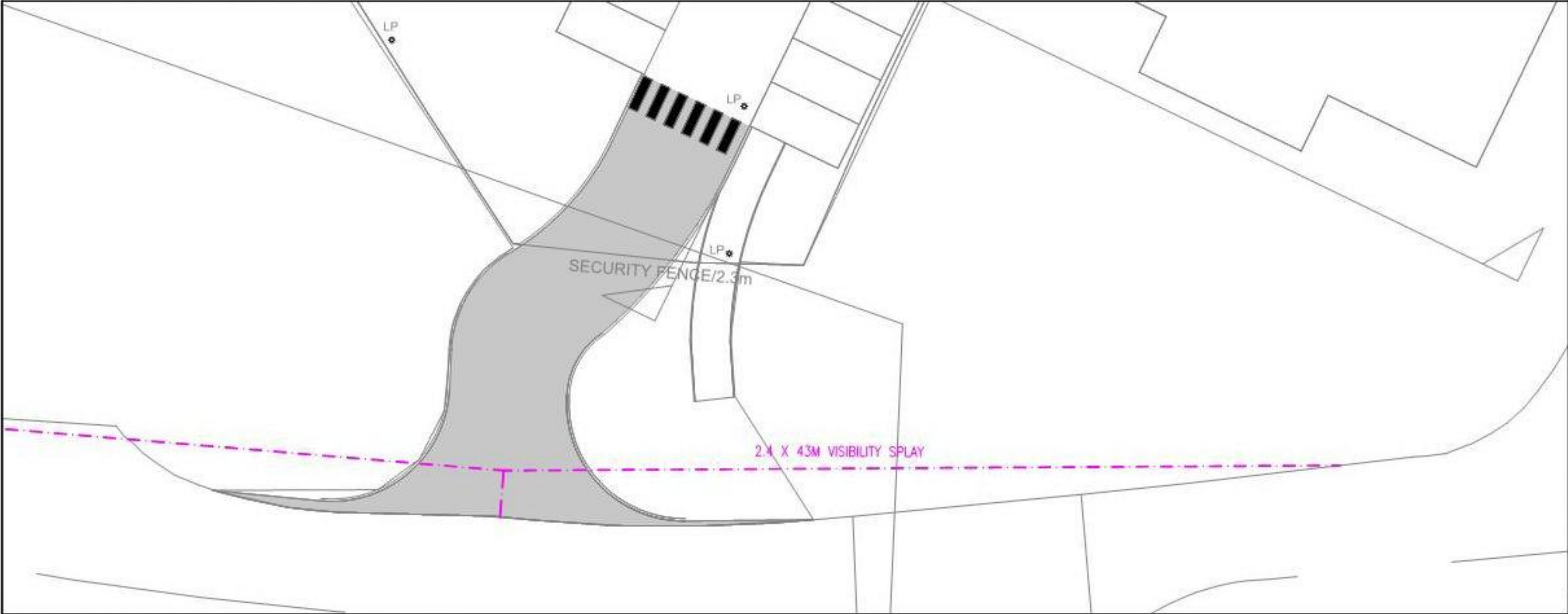
SITE PLAN: BASED ON TOPOGRAPHICAL SURVEY INFORMATION
SCALE 1:275

10m @ 1:100

Appendix B



2.4M X 43M VISIBILITY SPLAY – PRIMARY DIRECTION



2.4M X 43M VISIBILITY SPLAY – SECONDARY DIRECTION

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.



Rev	Description	Date	By	Chkd
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Project Name	BARTONS ROAD, HAVANT
Project Phase	PRELIMINARY

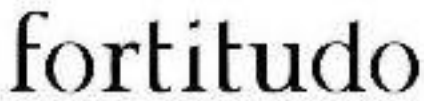
Title	SITE ACCESS - VISIBILITY SPLAY
-------	--------------------------------



paulbasham
associates

Paul Basham Associates Ltd
Regus Cockermouth, Lower Coast Street, Brixton, BS1 3AG
01179 718830
info@paulbashamassociates.com www.paulbashamassociates.com

Client



Checked By	Checked Date
PB	06.07.20
Drawn By	Drawn Date
MW	06.07.20

Scale	1:250	(AT A3 SIZE)	
Client Drawing No.	PBA Drawing No.	Revision	
-	106.0019.002	-	

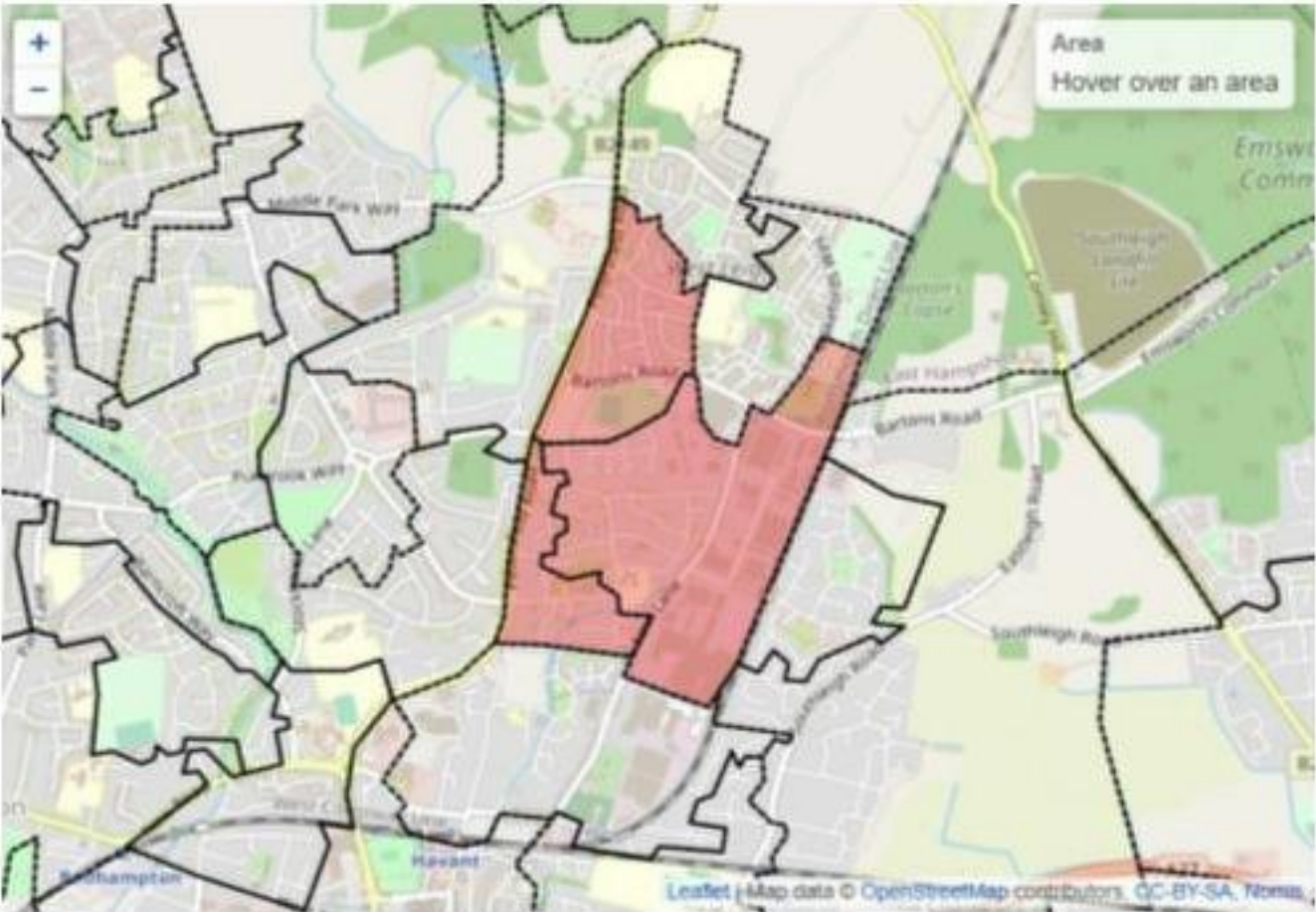
Appendix C

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household
ONS Crown Copyright Reserved [from Nomis on 24 June 2020]

Population: All households
Units: Households
Date: 2011
Accommodation type: Flat, maisonette, apartment, caravan or other mobile or temporary structure

Query Details

Households within:
2011 Super Output Area - Lower Layer : Havant 009A, Havant 009D, Havant 009E

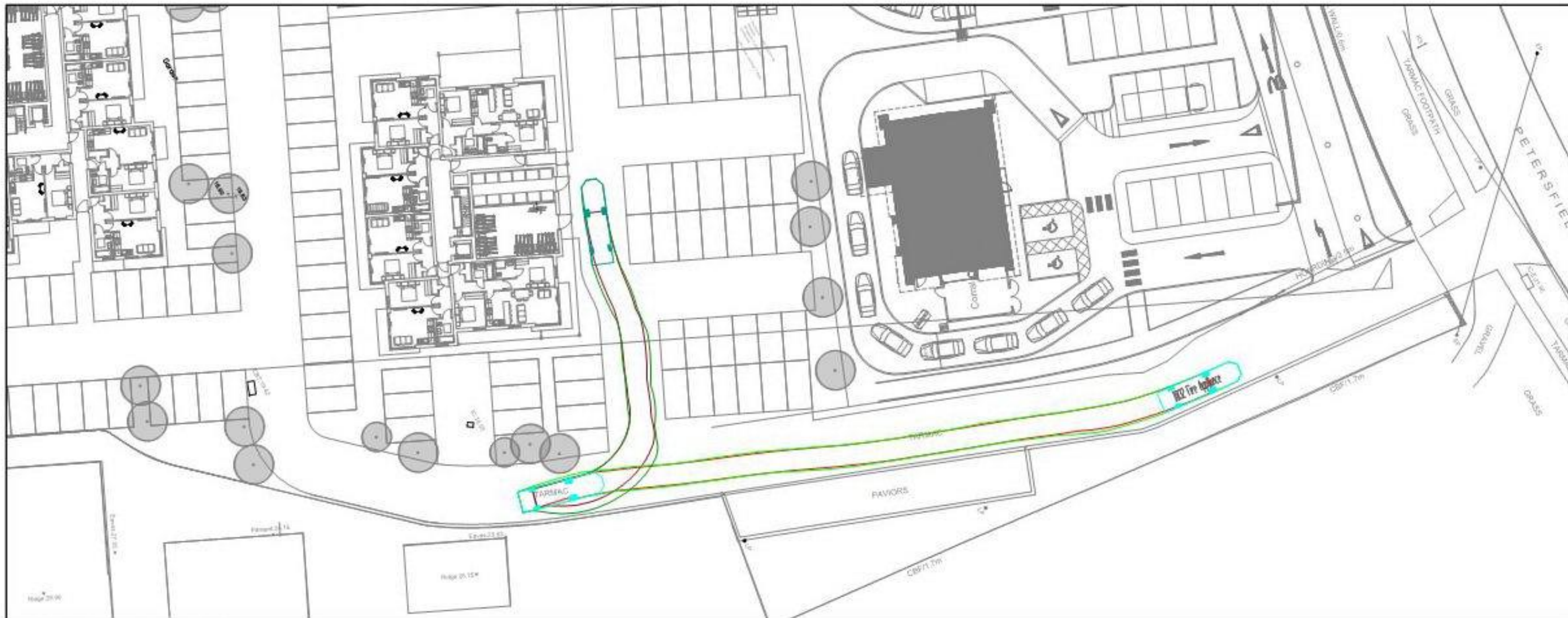


Car or Van Availability of Households

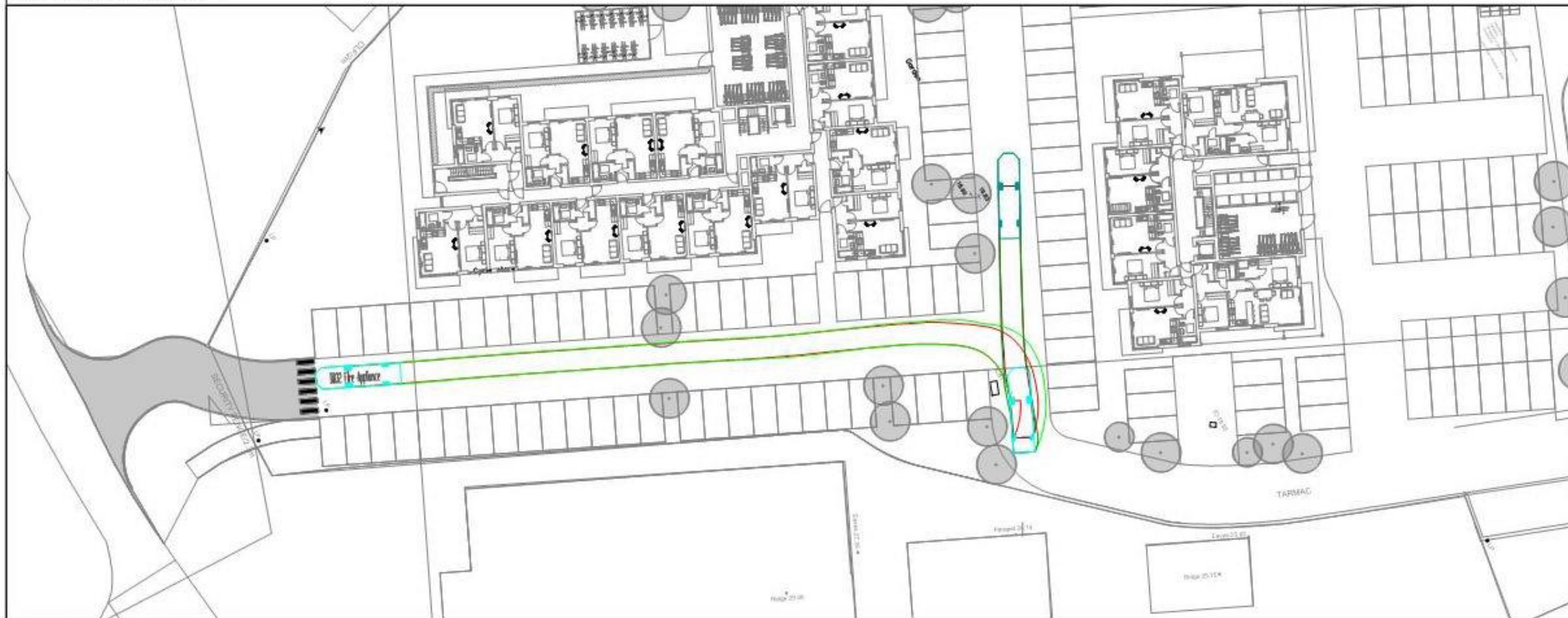
Number of Cars or Vans	Households	%	Cars or Vans
No cars or vans in household	218	60.2%	0
1 car or van in household	135	37.3%	135
2 or more cars or vans in household	9	2.5%	18
TOTAL	362	100%	153

Average Cars or Vans per Household: 0.42

Appendix D



FIRE TENDER TRACKING 1

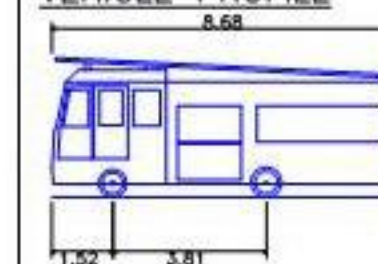


FIRE TENDER TRACKING 2

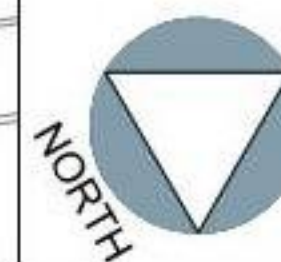
GENERAL NOTES

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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.
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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



Rev	Description	Date	By	Chkd
1				

Project Name BARTONS ROAD, HAYANT	Title FIRE TENDER TRACKING	 Paul Basham Associates Ltd Regus Cockermouth, Lower Coast Street, Brixton, BS1 3AG 01179 718820 info@paulbashamassociates.com	Client fortitudo	Checked By PB	Checked Date 06.07.20	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By MW	Drawn Date 06.07.20	Client Drawing No. -	PBA Drawing No. 106.0019.001	Revision -	

Appendix E

Calculation Reference: AUDIT-247601-200113-0103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	KC KENT	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	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: Gross floor area
 Actual Range: 1469 to 3920 (units: sqm)
 Range Selected by User: 1000 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	8 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	8
---------------------	---

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	4
No Sub Category	3

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

Secondary Filtering selection:Use Class:

B1

8 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:

5,001 to 10,000

2 days

15,001 to 20,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

4 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

4 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

6 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

3 days

No

5 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

8 days

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03	OFFICES	BEDFORDSHIRE
	BROMHAM ROAD		
	BEDFORD		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1469 sqm	
	Survey date: MONDAY	14/10/13	Survey Type: MANUAL
2	ES-02-A-12	COUNCIL OFFICES	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
3	GM-02-A-09	LEASED OFFICES	GREATER MANCHESTER
	NEW MOUNT STREET		
	MANCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
4	KC-02-A-09	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	KC-02-A-10	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
6	NY-02-A-02	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	STATION ROAD		
	RICHMOND		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1930 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
7	PS-02-A-01	COUNCIL OFFICES	POWYS
	SEVERN ROAD		
	WELSHPOOL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
8	SW-02-A-02	OFFICE	SWANSEA
	KINGS ROAD		
	SWANSEA		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	2225 sqm	
	Survey date: THURSDAY	24/10/13	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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.692	8	2511	0.080	8	2511	0.772
08:00 - 09:00	8	2511	2.206	8	2511	0.244	8	2511	2.450
09:00 - 10:00	8	2511	1.344	8	2511	0.349	8	2511	1.693
10:00 - 11:00	8	2511	0.418	8	2511	0.358	8	2511	0.776
11:00 - 12:00	8	2511	0.319	8	2511	0.334	8	2511	0.653
12:00 - 13:00	8	2511	0.463	8	2511	0.488	8	2511	0.951
13:00 - 14:00	8	2511	0.488	8	2511	0.498	8	2511	0.986
14:00 - 15:00	8	2511	0.334	8	2511	0.493	8	2511	0.827
15:00 - 16:00	8	2511	0.214	8	2511	0.533	8	2511	0.747
16:00 - 17:00	8	2511	0.254	8	2511	1.444	8	2511	1.698
17:00 - 18:00	8	2511	0.169	8	2511	1.514	8	2511	1.683
18:00 - 19:00	8	2511	0.050	8	2511	0.428	8	2511	0.478
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.951			6.763			13.714

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:	1469 - 3920 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXISCalculation factor: **100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
08:00 - 09:00	8	2511	0.010	8	2511	0.010	8	2511	0.020
09:00 - 10:00	8	2511	0.010	8	2511	0.010	8	2511	0.020
10:00 - 11:00	8	2511	0.015	8	2511	0.015	8	2511	0.030
11:00 - 12:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
12:00 - 13:00	8	2511	0.005	8	2511	0.005	8	2511	0.010
13:00 - 14:00	8	2511	0.015	8	2511	0.010	8	2511	0.025
14:00 - 15:00	8	2511	0.005	8	2511	0.010	8	2511	0.015
15:00 - 16:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
16:00 - 17:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
17:00 - 18:00	8	2511	0.005	8	2511	0.005	8	2511	0.010
18:00 - 19:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.065			0.130

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.005	8	2511	0.005	8	2511	0.010
08:00 - 09:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
09:00 - 10:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
10:00 - 11:00	8	2511	0.005	8	2511	0.005	8	2511	0.010
11:00 - 12:00	8	2511	0.005	8	2511	0.005	8	2511	0.010
12:00 - 13:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
13:00 - 14:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
14:00 - 15:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
15:00 - 16:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
16:00 - 17:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
17:00 - 18:00	8	2511	0.010	8	2511	0.010	8	2511	0.020
18:00 - 19:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTSCalculation factor: **100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.015	8	2511	0.010	8	2511	0.025
08:00 - 09:00	8	2511	0.040	8	2511	0.000	8	2511	0.040
09:00 - 10:00	8	2511	0.005	8	2511	0.000	8	2511	0.005
10:00 - 11:00	8	2511	0.010	8	2511	0.000	8	2511	0.010
11:00 - 12:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
12:00 - 13:00	8	2511	0.015	8	2511	0.010	8	2511	0.025
13:00 - 14:00	8	2511	0.005	8	2511	0.000	8	2511	0.005
14:00 - 15:00	8	2511	0.000	8	2511	0.000	8	2511	0.000
15:00 - 16:00	8	2511	0.000	8	2511	0.005	8	2511	0.005
16:00 - 17:00	8	2511	0.000	8	2511	0.020	8	2511	0.020
17:00 - 18:00	8	2511	0.005	8	2511	0.025	8	2511	0.030
18:00 - 19:00	8	2511	0.000	8	2511	0.020	8	2511	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.090			0.185

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.777	8	2511	0.050	8	2511	0.827
08:00 - 09:00	8	2511	2.450	8	2511	0.134	8	2511	2.584
09:00 - 10:00	8	2511	1.568	8	2511	0.349	8	2511	1.917
10:00 - 11:00	8	2511	0.463	8	2511	0.403	8	2511	0.866
11:00 - 12:00	8	2511	0.388	8	2511	0.368	8	2511	0.756
12:00 - 13:00	8	2511	0.538	8	2511	0.543	8	2511	1.081
13:00 - 14:00	8	2511	0.573	8	2511	0.568	8	2511	1.141
14:00 - 15:00	8	2511	0.383	8	2511	0.588	8	2511	0.971
15:00 - 16:00	8	2511	0.239	8	2511	0.652	8	2511	0.891
16:00 - 17:00	8	2511	0.254	8	2511	1.663	8	2511	1.917
17:00 - 18:00	8	2511	0.129	8	2511	1.743	8	2511	1.872
18:00 - 19:00	8	2511	0.040	8	2511	0.538	8	2511	0.578
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.802				7.599		
							15.401		

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANSCalculation factor: **100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.085	8	2511	0.010	8	2511	0.095
08:00 - 09:00	8	2511	0.373	8	2511	0.055	8	2511	0.428
09:00 - 10:00	8	2511	0.523	8	2511	0.144	8	2511	0.667
10:00 - 11:00	8	2511	0.254	8	2511	0.234	8	2511	0.488
11:00 - 12:00	8	2511	0.209	8	2511	0.264	8	2511	0.473
12:00 - 13:00	8	2511	0.797	8	2511	1.763	8	2511	2.560
13:00 - 14:00	8	2511	1.280	8	2511	0.991	8	2511	2.271
14:00 - 15:00	8	2511	0.667	8	2511	0.209	8	2511	0.876
15:00 - 16:00	8	2511	0.194	8	2511	0.144	8	2511	0.338
16:00 - 17:00	8	2511	0.085	8	2511	0.314	8	2511	0.399
17:00 - 18:00	8	2511	0.105	8	2511	0.443	8	2511	0.548
18:00 - 19:00	8	2511	0.010	8	2511	0.070	8	2511	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.582			4.641			9.223

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.055	8	2511	0.000	8	2511	0.055
08:00 - 09:00	8	2511	0.174	8	2511	0.005	8	2511	0.179
09:00 - 10:00	8	2511	0.294	8	2511	0.040	8	2511	0.334
10:00 - 11:00	8	2511	0.110	8	2511	0.015	8	2511	0.125
11:00 - 12:00	8	2511	0.045	8	2511	0.065	8	2511	0.110
12:00 - 13:00	8	2511	0.040	8	2511	0.194	8	2511	0.234
13:00 - 14:00	8	2511	0.095	8	2511	0.164	8	2511	0.259
14:00 - 15:00	8	2511	0.055	8	2511	0.095	8	2511	0.150
15:00 - 16:00	8	2511	0.070	8	2511	0.090	8	2511	0.160
16:00 - 17:00	8	2511	0.060	8	2511	0.154	8	2511	0.214
17:00 - 18:00	8	2511	0.000	8	2511	0.159	8	2511	0.159
18:00 - 19:00	8	2511	0.005	8	2511	0.055	8	2511	0.060
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.003			1.036			2.039

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.025	8	2511	0.000	8	2511	0.025
08:00 - 09:00	8	2511	0.244	8	2511	0.005	8	2511	0.249
09:00 - 10:00	8	2511	0.144	8	2511	0.025	8	2511	0.169
10:00 - 11:00	8	2511	0.030	8	2511	0.020	8	2511	0.050
11:00 - 12:00	8	2511	0.010	8	2511	0.005	8	2511	0.015
12:00 - 13:00	8	2511	0.015	8	2511	0.030	8	2511	0.045
13:00 - 14:00	8	2511	0.030	8	2511	0.075	8	2511	0.105
14:00 - 15:00	8	2511	0.040	8	2511	0.030	8	2511	0.070
15:00 - 16:00	8	2511	0.035	8	2511	0.040	8	2511	0.075
16:00 - 17:00	8	2511	0.020	8	2511	0.115	8	2511	0.135
17:00 - 18:00	8	2511	0.030	8	2511	0.169	8	2511	0.199
18:00 - 19:00	8	2511	0.020	8	2511	0.095	8	2511	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.609			1.252

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.080	8	2511	0.000	8	2511	0.080
08:00 - 09:00	8	2511	0.418	8	2511	0.010	8	2511	0.428
09:00 - 10:00	8	2511	0.438	8	2511	0.065	8	2511	0.503
10:00 - 11:00	8	2511	0.139	8	2511	0.035	8	2511	0.174
11:00 - 12:00	8	2511	0.055	8	2511	0.070	8	2511	0.125
12:00 - 13:00	8	2511	0.055	8	2511	0.224	8	2511	0.279
13:00 - 14:00	8	2511	0.124	8	2511	0.239	8	2511	0.363
14:00 - 15:00	8	2511	0.095	8	2511	0.124	8	2511	0.219
15:00 - 16:00	8	2511	0.105	8	2511	0.129	8	2511	0.234
16:00 - 17:00	8	2511	0.080	8	2511	0.269	8	2511	0.349
17:00 - 18:00	8	2511	0.030	8	2511	0.329	8	2511	0.359
18:00 - 19:00	8	2511	0.025	8	2511	0.149	8	2511	0.174
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.644			1.643			3.287

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2511	0.956	8	2511	0.070	8	2511	1.026
08:00 - 09:00	8	2511	3.281	8	2511	0.199	8	2511	3.480
09:00 - 10:00	8	2511	2.534	8	2511	0.558	8	2511	3.092
10:00 - 11:00	8	2511	0.866	8	2511	0.672	8	2511	1.538
11:00 - 12:00	8	2511	0.652	8	2511	0.702	8	2511	1.354
12:00 - 13:00	8	2511	1.404	8	2511	2.539	8	2511	3.943
13:00 - 14:00	8	2511	1.982	8	2511	1.797	8	2511	3.779
14:00 - 15:00	8	2511	1.145	8	2511	0.921	8	2511	2.066
15:00 - 16:00	8	2511	0.538	8	2511	0.931	8	2511	1.469
16:00 - 17:00	8	2511	0.418	8	2511	2.265	8	2511	2.683
17:00 - 18:00	8	2511	0.269	8	2511	2.539	8	2511	2.808
18:00 - 19:00	8	2511	0.075	8	2511	0.777	8	2511	0.852
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.120			13.970			28.090

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
10	WALES	
	CO CONWY	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: 6 to 175 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	6 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	9
---------------------	---

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
Built-Up Zone	4
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

9 days

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

Population within 1 mile:

10,001 to 15,000

2 days

15,001 to 20,000

1 days

25,001 to 50,000

6 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

5 days

125,001 to 250,000

3 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

7 days

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

Travel Plan:

Yes

1 days

No

8 days

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

PTAL Rating:

No PTAL Present

9 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS		BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS		BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
5	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
6	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
7	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
8	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	85	
	Survey date: THURSDAY	18/12/14	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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.047	9	83	0.161	9	83	0.208
08:00 - 09:00	9	83	0.066	9	83	0.197	9	83	0.263
09:00 - 10:00	9	83	0.078	9	83	0.083	9	83	0.161
10:00 - 11:00	9	83	0.084	9	83	0.103	9	83	0.187
11:00 - 12:00	9	83	0.090	9	83	0.099	9	83	0.189
12:00 - 13:00	9	83	0.127	9	83	0.121	9	83	0.248
13:00 - 14:00	9	83	0.095	9	83	0.105	9	83	0.200
14:00 - 15:00	9	83	0.076	9	83	0.088	9	83	0.164
15:00 - 16:00	9	83	0.105	9	83	0.080	9	83	0.185
16:00 - 17:00	9	83	0.142	9	83	0.079	9	83	0.221
17:00 - 18:00	9	83	0.170	9	83	0.101	9	83	0.271
18:00 - 19:00	9	83	0.198	9	83	0.109	9	83	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.278			1.326			2.604

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 - 175 (units:)
Survey date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL 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	9	83	0.003	9	83	0.004	9	83	0.007
08:00 - 09:00	9	83	0.004	9	83	0.003	9	83	0.007
09:00 - 10:00	9	83	0.001	9	83	0.003	9	83	0.004
10:00 - 11:00	9	83	0.003	9	83	0.003	9	83	0.006
11:00 - 12:00	9	83	0.011	9	83	0.011	9	83	0.022
12:00 - 13:00	9	83	0.008	9	83	0.008	9	83	0.016
13:00 - 14:00	9	83	0.004	9	83	0.004	9	83	0.008
14:00 - 15:00	9	83	0.000	9	83	0.000	9	83	0.000
15:00 - 16:00	9	83	0.004	9	83	0.004	9	83	0.008
16:00 - 17:00	9	83	0.005	9	83	0.005	9	83	0.010
17:00 - 18:00	9	83	0.004	9	83	0.004	9	83	0.008
18:00 - 19:00	9	83	0.007	9	83	0.005	9	83	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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

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

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

MULTI-MODAL 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	9	83	0.004	9	83	0.004	9	83	0.008
08:00 - 09:00	9	83	0.000	9	83	0.000	9	83	0.000
09:00 - 10:00	9	83	0.001	9	83	0.001	9	83	0.002
10:00 - 11:00	9	83	0.000	9	83	0.000	9	83	0.000
11:00 - 12:00	9	83	0.001	9	83	0.000	9	83	0.001
12:00 - 13:00	9	83	0.001	9	83	0.003	9	83	0.004
13:00 - 14:00	9	83	0.001	9	83	0.001	9	83	0.002
14:00 - 15:00	9	83	0.000	9	83	0.000	9	83	0.000
15:00 - 16:00	9	83	0.000	9	83	0.000	9	83	0.000
16:00 - 17:00	9	83	0.000	9	83	0.000	9	83	0.000
17:00 - 18:00	9	83	0.000	9	83	0.000	9	83	0.000
18:00 - 19:00	9	83	0.000	9	83	0.000	9	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.001	9	83	0.008	9	83	0.009
08:00 - 09:00	9	83	0.004	9	83	0.017	9	83	0.021
09:00 - 10:00	9	83	0.003	9	83	0.004	9	83	0.007
10:00 - 11:00	9	83	0.003	9	83	0.009	9	83	0.012
11:00 - 12:00	9	83	0.008	9	83	0.007	9	83	0.015
12:00 - 13:00	9	83	0.001	9	83	0.004	9	83	0.005
13:00 - 14:00	9	83	0.003	9	83	0.001	9	83	0.004
14:00 - 15:00	9	83	0.005	9	83	0.000	9	83	0.005
15:00 - 16:00	9	83	0.008	9	83	0.005	9	83	0.013
16:00 - 17:00	9	83	0.004	9	83	0.001	9	83	0.005
17:00 - 18:00	9	83	0.009	9	83	0.005	9	83	0.014
18:00 - 19:00	9	83	0.004	9	83	0.001	9	83	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.062			0.115

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.058	9	83	0.243	9	83	0.301
08:00 - 09:00	9	83	0.084	9	83	0.351	9	83	0.435
09:00 - 10:00	9	83	0.097	9	83	0.114	9	83	0.211
10:00 - 11:00	9	83	0.110	9	83	0.147	9	83	0.257
11:00 - 12:00	9	83	0.117	9	83	0.137	9	83	0.254
12:00 - 13:00	9	83	0.173	9	83	0.181	9	83	0.354
13:00 - 14:00	9	83	0.139	9	83	0.127	9	83	0.266
14:00 - 15:00	9	83	0.092	9	83	0.119	9	83	0.211
15:00 - 16:00	9	83	0.170	9	83	0.111	9	83	0.281
16:00 - 17:00	9	83	0.232	9	83	0.106	9	83	0.338
17:00 - 18:00	9	83	0.277	9	83	0.138	9	83	0.415
18:00 - 19:00	9	83	0.346	9	83	0.150	9	83	0.496
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.895			1.924			3.819

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

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

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.019	9	83	0.075	9	83	0.094
08:00 - 09:00	9	83	0.024	9	83	0.088	9	83	0.112
09:00 - 10:00	9	83	0.050	9	83	0.066	9	83	0.116
10:00 - 11:00	9	83	0.063	9	83	0.056	9	83	0.119
11:00 - 12:00	9	83	0.040	9	83	0.044	9	83	0.084
12:00 - 13:00	9	83	0.070	9	83	0.062	9	83	0.132
13:00 - 14:00	9	83	0.055	9	83	0.052	9	83	0.107
14:00 - 15:00	9	83	0.048	9	83	0.054	9	83	0.102
15:00 - 16:00	9	83	0.064	9	83	0.060	9	83	0.124
16:00 - 17:00	9	83	0.076	9	83	0.072	9	83	0.148
17:00 - 18:00	9	83	0.091	9	83	0.072	9	83	0.163
18:00 - 19:00	9	83	0.091	9	83	0.075	9	83	0.166
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.691			0.776			1.467

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.001	9	83	0.044	9	83	0.045
08:00 - 09:00	9	83	0.011	9	83	0.107	9	83	0.118
09:00 - 10:00	9	83	0.008	9	83	0.036	9	83	0.044
10:00 - 11:00	9	83	0.013	9	83	0.011	9	83	0.024
11:00 - 12:00	9	83	0.016	9	83	0.012	9	83	0.028
12:00 - 13:00	9	83	0.031	9	83	0.027	9	83	0.058
13:00 - 14:00	9	83	0.017	9	83	0.035	9	83	0.052
14:00 - 15:00	9	83	0.027	9	83	0.016	9	83	0.043
15:00 - 16:00	9	83	0.074	9	83	0.020	9	83	0.094
16:00 - 17:00	9	83	0.038	9	83	0.015	9	83	0.053
17:00 - 18:00	9	83	0.066	9	83	0.015	9	83	0.081
18:00 - 19:00	9	83	0.055	9	83	0.013	9	83	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.351			0.708

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.000	9	83	0.020	9	83	0.020
08:00 - 09:00	9	83	0.001	9	83	0.034	9	83	0.035
09:00 - 10:00	9	83	0.000	9	83	0.011	9	83	0.011
10:00 - 11:00	9	83	0.008	9	83	0.008	9	83	0.016
11:00 - 12:00	9	83	0.000	9	83	0.004	9	83	0.004
12:00 - 13:00	9	83	0.009	9	83	0.004	9	83	0.013
13:00 - 14:00	9	83	0.003	9	83	0.004	9	83	0.007
14:00 - 15:00	9	83	0.003	9	83	0.001	9	83	0.004
15:00 - 16:00	9	83	0.007	9	83	0.001	9	83	0.008
16:00 - 17:00	9	83	0.021	9	83	0.001	9	83	0.022
17:00 - 18:00	9	83	0.021	9	83	0.000	9	83	0.021
18:00 - 19:00	9	83	0.011	9	83	0.001	9	83	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.089			0.173

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.001	9	83	0.064	9	83	0.065
08:00 - 09:00	9	83	0.012	9	83	0.141	9	83	0.153
09:00 - 10:00	9	83	0.008	9	83	0.047	9	83	0.055
10:00 - 11:00	9	83	0.021	9	83	0.019	9	83	0.040
11:00 - 12:00	9	83	0.016	9	83	0.016	9	83	0.032
12:00 - 13:00	9	83	0.040	9	83	0.031	9	83	0.071
13:00 - 14:00	9	83	0.020	9	83	0.039	9	83	0.059
14:00 - 15:00	9	83	0.029	9	83	0.017	9	83	0.046
15:00 - 16:00	9	83	0.080	9	83	0.021	9	83	0.101
16:00 - 17:00	9	83	0.059	9	83	0.016	9	83	0.075
17:00 - 18:00	9	83	0.087	9	83	0.015	9	83	0.102
18:00 - 19:00	9	83	0.066	9	83	0.015	9	83	0.081
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.439			0.441			0.880

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

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

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.079	9	83	0.390	9	83	0.469
08:00 - 09:00	9	83	0.125	9	83	0.598	9	83	0.723
09:00 - 10:00	9	83	0.157	9	83	0.231	9	83	0.388
10:00 - 11:00	9	83	0.197	9	83	0.232	9	83	0.429
11:00 - 12:00	9	83	0.181	9	83	0.204	9	83	0.385
12:00 - 13:00	9	83	0.284	9	83	0.277	9	83	0.561
13:00 - 14:00	9	83	0.217	9	83	0.220	9	83	0.437
14:00 - 15:00	9	83	0.176	9	83	0.190	9	83	0.366
15:00 - 16:00	9	83	0.323	9	83	0.198	9	83	0.521
16:00 - 17:00	9	83	0.371	9	83	0.196	9	83	0.567
17:00 - 18:00	9	83	0.465	9	83	0.231	9	83	0.696
18:00 - 19:00	9	83	0.507	9	83	0.241	9	83	0.748
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.082			3.208			6.290

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

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

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

MULTI-MODAL CARSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.029	9	83	0.139	9	83	0.168
08:00 - 09:00	9	83	0.044	9	83	0.169	9	83	0.213
09:00 - 10:00	9	83	0.052	9	83	0.051	9	83	0.103
10:00 - 11:00	9	83	0.051	9	83	0.058	9	83	0.109
11:00 - 12:00	9	83	0.044	9	83	0.055	9	83	0.099
12:00 - 13:00	9	83	0.075	9	83	0.071	9	83	0.146
13:00 - 14:00	9	83	0.050	9	83	0.059	9	83	0.109
14:00 - 15:00	9	83	0.046	9	83	0.055	9	83	0.101
15:00 - 16:00	9	83	0.070	9	83	0.048	9	83	0.118
16:00 - 17:00	9	83	0.102	9	83	0.044	9	83	0.146
17:00 - 18:00	9	83	0.141	9	83	0.080	9	83	0.221
18:00 - 19:00	9	83	0.174	9	83	0.094	9	83	0.268
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.878			0.923			1.801

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

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

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

MULTI-MODAL LGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.005	9	83	0.011	9	83	0.016
08:00 - 09:00	9	83	0.009	9	83	0.013	9	83	0.022
09:00 - 10:00	9	83	0.009	9	83	0.008	9	83	0.017
10:00 - 11:00	9	83	0.012	9	83	0.015	9	83	0.027
11:00 - 12:00	9	83	0.017	9	83	0.019	9	83	0.036
12:00 - 13:00	9	83	0.021	9	83	0.019	9	83	0.040
13:00 - 14:00	9	83	0.011	9	83	0.015	9	83	0.026
14:00 - 15:00	9	83	0.011	9	83	0.012	9	83	0.023
15:00 - 16:00	9	83	0.017	9	83	0.013	9	83	0.030
16:00 - 17:00	9	83	0.015	9	83	0.016	9	83	0.031
17:00 - 18:00	9	83	0.012	9	83	0.005	9	83	0.017
18:00 - 19:00	9	83	0.005	9	83	0.005	9	83	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.151			0.295

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

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

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

MULTI-MODAL MOTOR CYCLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	83	0.000	9	83	0.000	9	83	0.000
08:00 - 09:00	9	83	0.000	9	83	0.000	9	83	0.000
09:00 - 10:00	9	83	0.000	9	83	0.001	9	83	0.001
10:00 - 11:00	9	83	0.000	9	83	0.001	9	83	0.001
11:00 - 12:00	9	83	0.000	9	83	0.000	9	83	0.000
12:00 - 13:00	9	83	0.001	9	83	0.001	9	83	0.002
13:00 - 14:00	9	83	0.001	9	83	0.001	9	83	0.002
14:00 - 15:00	9	83	0.000	9	83	0.000	9	83	0.000
15:00 - 16:00	9	83	0.001	9	83	0.000	9	83	0.001
16:00 - 17:00	9	83	0.000	9	83	0.000	9	83	0.000
17:00 - 18:00	9	83	0.001	9	83	0.001	9	83	0.002
18:00 - 19:00	9	83	0.001	9	83	0.001	9	83	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

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.

Calculation Reference: AUDIT-247601-200707-0711

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

VEHICLESSelected regions and areas:

01	GREATER LONDON	
	EG EALING	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	SO SLOUGH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
11	SCOTLAND	
	FI FIFE	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 240 to 726 (units: sqm)
 Range Selected by User: 123 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 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)	3
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	2
Built-Up Zone	3

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

Secondary Filtering selection:Use Class:

A3	6 days
A5	1 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 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:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
3 Moderate	2 days

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

LIST OF SITES relevant to selection parameters

1	CA-06-D-02	MCDONALD'S		CAMBRIDGESHIRE
	NEWMARKET ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	435 sqm		
	Survey date: TUESDAY	19/09/17		Survey Type: MANUAL
2	DE-06-D-01	KFC		DERRY
	STRAND ROAD			
	LONDONDERRY			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	240 sqm		
	Survey date: THURSDAY	21/06/12		Survey Type: MANUAL
3	EG-06-D-01	MCDONALD'S		EALING
	UXBRIDGE ROAD			
	SOUTHALL			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	726 sqm		
	Survey date: FRIDAY	11/05/12		Survey Type: MANUAL
4	FI-06-D-02	KFC		FIFE
	WHIMBREL PLACE			
	DUNFERMLINE			
	HALBEATH			
	Edge of Town			
	Development Zone			
	Total Gross floor area:	275 sqm		
	Survey date: TUESDAY	22/03/16		Survey Type: MANUAL
5	HO-06-D-01	MCDONALD'S		HOUNSLOW
	HIGH STREET			
	BRENTFORD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	378 sqm		
	Survey date: FRIDAY	07/12/12		Survey Type: MANUAL
6	LN-06-D-01	MCDONALD'S		LINCOLNSHIRE
	RUSTON WAY			
	LINCOLN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	435 sqm		
	Survey date: FRIDAY	28/06/19		Survey Type: MANUAL
7	SO-06-D-01	MCDONALD'S		SLOUGH
	WINDSOR ROAD			
	SLOUGH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	480 sqm		
	Survey date: WEDNESDAY	21/11/12		Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	429	0.583	2	429	0.000	2	429	0.583
06:00 - 07:00	3	528	1.894	3	528	1.073	3	528	2.967
07:00 - 08:00	4	505	5.696	4	505	4.903	4	505	10.599
08:00 - 09:00	4	505	5.993	4	505	6.587	4	505	12.580
09:00 - 10:00	4	505	4.705	4	505	5.250	4	505	9.955
10:00 - 11:00	7	424	5.962	7	424	5.658	7	424	11.620
11:00 - 12:00	7	424	8.959	7	424	8.757	7	424	17.716
12:00 - 13:00	7	424	13.237	7	424	11.923	7	424	25.160
13:00 - 14:00	7	424	11.923	7	424	12.866	7	424	24.789
14:00 - 15:00	7	424	9.464	7	424	9.801	7	424	19.265
15:00 - 16:00	7	424	9.734	7	424	9.801	7	424	19.535
16:00 - 17:00	7	424	11.250	7	424	11.485	7	424	22.735
17:00 - 18:00	7	424	11.519	7	424	10.879	7	424	22.398
18:00 - 19:00	7	424	12.159	7	424	11.755	7	424	23.914
19:00 - 20:00	7	424	11.923	7	424	12.125	7	424	24.048
20:00 - 21:00	7	424	7.208	7	424	9.094	7	424	16.302
21:00 - 22:00	7	424	6.029	7	424	5.760	7	424	11.789
22:00 - 23:00	5	362	4.978	5	362	5.310	5	362	10.288
23:00 - 24:00	4	383	2.935	4	383	4.240	4	383	7.175
Total Rates:			146.151			147.267			293.418

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:	240 - 726 (units: sqm)
Survey date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	7
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.