51-57 FROGMORE LANE, HORNDEAN

Residential Development

Transport Statement

Prepared on behalf of Driftstone Developments Ltd

DRIF/17/3954s

November 2017

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1 INTRODUCTION

1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Driftstone Developments Ltd to support a planning application at 51-57 Frogmore Lane, Horndean. The site covers an approximate area of 0.18ha on the western side of Frogmore Lane. The site location is shown in **Figure 1.1**.

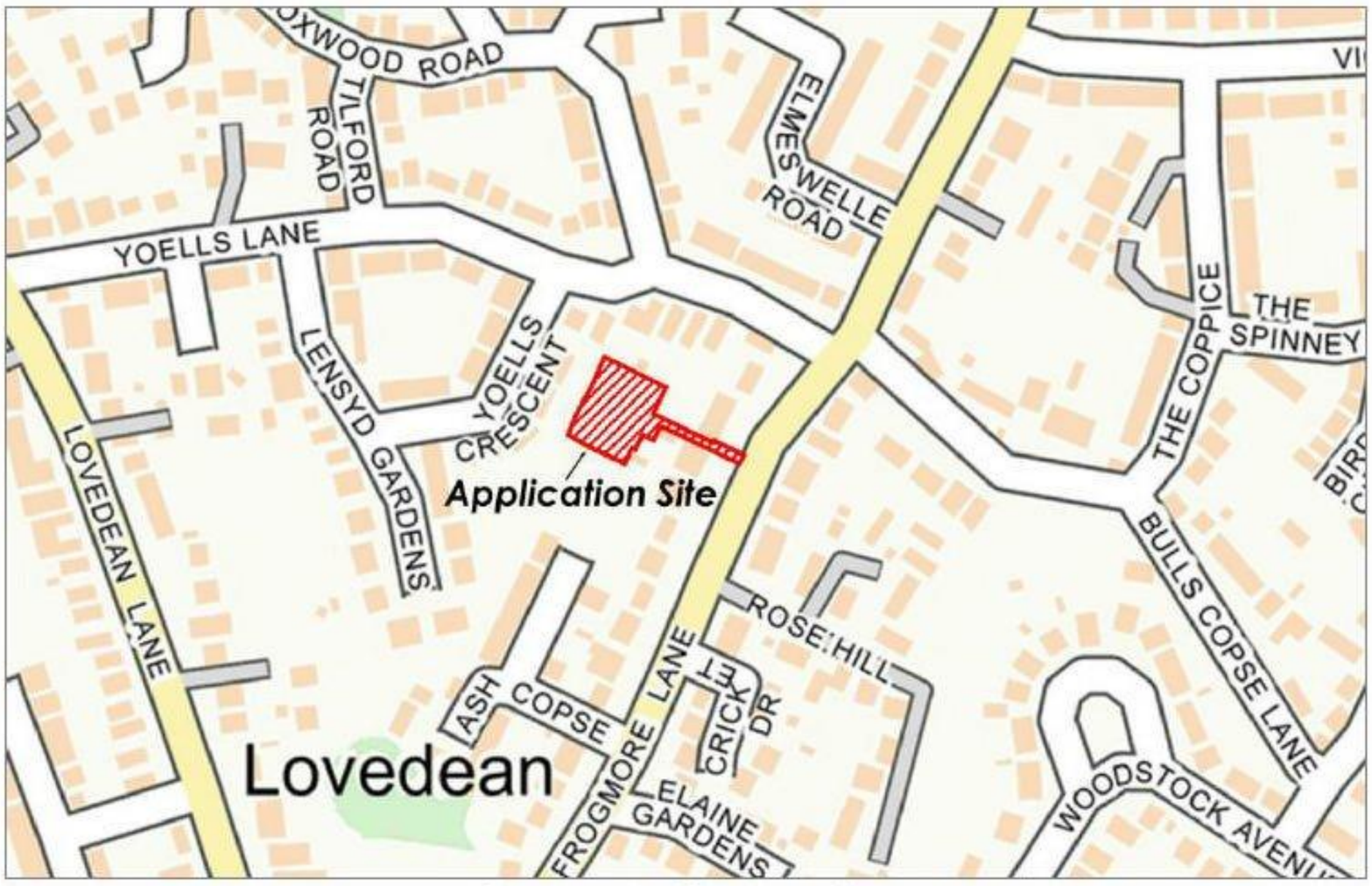


Figure 1.1: Site Location

1.1.2 The existing site comprises rear gardens associated with Nos.51-57 Frogmore Lane. The proposed development would involve the construction of 1 x 3 bed and 3 x 2 bed bungalows. The application site was subject to a recent planning application for the construction of a single dwelling to the rear of No.57 Frogmore Lane in October 2015. The application was withdrawn in November 2015.

1.1.3 This Transport Statement (TS) outlines the key transport planning matters in accordance with local and national highway design guidance materials, reviewing site accessibility, planning history and relevant policy, proposed accommodation schedule, car and cycle parking requirements, access arrangements, servicing arrangements, proposed trip impact on the local road network.

1.1.4 The remainder of this report is comprised of the following:

(i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;

(ii) **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, and the sites servicing arrangements;

(iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment; and

(iv) **Section 5** presents the summary of the reports main conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

2.1.1 The application site covers an area of approximately 0.18ha on the western side of Frogmore Lane. The site is bordered by residential properties on all sides and is accessed from a strip of land joining the main body of the site to Frogmore Lane. There is no existing vehicle access to the site. The site context is shown in **Figure 2.1**.

Figure 2.1: Aerial View of Site Location

2.2 Local Road Network

2.2.1 The site fronts on to Frogmore Lane, a 2-way carriageway subject to a 30mph speed limit. The road is c.6.5m wide in the vicinity of the site flanked by footways on both sides of the carriageway. The carriageway is not parking restricted although the provision of off-street parking facilities means street parking is uncommon. Frogmore Road's highway features are shown in **Figure 2.2**.

Figure 2.2: Frogmore Lane Heading South

2.3 Wider Highway Network

2.3.1 The application site is situated approximately 1.4km to the west of the A3(M) which provides a north-south route between Havant and the centre of London. Locally, the A3(M) provides access to Havant and Petersfield. To the south of the site, the A3(M) meets the A27 which provides an east-west route along the south coast. The A27 provides access locally to Southampton, Portsmouth and Chichester. The site location and its context within the wider highway network is shown in **Figure 2.3**.

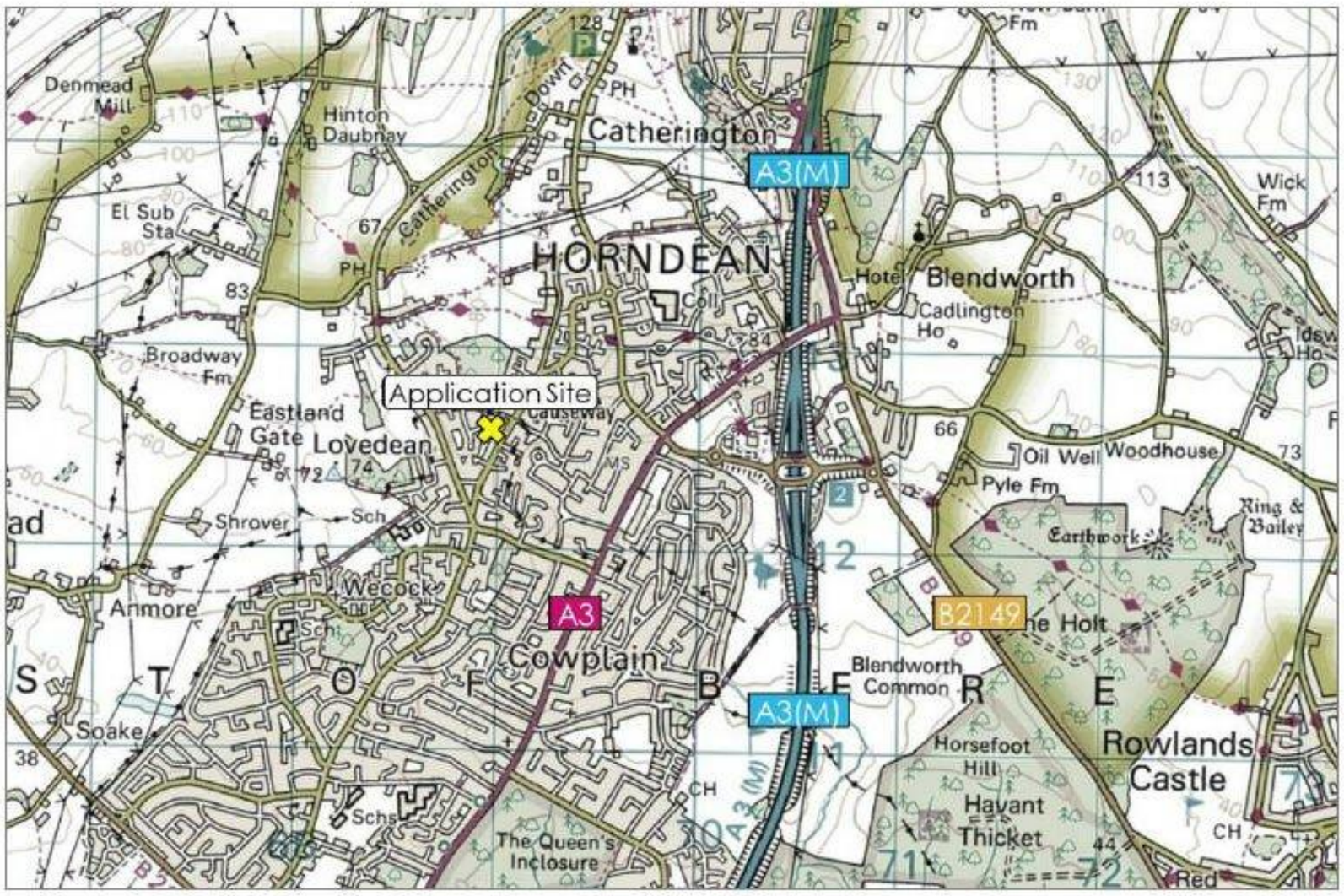


Figure 2.3: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

2.4.1 Pedestrian access to the site is facilitated by c.1.5m wide footways flanking either side of Frogmore Lane. The footways provide a connection with the wider footway network in Lovedean, Horndean and Cowplain. The pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.2**.

2.4.2 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in **Plan 01**, a wide range of services and amenities are accessible by foot site based on the CIHT guidance.

Cycle Accessibility

2.4.3 The National Cycle Route No.222 is situated approximately 700m to the east of the site and provides a traffic-free route to Waterlooville town centre as well as a route to Portsmouth to the south and Clanfield to the north. In addition, there are a number of local cycle routes available in the vicinity of the site which are shown in **Plan 01**.

2.4.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Waterlooville, Havant, Denmead and Clanfield, are therefore accessible by bicycle from the site.

Accessibility by Bus

2.4.5 The application site is within a desirable walking distance of the 'Yoells Lane' bus stop c.100m to the north west of the site which serves the No.636 school service to Horndean School. Additionally, the 'Blackbird Close' bus stop, is situated c.600m to the south of the site, and provides regular services to Portsmouth and Havant. A summary of services available from local bus stops is provided in **Figure 2.4**.

Service	Route Summary	Typical Frequency	Operating Hours
The Star 7	Wecock – Waterlooville – Portsmouth (City Centre) – Southsea	Mon-Sat: 1 every 10min Sun: 1 every 20min	Mon-Fri: 05:13 – 23:49 Sat: 05:53 – 23:49 Sun: 07:20 – 22:49
39	Wecock Farm – Havant	Mon-Fri: 1 every 10min Sat: 1 every 12min Sun: 1 every hour	Mon-Fri: 05:40 – 21:18 Sat: 06:42 – 21:18 Sun: 08:38 – 17:38
636	Cowplain – Waterlooville – Denmead – Horndean School	Mon-Fri: 2 per day	Mon-Fri: 07:45 – 15:54

Figure 2.4: Bus Services Available from Local Bus Stops

2.5 Accident Data

2.5.1 To determine highway safety on the road network in the vicinity of the site, an assessment of Personal Injury Accident (PIA) data has been undertaken using the CrashMap online data portal for a five-year period between January 2012 and December 2016. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.

2.5.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency, and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area includes Frogmore Lane from the junction with Lovedean Lane to approximately 400m to the north of the site. A map demonstrating the extent of the study area and each recorded PIA is demonstrated in **Figure 2.5**.

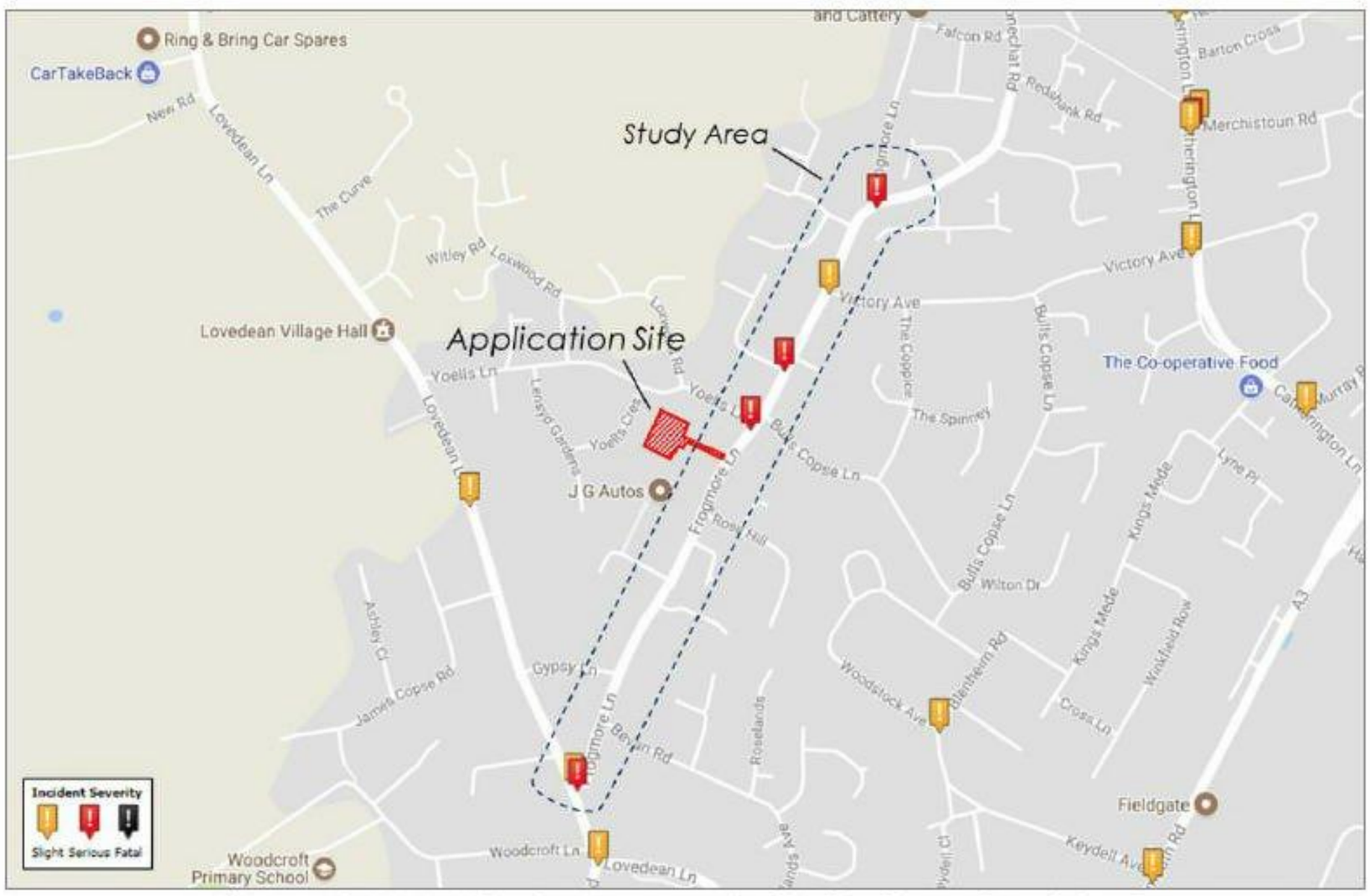


Figure 2.5: PIA Study Area and Distribution of Incidents

2.5.3 The study found a total of 5 incidents during the 5-year period comprised of 2 'slight' incidents and 4 'serious' incidents. None of the serious incidents are comparable and do not involve direct vehicle access points on Frogmore Lane. The CrashMap reports detailing the incident circumstances are attached at **Appendix A**. The PIA data does not show any pattern in terms of PIA frequency or distribution that would be exacerbated by the proposed development.

3 PROPOSED DEVELOPMENT

3.1.1 The proposed development would involve the construction of 4 residential dwellings and the creation of a new vehicle access adjoining Frogmore Lane. The proposed site layout is attached at **Appendix B**.

3.2 Access

3.2.1 Vehicular access to the new development will be served from a 4.1m wide vehicle crossover with chamfers on both sides. The access geometries can accommodate delivery vehicles and fire tenders (the largest emergency vehicle). A vehicle swept path analysis demonstrating vehicle manoeuvres is shown in **Drawing 2017/3954/001**.

Visibility

3.2.2 The access visibility requirements have been based on the 30mph speed limit on Frogmore Lane. Using the calculation coefficients set out in 'Manual for Streets' (MfS), a stopping site distance (adjusted for bonnet length) of 43.0m would be required in both the primary and secondary directions. Visibility splays of 2.4m x 43.0m have accordingly been demonstrated in **Drawing 2017/3954/001**.

3.3 Servicing Arrangements

3.3.1 Refuse collection would be undertaken from the Frogmore Lane carriageway. Bin carry distances between properties and refuse collectors would be within carry distance guidelines set out in MfS from all properties (25m for collectors 30m for residents).

3.4 Emergency Access

3.4.1 The site access can accommodate large emergency service vehicles and the sites internal geometries allow emergency vehicle to turn within the site. A vehicle swept path analysis has been undertaken demonstrating fire tenders (the largest emergency vehicle) negotiating the site access and turning within the site in **Drawing 2017/3954/001**.

3.4.2 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles.

3.5 Parking Provision

3.5.1 The proposed development would provide 2 car parking spaces per dwelling in accordance with Havant Borough Council's (HBC) parking standards for 2/3 bed dwellings. Parking would be provided within double car ports. A swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2017/3954/002**.

3.5.2 The proposals would provide 2 secure cycle spaces per unit in accordance with HBC's cycle parking requirements for 2/3 bed dwellings. The cycle parking would be provided within the curtilage of the properties in the rear garden storage.

4 VEHICLE TRIP GENERATION

4.1.1 The TRICS database (version 7.4.3) has been interrogated to assess the likely traffic volumes that will be generated as a result of the proposed development. The existing site has no existing trip generation and it has therefore been assumed that any trips generated by the proposed dwellings will be new to the local road network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

(i) Land Use: Residential, Houses Privately Owned

(ii) Regions: England (excluding Greater London)

(iii) Scale of Development: 6 – 15 dwellings

(iv) Date Range: 01/01/09 – 10/05/17

(v) Count Type: Manual and Automated Traffic Count

(vi) Selected Days: Weekdays

(vii) Selected Locations: Suburban Area, Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1** and the full results of the TRICS interrogation are provided in **Appendix C**.

TRICS Trip Rate per Dwelling (4 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.208	0.458	0.666
PM Peak Hour	0.458	0.250	0.708
Daily Traffic	3.021	3.293	6.314
TRICS Vehicle Trip Generation			
AM Peak Hour	1	2	3
PM Peak Hour	2	1	3
Daily Traffic	12	13	25

Figure 4.1: Anticipated Trip Generation

4.1.4 The TRICS assessment identifies that the proposed dwellings would generate an additional 25 daily vehicle trips, of which 3 would occur in the AM and PM peak hours (08:00-09:00 – 17:00-18:00). The trip generation would have a negligible impact on the local road network in terms of highway capacity.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has been prepared by RGP on behalf of Driftstone Developments Ltd to support a proposed residential development at 51-57 Frogmore Lane, Waterlooville. The findings from this assessment are as follows:

(i) The application site is accessibly located within walking distance of a range of services and amenities within Waterlooville including convenient links to public transport services.

(ii) An assessment of PIA incidents does not reveal any underlying highway design issues that could be exacerbated by the proposed development.

(iii) Vehicle access to the site would be served from a new vehicle crossover access adjoining Frogmore Lane. Visibility from the site access achieves the necessary sight lines in accordance with MfS guidance. A vehicle swept path analysis has been undertaken demonstrating vehicle negotiation of the site access.

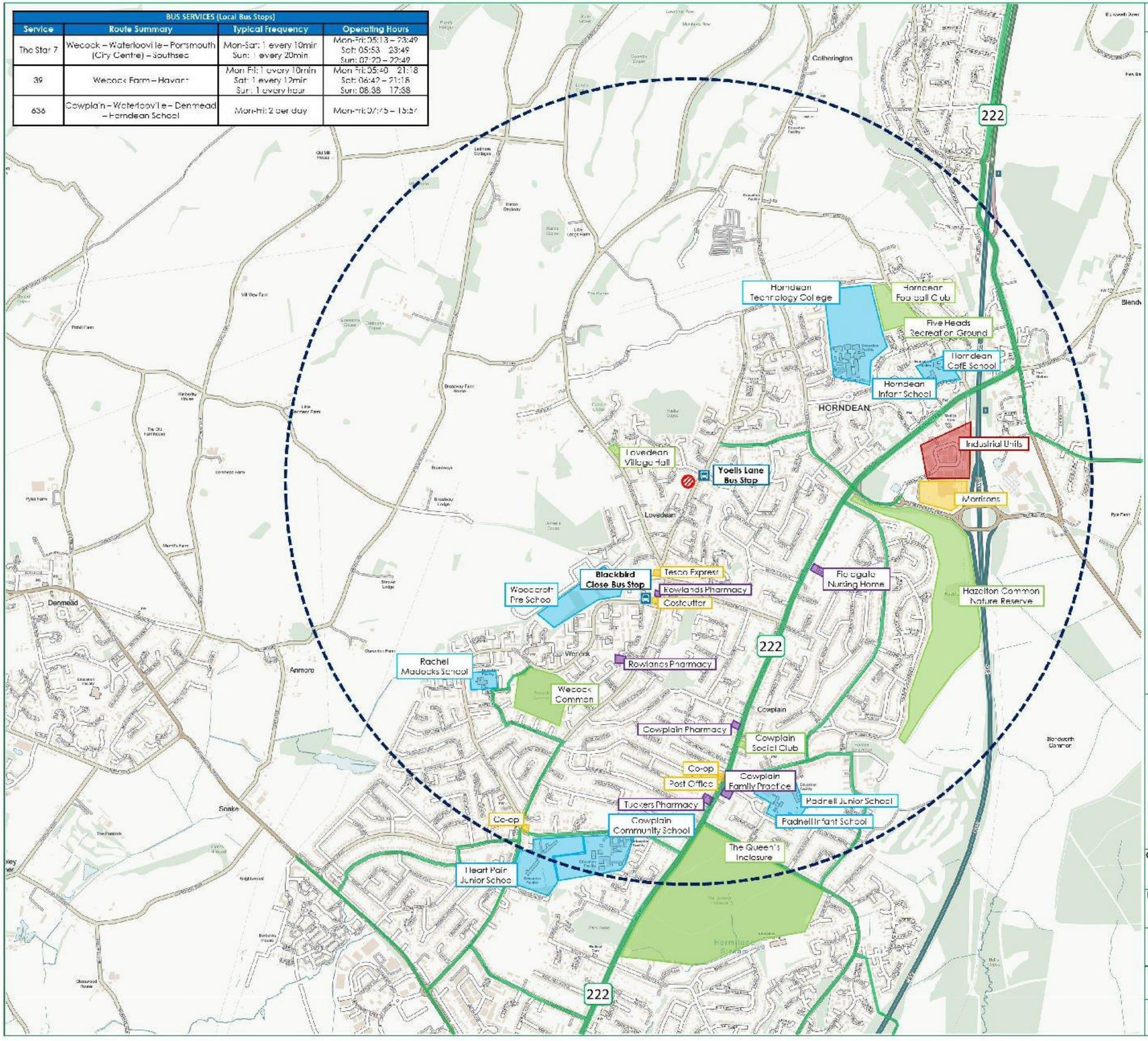
(iv) Car and cycle parking has been provided in accordance with HBC's residential parking requirements.

(v) A vehicle swept path analysis has been undertaken demonstrating that the sites internal layout operates appropriately.

(vi) The proposed development is anticipated to generate an additional 25 daily 2-way trips with 3 additional trips in the AM and PM peak hours.

PLANS

BUS SERVICES (Local Bus Stops)			
Service	Route Summary	Typical Frequency	Operating Hours
The Star 7	Wecock – Waterlooville – Portsmouth (City Centre) – Southsea	Mon-Sat: 1 every 10min Sun: 1 every 20min	Mon-Fri: 05:13 – 23:49 Sat: 05:53 – 23:49 Sun: 07:20 – 22:49
39	Wecock Farm – Havant	Mon-Fri: 1 every 10min Sat: 1 every 12min Sun: 1 every hour	Mon-Fri: 05:40 – 21:18 Sat: 06:42 – 21:18 Sun: 08:38 – 17:38
636	Cowplain – Waterlooville – Denmead – Horndean School	Mon-Fri: 2 per day	Mon-Fri: 07:15 – 15:57



LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY
- BUS STOPS
- CYCLE ROUTES
- NATIONAL CYCLE ROUTE
- 2KM WALK ISOCHRONE
- RETAIL
- EDUCATION
- LEISURE
- HEALTH CARE
- INDUSTRIAL

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Client: Driftstone Developments Ltd

Project: 51-57 Frogmore Lane, Horndean

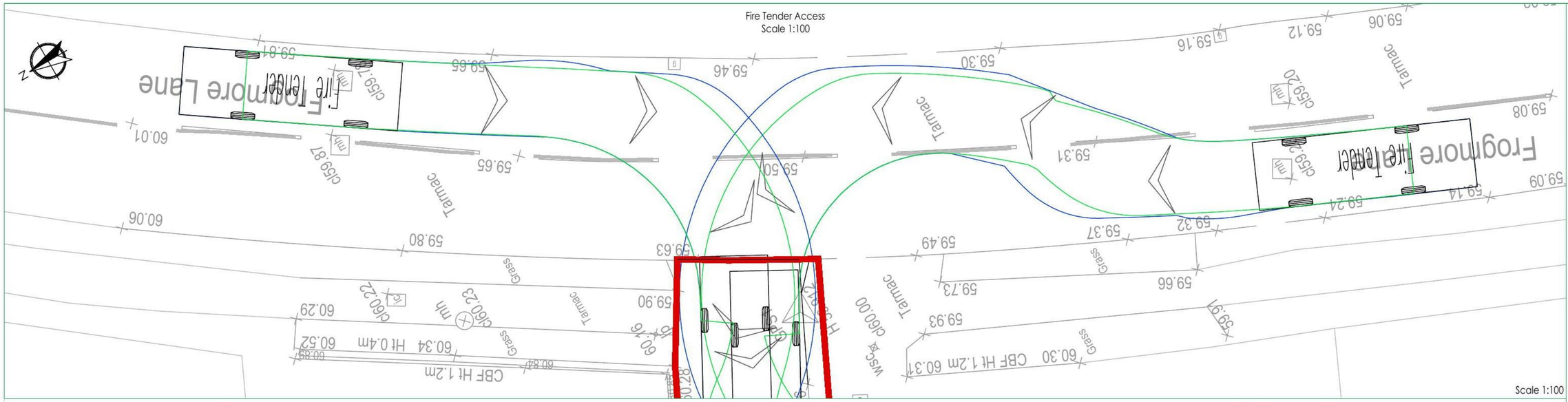
Title: Site Location & Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	3954	November 17	NTS
Drawn By:	**Checked By:**	**Approved By:**	**Rev:**
EJD	AJR	PMR	-

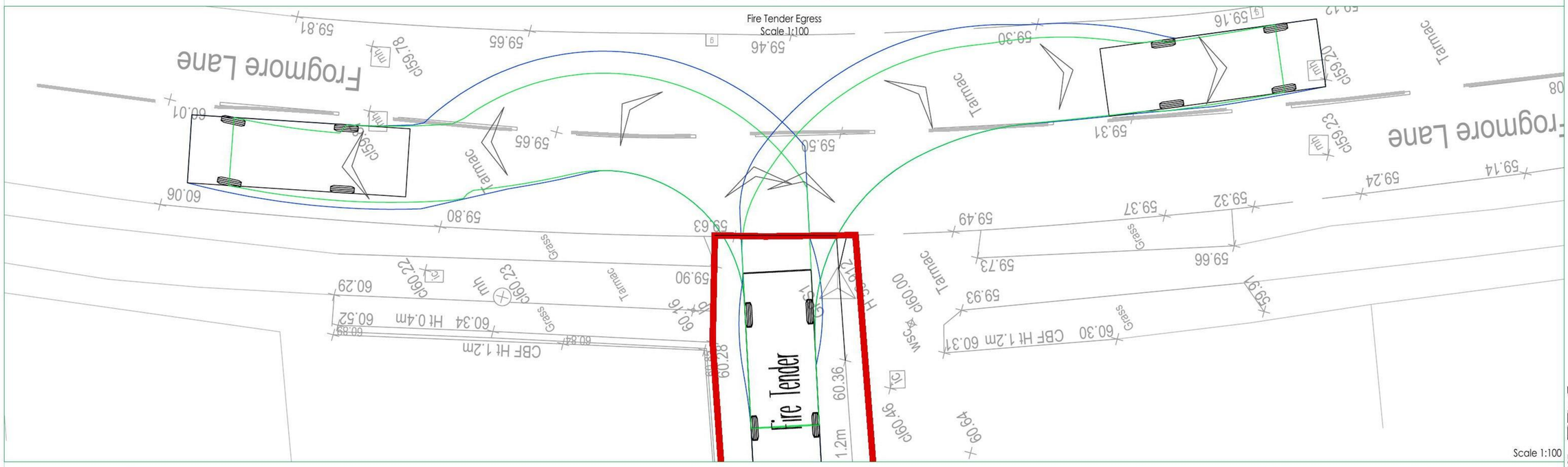
DRAWINGS

A2

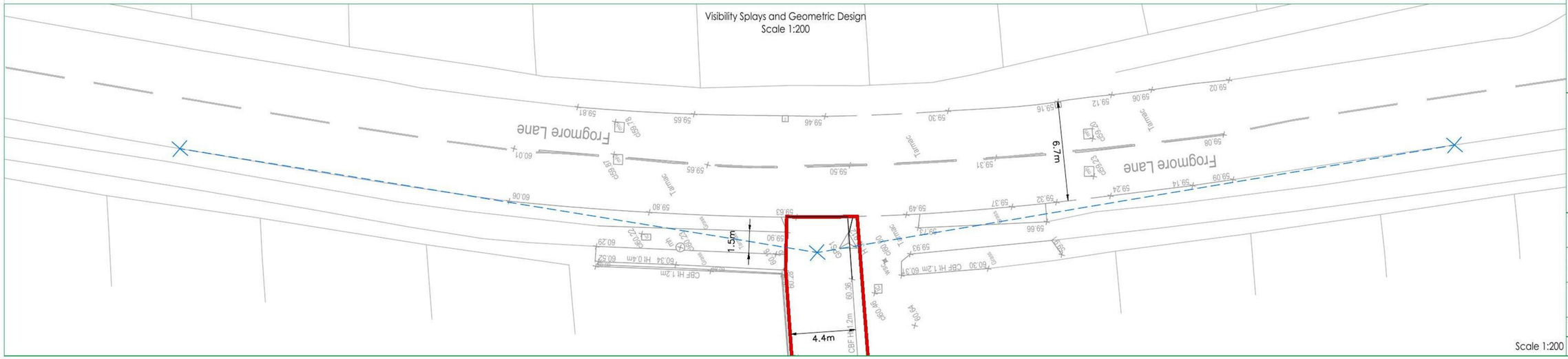
Fire Tender Access
Scale 1:100



Fire Tender Egress
Scale 1:100

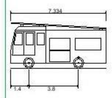


Visibility Splays and Geometric Design
Scale 1:200



-LEGEND-

- Site Boundary
- Highway Boundary
- Existing Road Markings
- Visibility Splays 2.4m x 43.0m



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	8.000m

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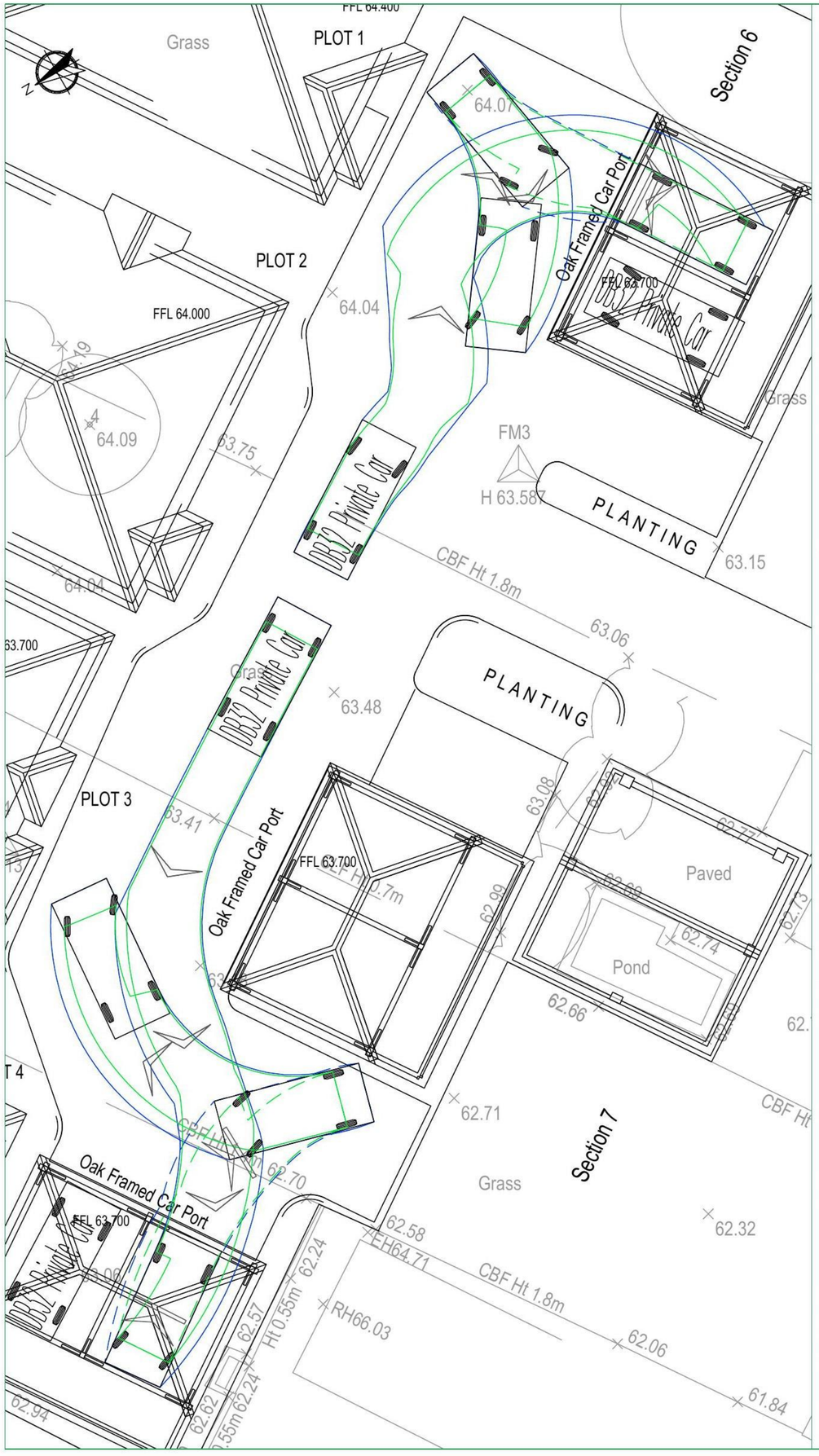
Client
Driststone Developments

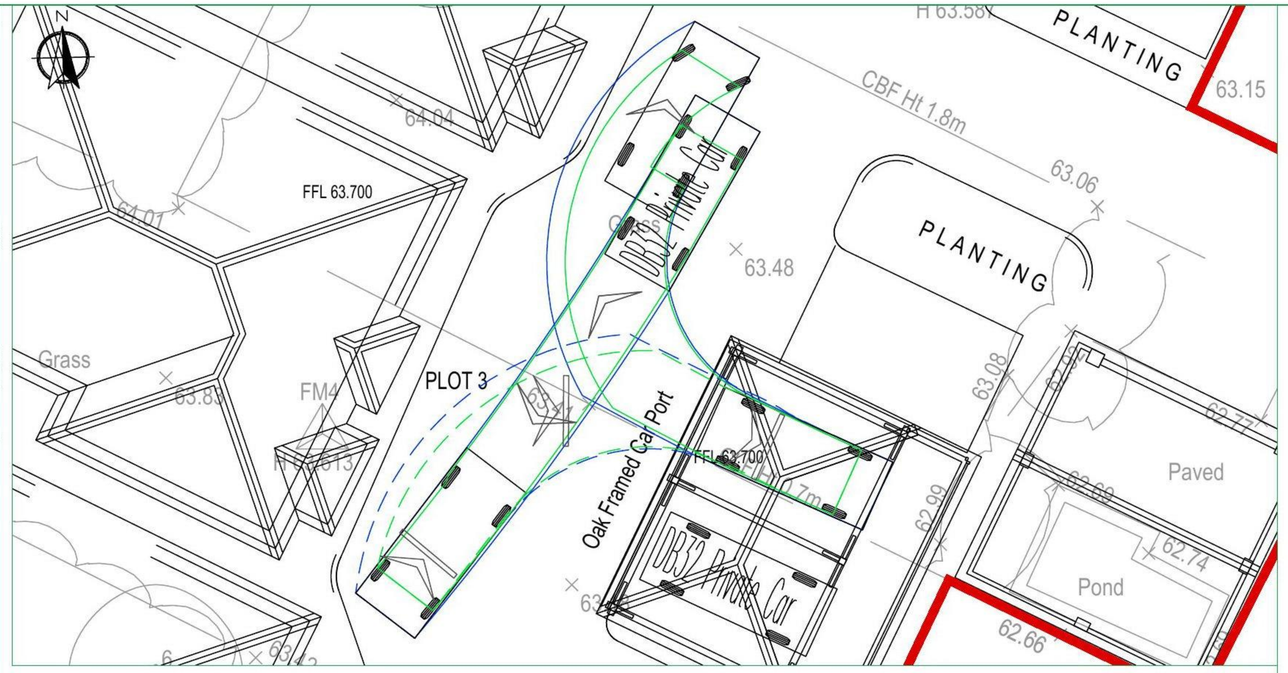
Project
51-57 Frogmore Lane, Horndean

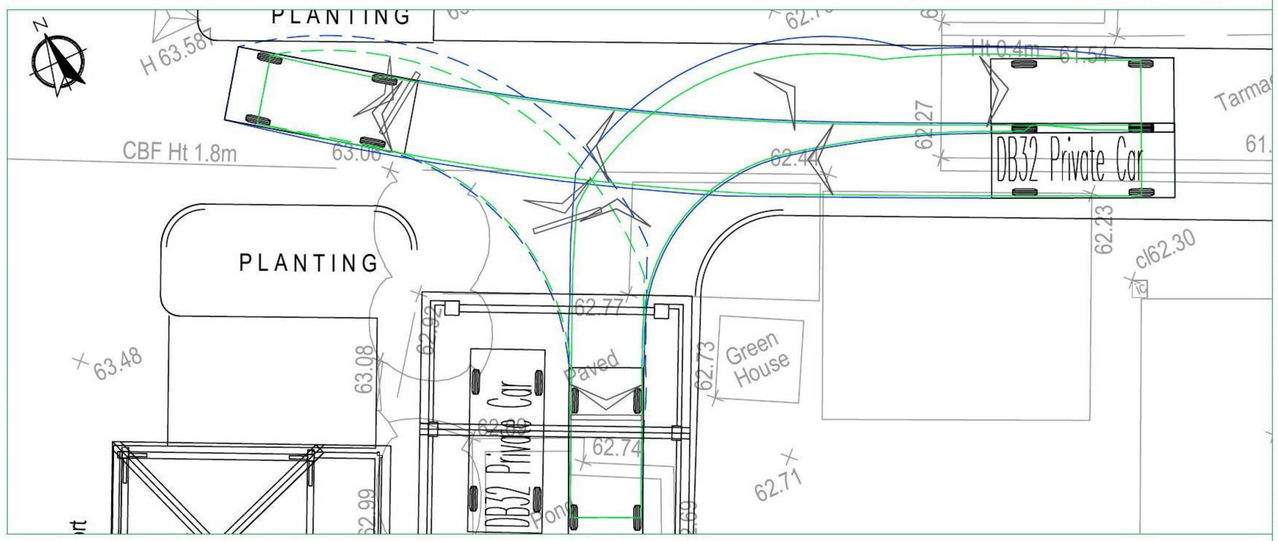
Drawing Title
Visibility Splay and Vehicle Swept Path Anaysis

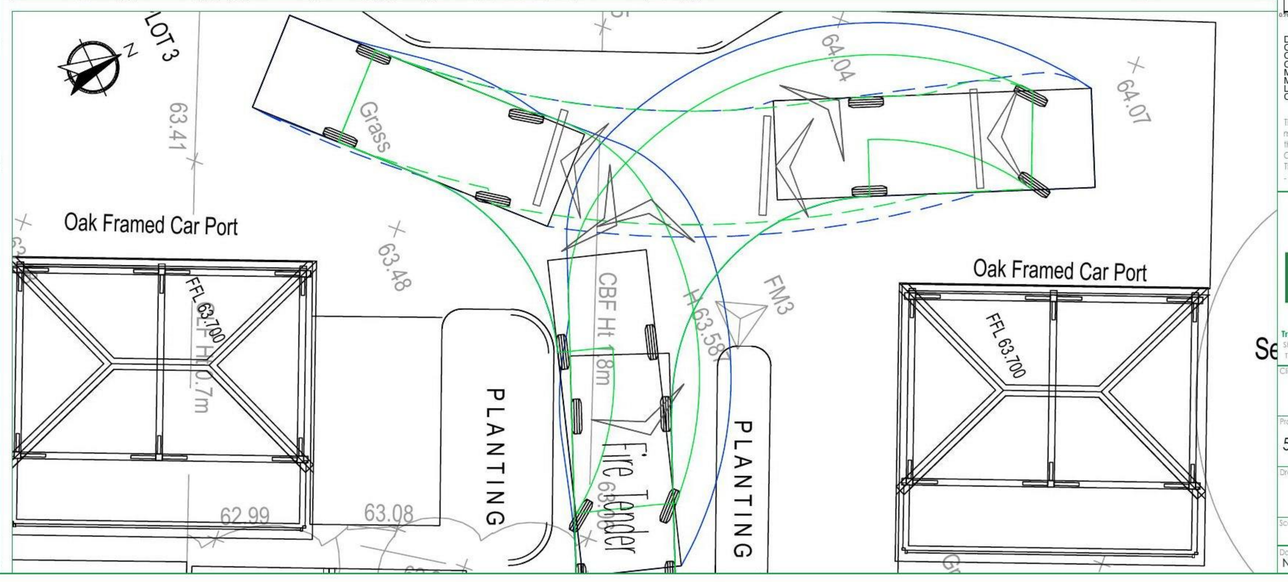
Scale	Drawn By	Checked By	Approved By
Varies @ A2	SMO	ALB	PMR

Date	Drawing No.	Rev.
Novemebr 2017	2017/3954/001	-



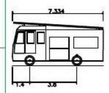






-LEGEND-

Site Boundary



Fire Tender

Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.429m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.780m

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Client: Driststone Developments

Project: 51-57 Frogmore Lane, Horndean

Drawing Title: Private Car and Fire Tender Vehicle Swept Path Anaysis

Scale	Drawn By	Checked By	Approved By
1:100	SMO	ALB	PMR

Date	Drawing No	Rev.
Novemebr 2017	2017/3954/002	-

APPENDIX A

crashmap.co.uk

Crash Date:	Thursday, April 19, 2012	**Time of Crash:**	2:00:00 PM	**Crash Reference:**	**2012440151394**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	1
Local Authority:	East Hampshire District			**OS Grid Reference:**	469221 112893
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	9	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

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

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Crash Date:	Friday, November 09, 2012	**Time of Crash:**	3:00:00 PM	**Crash Reference:**	**2012440438098**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	1
Local Authority:	Havant District (B)			**OS Grid Reference:**	469072 112624
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's offside

Accident Description: Accident description text currently unavailable for this highway authority / police force

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

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Crash Date:	Saturday, January 11, 2014	**Time of Crash:**	6:24:00 PM	**Crash Reference:**	**2014440012351**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	2
Local Authority:	East Hampshire District			**OS Grid Reference:**	469111 112695
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	21 - 25	Vehicle is in the act of turning right	Offside	Other	None	None
2	Motorcycle over 50cc and up to 125cc	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

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

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Crash Date:	Wednesday, April 22, 2015	**Time of Crash:**	8:41:00 PM	**Crash Reference:**	**2015440135599**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hampshire			**Number of Vehicles:**	2
Local Authority:	Havant District (B)			**OS Grid Reference:**	468867 112178
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Motorcycle over 50cc and up to 125cc	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

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

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APPENDIX B

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IF IN DOUBT ASK

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This drawing has been produced for **DriftStone Homes Ltd** for the works at **Units 51-57 Frogmore Lane Waterlooville PO8 9QN** and is submitted as part of a Planning Application and is not intended for use by any other person or for any other purpose.

REV	DATE	DESCRIPTION	BY
C	7 Nov 17	Preliminary Issue	
B	23 Oct 17	Preliminary Issue	
A	29 Sept 17	Preliminary Issue	
-	25 Sept 17	Initial Preliminary Issue	

H J CONCEPTS LTD
Suite 100, Fareham Reach
166 Fareham Road, Gosport,
Hampshire. PO13 0FW
Telephone: 01329 288684, Email: office@hjconcepts.co.uk

PROJECT TITLE
Driftstone Homes Ltd
51-57 Frogmore Lane
Waterlooville PO8 9QN

DRAWING TITLE
Overall Site Plan

NOTE - This drawing is pdf plotted onto an A0 drawing sheet at 1:100

DRAWN BY	CHECKED
PH	
DATE: Sept 2017	SCALE: 1:100

PROJECT and DRAWING No.
17-1208 — PL01

REVISION: A B C

APPENDIX C

RGP Mill Pool House Godalming Licence No: 728001

Calculation Reference: AUDIT-728001-171116-1114

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

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

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: 7 to 11 (units:)
Range Selected by User: 6 to 15 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Residential 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	5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	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
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

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	5 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

2 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

3 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
OLD HOSPITAL COMPOUND
CATTERICK GARRISON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

4 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

5 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 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/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	10	0.188	5	10	0.438	5	10	0.626
08:00 - 09:00	5	10	0.208	**5**	**10**	**0.458**	5	10	0.666
09:00 - 10:00	5	10	0.125	5	10	0.292	5	10	0.417
10:00 - 11:00	5	10	0.250	5	10	0.188	5	10	0.438
11:00 - 12:00	5	10	0.208	5	10	0.313	5	10	0.520
12:00 - 13:00	5	10	0.292	5	10	0.292	5	10	0.584
13:00 - 14:00	5	10	0.229	5	10	0.229	5	10	0.458
14:00 - 15:00	5	10	0.250	5	10	0.250	5	10	0.500
15:00 - 16:00	5	10	0.271	5	10	0.167	5	10	0.438
16:00 - 17:00	5	10	0.375	5	10	0.271	5	10	0.646
17:00 - 18:00	**5**	**10**	**0.458**	5	10	0.250	**5**	**10**	**0.708**
18:00 - 19:00	5	10	0.167	5	10	0.146	5	10	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.021			3.293			6.314

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:	7 - 11 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	5
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.