



Transport Statement

7-9 London Road, Widley, Waterlooville,
Hampshire, PO7 5AT

Prepared for Havant Borough Council

By YES Engineering Group Ltd

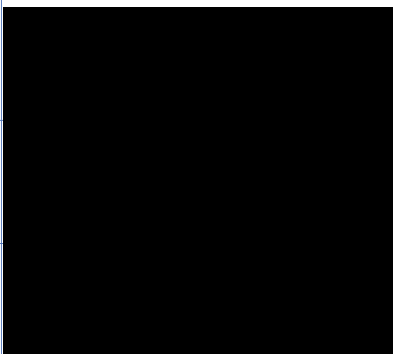
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1 INTRODUCTION

YES Engineering Group Ltd was appointed by Havant Borough Council to prepare a Transport Statement (TS) to support a planning application for the refurbishment and internal remodelling of the Site located at 7-9 London Road, Widley, Waterlooville, Hampshire, PO7 5AT (the 'Site'). The proposals seek a change of use and conversion of two existing semi-detached properties to provide temporary supported accommodation for homeless families, comprising a mix of one and two-bedroom self-contained studios with shared communal facilities.

As shown in **Figure 1.1**, it can be seen the Site is situated on the western side of London Road and the southern side of Hillside Avenue.

Figure 1.1 – Location Plan



The proposed Site layout is attached as **Appendix A**.

The Site falls within the jurisdiction of Hampshire County Council who are the Highways Authority and Havant Borough Council who are the Local Planning Authority.

1.1 National Policy

National Planning Policy Framework (NPPF) (December 2024)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport is relevant and is reproduced below.

109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

110. The planning system should actively manage patterns of growth in support of these objectives. 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.

111. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.

112. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

113. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

114. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

117. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

118. 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

1.2 Regional and Local Policy

Havant Borough Council Local Plan (2011-2026) – adopted in March 2011

The Basingstoke & Deane Local Plan covers the period up to 2026. Policies CS20 pertains to Transport and is reproduced below:

Policy CS20 Transport and Access Strategy Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.

2. Does not increase congestion and promotes better use of existing transport networks.

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.

4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. 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.

7 Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

Havant Borough Council has adopted the Hampshire Parking Standards 2002 subject to the following:

(a) That for the purposes of reducing car parking provision in highly accessible locations, as outlined in Table A below, only those areas within Havant and Waterlooville Town Centres' boundaries.

(b) That the provision of new public transport services be monitored and new areas where reducing car parking provision may be appropriate be brought forward.

The parking standards are detailed in the following tables:

Table number	
A	Percentage of parking limit reduction by land use
B	Summary of thresholds for transport assessments and site travel plans
1	Commercial development
2	Retail
3	Educational establishments
4	Health establishments
5	Care establishments
6	Leisure facilities
7	Miscellaneous commercial developments

Car parking – How to calculate the parking allocation for a development

The application of maximum parking standards conforms to the requirements of PPG 13 para.

51. Residential parking is dealt with separately to take account of more recent guidance provided in PPS3.

The main factor will be accessibility of the site, upon completion, by non-car modes. As a general rule, areas of high accessibility are served by at least six buses an hour within 500 metres and good cycling and pedestrian facilities. Developments in such accessible locations

warrant less car parking than is shown under the maximum parking limit. More guidance on this can be provided on enquiry to Havant Borough Council.

Several local factors can also influence the calculation of the parking allocation. For example:

1. Area of economic regeneration or constraint. Reduced parking will apply in constraint areas while regeneration areas may warrant a slight increase in parking.
2. Zone characteristics. Historic town centres, other environmentally sensitive locations, or specific locations that have particular Road Traffic Reduction Act targets will warrant reduced parking allocations.
3. Self-containment. Reduced parking may be justified in highly self-contained areas, while a reduction may be inappropriate where it is less self-contained, eg a location competing with a neighbouring area.
4. Cycle accessibility. Where there is high cycle accessibility planned or in use, reduced parking will apply.

Other parking in the locality must also be considered.

The calculation of parking spaces to be allocated for a development should take account of two further factors:

1. Existing public parking stock with spare capacity within walking distance of the development site should be included in the overall maximum parking provision.
2. Additional development on a site will mean the entire parking stock being brought into account.

Parking for pedal cyclists and motorcyclists

Minimum cycle parking standards are indicated on the attached tables by land use. It is expected that at least the specified level should be provided. For more details on cycle provision, in particular short- and long-stay facilities, refer to 'Cycle Parking Standards'. Generally, for motorcycles – except in residential land uses – one space is to be provided for every 25 car parking spaces.

Parking for people with disabilities

Suitable parking spaces should be provided for people with disabilities. Generally, except for residential land uses, disabled people's car parking spaces should be counted as 5% of the total allocation. General advice is included in Parking for Disabled People (Traffic Accident

Leaflet 5/95) published by the DTLR and Accessible Transport Infrastructure: A Guide to Good Practice, by the DTLR. Hampshire County

Council's Accessible Transport Strategy and the 'Movement, Access, Streets and Spaces' document (July 2001) should also be considered

Table 5: Care establishments – public and private				
Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 res staff, non-res staff: 1 space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor : 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

1.3 Scope of the Transport Statement

The report is structured in the following manner:

Section 2.0, The Site and Surrounding Area: Describes the site and the local highway network. Investigates the infrastructure and services available for occupants and visitors to the site travelling via alternative modes of transport to the private car. Reference is also made to the linkage between the modes.

Section 3.0, Development Proposals and Access Arrangements: Provides a summary of the planning application including access, parking and servicing arrangements.

Section 4.0, Trip Generation: Considers the level of traffic to be generated by the proposed use of the site.

Section 5.0, Traffic Impact: Assesses the effect that the additional traffic has on the highway network.

Section 6.0, Parking: Examines the level of car parking available for the development and the adequacy of waiting restrictions prohibiting parking in the area. The Council and national guidance are used to determine the acceptability of the scheme in this location.

Section 7.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 THE SITE AND SURROUNDING AREA

The Site comprises two semi-detached properties positioned on a corner plot on the southern side of London Road (A3) and the eastern side of Hillside Avenue. The buildings were most recently in use as a combined residential property and bed and breakfast accommodation, but they are currently vacant.

2.1 Pre-Application Advice

A pre-application meeting was held with Havant Borough Council (Ref: GEN/24/01242, held on 16 December 2024). The proposals confirmed the retention of the existing vehicle access points from London Road, along with improvements to pedestrian accessibility through the introduction of a new level and wheelchair-accessible entrance from Hillside Avenue.

The scheme included the provision of four on-site parking spaces at the front of the property and secure cycle storage within the refurbished garage. A dedicated bin store with gated access was also incorporated into the design to ensure suitable waste storage and collection arrangements. These elements were discussed as part of the emerging proposals and have been carried forward into the submitted scheme.

2.2 Local Highway Network

London Road (A3) runs in a north-south direction with a single lane of traffic in each direction. The carriageway, which measures approximately 8m wide near the Site, is flanked by pavements on both sides and is equipped with street lighting. A central hatched area provides a buffer between opposing traffic lanes, enhancing safety and improving traffic flow. On the eastern side of the road, a designated cycle lane runs adjacent to the carriageway, offering safer access for cyclists. The road intermittently widens to accommodate a dedicated bus lane, further supporting public transport accessibility. Additionally, the road is subject to a 30-mph speed restriction, ensuring safe travel through the area.

The area surrounding the Site is subject to a 5-tonne weight restriction, as indicated by local signage. This restriction applies to heavy goods vehicles exceeding 5 tonnes during specific periods: Monday to Friday from midnight to 7am and from 8pm to midnight, with the restriction in place at all times on Saturdays and Sundays. Additionally, London Road features marked double yellow lines, enforcing parking restrictions that prohibit stopping or unloading at any time, helping to maintain traffic flow and safety along this key route.

Hillside Avenue is a residential side street with a single lane of traffic in each direction. The road is 5m wide and subject to a 30mph speed restriction. For the first 35m from its junction with London Road, there are double yellow lines enforcing parking restrictions, while beyond this point, parking is unrestricted. The carriageway is flanked by pavements and street lighting on both sides, ensuring pedestrian accessibility and safety.

2.3 Existing Parking and Servicing Provision

The Site benefits from a gravelled parking area at the front, with direct access from London Road. In addition, there is a tarmac parking area located to the rear of the property, which is accessed via a crossover from Hillside Avenue.

Refuse storage is provided on-site, with collections undertaken from the rear of the property. Servicing and deliveries have historically taken place within this rear parking area.

2.4 Public Transport

Rail

The closest rail station to the Site is Cosham Rail Station which is situated approximately 2.2km to the south via a 29-minute walk or 8-minute cycle.

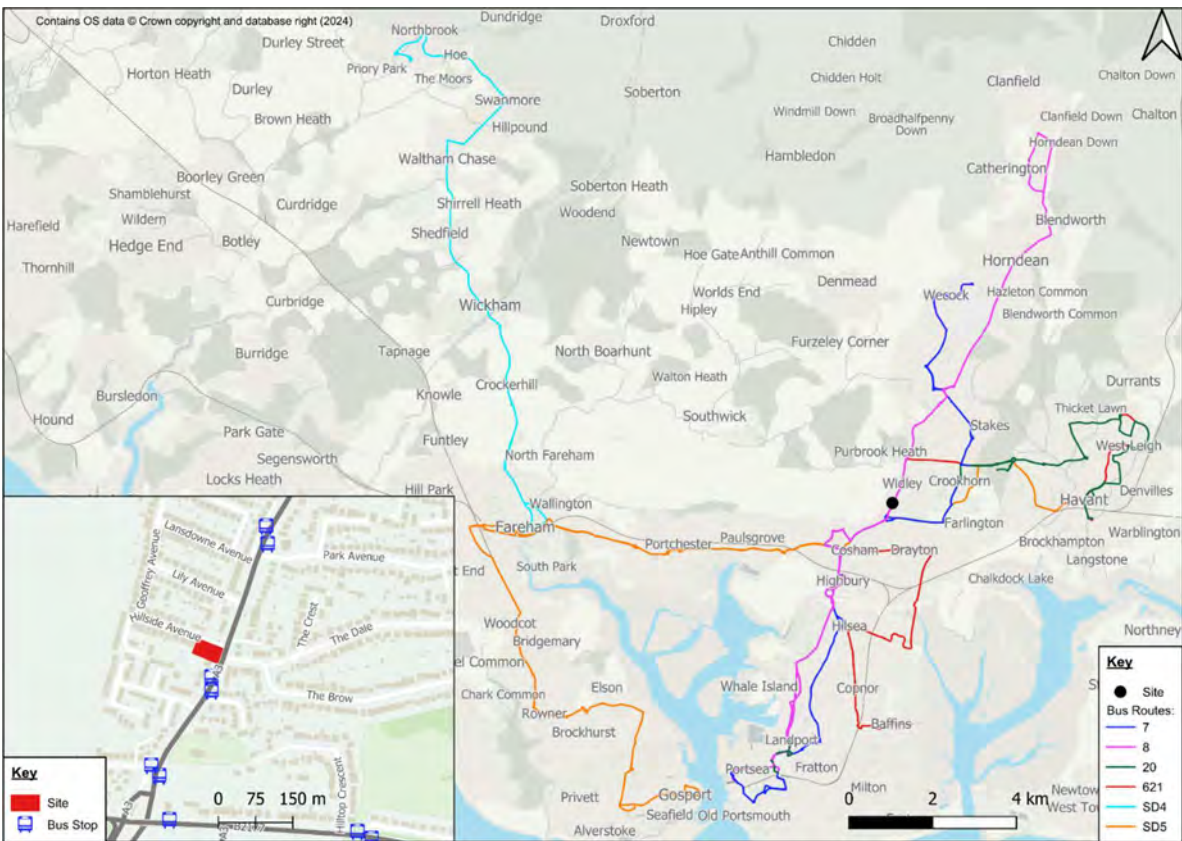
Cosham Railway Station provides regular services on the West Coastway Line, offering connections to major destinations such as Portsmouth, Southampton, and Brighton, as well as links to London via nearby stations. The station is well-served by local bus routes, making it easily accessible for residents and visitors. Additionally, Cosham Station offers parking and cycle storage facilities, encouraging multi-modal travel options for those commuting or travelling beyond the immediate area.

Buses

The Site benefits from close proximity to local bus services. The nearest bus stop, Hampshire Rose, is located just 150m from the Site, which is approximately a 2 to 3-minute walk. This stop is situated along London Road (A3) and provides access to several bus routes. These services offer connections to major destinations such as Portsmouth, Waterlooville, Cosham, and Havant, making the Site highly accessible by public transport.

With such frequent and well-connected bus services available within walking distance, the Site promotes sustainable travel, making it easy for residents, visitors, and staff to rely on public transport as an alternative to car use. A map is provided in **Figure 2.1** overleaf which shows all of the services which are accessible within this area.

Figure 2.1 - Bus Services near the Site



Details of the bus services with regards to the route and the general frequency of the service provision is outlined in **Table 2.1** below.

Table 2.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Monday – Friday Frequency	Saturday Frequency	Sunday Frequency
7	Wecock Farm to Portsmouth City Centre,	4	2	2
8	Clanfield to Portsmouth	4	2	2
20	Havant to Portsmouth via Waterloooville	2	1	1
621	Crookhorn and Horndean	School Service	-	-
SD4	Fareham – South Downs College	School Service	-	-
SD5	Haven – South Downs College	School Service	-	-

2.5 Walking and Cycling

The Site is well-served by a range of local amenities. For education, Purbrook Infant and Junior Schools are just 850m away, a short 10-minute walk, while Crookhorn College is approximately 1.8km away, easily accessible by a 5-minute cycle. Healthcare needs are met by the nearby Purbrook Health Centre, just 1.2km away, and Purbrook Dental Care, around 1.1km from the Site. For daily shopping needs, there is a Co-op supermarket 900m from the Site. Dining options include The Hampshire Rose Pub, just 450m away, and Prezzo Italian Restaurant, located in Waterloooville town centre, around 1.5km from the Site. All these amenities are within convenient walking or cycling distances, ensuring easy access for residents and visitors.

The local amenities within walking distance of the Site are shown overleaf in **Figure 2.2**.

The DfT reports 'Cycling in Great Britain' and 'Walking in Great Britain' contain tables showing the proportion of cycling journeys for a given length. The reports identify that, for the south east, 91% of walking and 55% of cycling journeys are less than 2km as the crow flies. The reports also show that 99% of walking journeys are less than 4km and 87% of cycling journeys are less than 5km.

Figure 2.2 – Local Amenities Plan

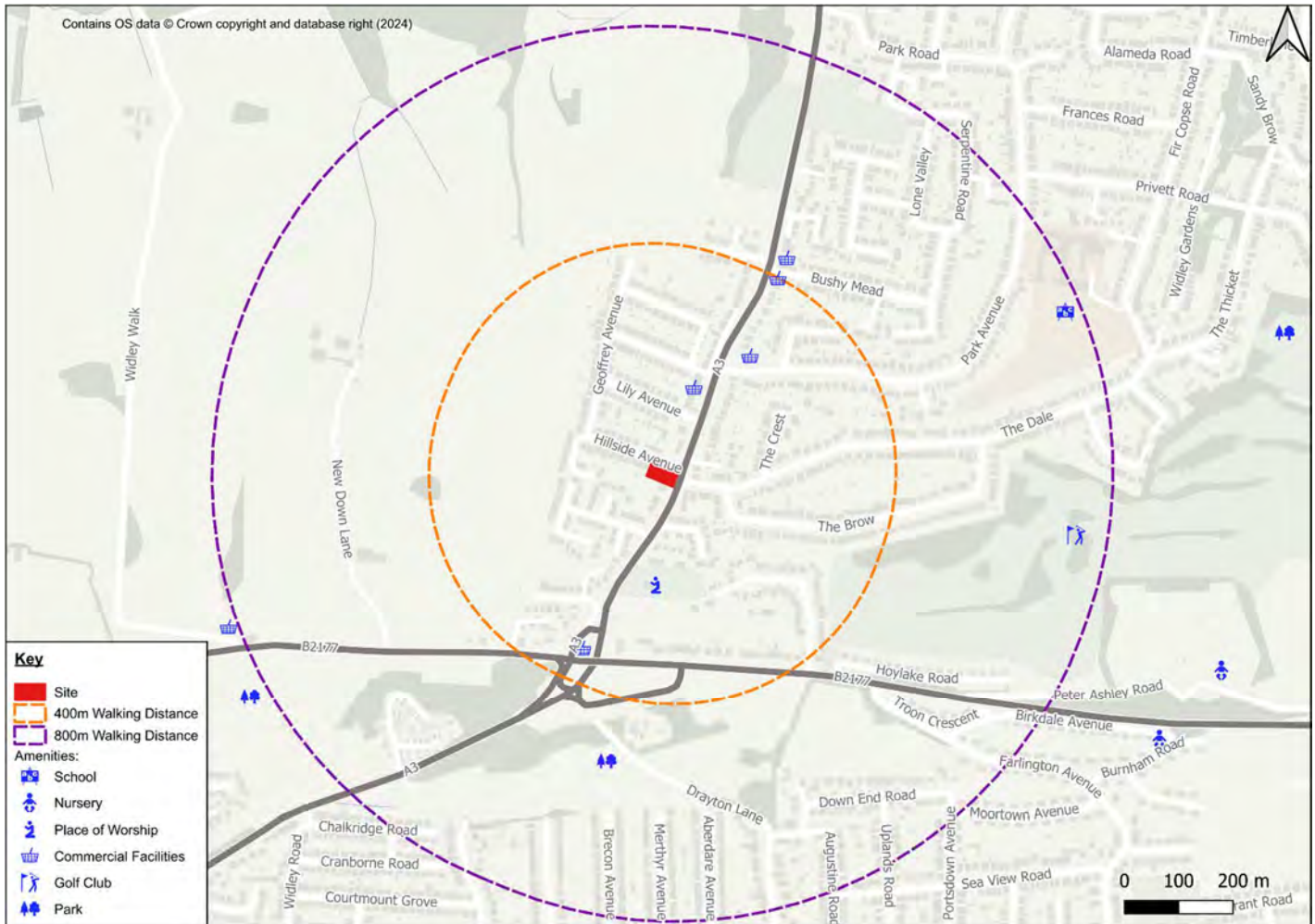
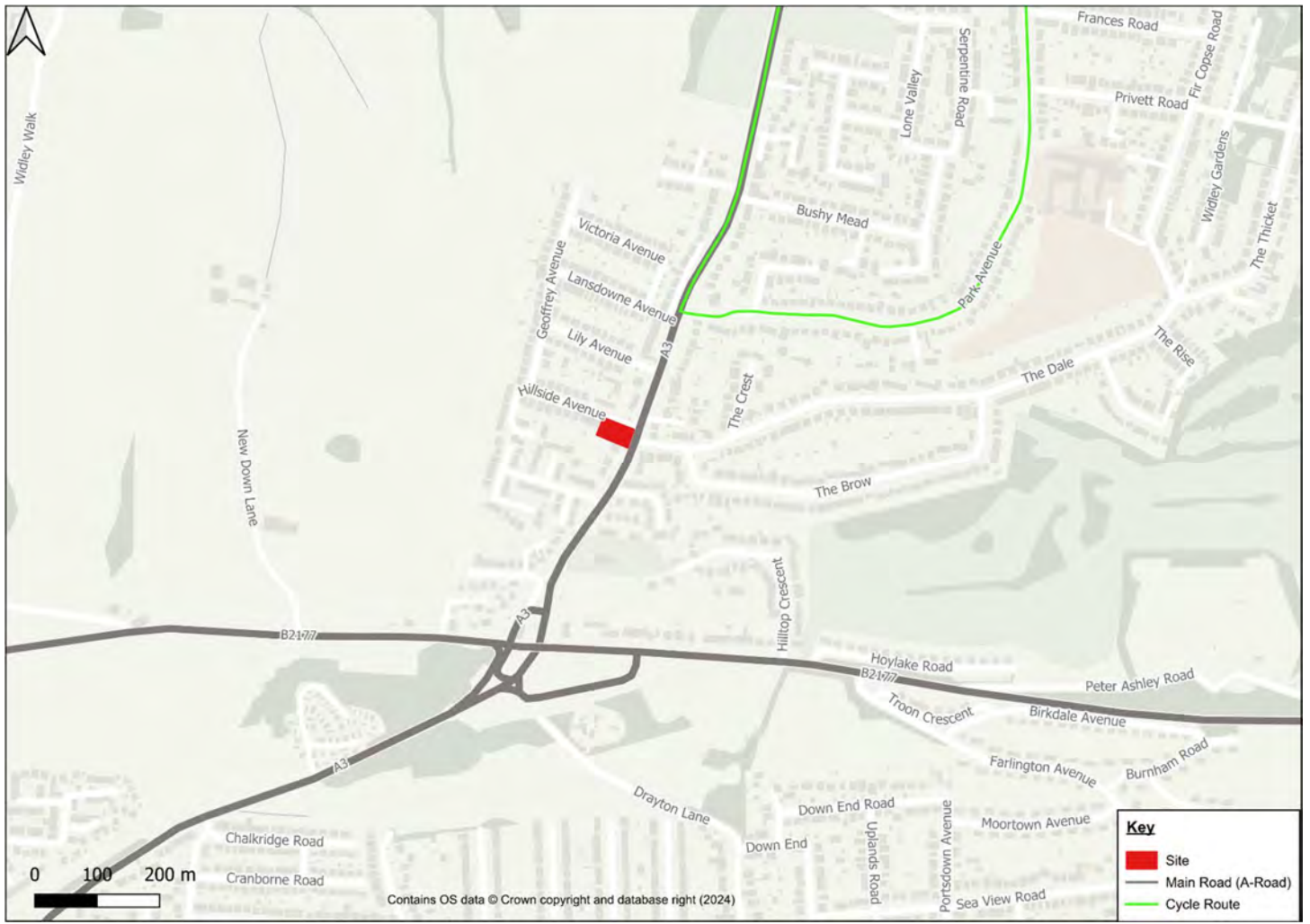


Figure 2.4 overleaf shows the designated cycling routes in relation to the Site. One notable cycle route runs to the north and east of the Site along London Road and Park Avenue, providing a safe and dedicated path for cyclists traveling through the local residential areas.

These paths allow for smooth cycling towards Cosham to the south and Waterlooville to the north, offering a practical option for those commuting or enjoying recreational cycling. The cycle routes integrate well with local roads, allowing cyclists to avoid busier sections of the A3, ensuring safer travel. Additionally, the proximity to the South Downs provides excellent opportunities for cycling into scenic, less urbanised areas.

The South Downs National Park, located just to the west of Widley, offers a variety of cycling opportunities close to the Site. This area is renowned for its rolling hills, scenic countryside, and well-maintained cycle routes, making it ideal for both casual cyclists and more experienced riders.

Figure 2.4 – Local Cycle Routes



2.6 Census Data

The E02004772 Havant 011 Super Output Middle Layer Census data was examined to establish the profile of residents' method of travel to work. This information is attached at **Appendix B** and set out in **Table 2.3**. The 2011 Census Data has been examined as it is noted that the 2021 Census was undertaken during the Covid-19 lockdown period where a large percentage of the population worked from home so does not provide a robust assessment.

Table 2.3 – Method of Travel to Work (E02004772 Havant 011 Super Output Middle Layer)

Main Mode	Number of People	Percentage
Work mainly at or from home	195	3%
Underground, metro, light rail, tram	1	0%
Train	61	1%
Bus, minibus or coach	220	3%
Taxi	21	0%
Motorcycle, scooter or moped	54	1%
Driving a car or van	3353	49%
Passenger in a car or van	300	4%
Bicycle	128	2%
On foot	279	4%
Other method of travel to work	32	0%
Not in employment	2141	32%
Total	6785	100%

It can be seen that 49% of residents within the district use a car as a method of travel to work. 4% of residents walk and 2% of residents cycle. Just 4% of residents use public transport to travel to work.

3 DEVELOPMENT PROPOSALS AND ACCESS ARRANGEMENTS

The proposals at the Site seek a change of use and internal remodelling of the existing semi-detached properties from their previous use as bed and breakfast accommodation to provide temporary supported accommodation for homeless families. The scheme will deliver a total of 14 self-contained residential units, comprising 10 two-bedroom studios, 2 one-bedroom studios, and 2 M4(3)-compliant accessible studios located at ground floor level. Each unit will include en-suite facilities, and all residents will benefit from access to shared communal areas, including two kitchens and dining spaces and two laundry rooms.

The accommodation will provide housing for up to 24 residents at full capacity, offering short-term supported living for individuals and families prior to their transition into permanent housing.

The proposed ground floor layout and the internal arrangement of units are shown on the architects' plans attached at **Appendix A**.

3.1 Access Arrangements

The Site benefits from two existing crossovers on the western side of London Road (A3), which will be retained to provide safe and convenient access for vehicles, pedestrians, and cyclists. One crossover will continue to operate as the primary entry point, while the other will function as the exit.

In addition, the existing access point on the southern side of Hillside Avenue will be enhanced as part of the proposals. A new pedestrian gate and ramped footpath will be installed to provide level, wheelchair-accessible entry into the Site. The former rear parking area accessed from this location will be repurposed as a landscaped garden and play space, and this entrance will now primarily serve pedestrian, cycle, and servicing movements.

A secure bin store with gated access will be provided adjacent to this space to facilitate refuse collection, and cycle and pushchair parking will be accommodated within the refurbished garage, supporting sustainable travel and active transport choices. The revised access arrangements are shown on the architects' plans at **Appendix A**.

3.2 Servicing

Refuse storage for the development will be provided within two dedicated bin stores. The primary store will be located adjacent to the new landscaped garden at the rear of the Site and will include facilities for all waste streams, including general waste, mixed recycling, and food waste. This store will be accessed via a gated entrance from Hillside Avenue, allowing waste to be collected directly from the public highway. A secondary bin store will also be provided adjacent to the refurbished garage at the front of the Site, with collections taking place directly from London Road. Refuse collection, will therefore occur from both street frontages, reflecting and complementing the established arrangements for neighbouring properties.

In addition to refuse collection, it is anticipated that service and delivery vehicles, such as those operated by couriers including Amazon and other parcel carriers, will service the development from Hillside Avenue. These vehicles will stop briefly on-street to complete deliveries, consistent with the established servicing patterns of neighbouring residential properties.

3.3 Parking

The Site benefits from a parking area at the front with direct access from London Road. As discussed during the pre-application meeting, this area will be reconfigured and formalised as part of the proposals to provide a total of four marked parking spaces, including two designated Blue Badge bays, as shown on the architects' plans in **Appendix A**.

The existing rear parking area will be removed and repurposed as a landscaped garden and children's play area for residents.

Cycle parking for staff and future residents will be provided within the refurbished garage, which is to be converted into a secure cycle, pushchair and bin store as part of the proposals. Provision will be based on a minimum of one Sheffield stand per two bedrooms, ensuring adequate capacity for residents and supporting active travel choices. Further details regarding the parking provision and anticipated demand are outlined in **Section 6.2** of this report.

4 TRIP GENERATION

To consider the suitability of the potential impact that the proposed change of land use may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning (from 08:00 to 09:00) and evening (from 17:00 to 18:00) peak periods.

4.1 Current Use – Bed and Breakfast

The Site is currently used as a bed and breakfast with c. 459m² of floor space. Comparable sites within the TRICS database were identified selecting, edge of town and suburban location survey sites within Hampshire with similar characteristics. The full TRICS data is provided in **Appendix C**.

The peak hour trip rates per 100m² floorspace and the resultant trips predicted to be generated for 459m² floorspace are set out in **Table 4.1** and **Table 4.2**.

Table 4.1 – Predicted Peak Hour Trip Rates/100m²

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.337	0.943	0.606	0.259
Total People	0.269	1.414	1.010	0.471
Cars	0.135	0.539	0.202	0.067
LGVs	0.067	0.135	0.269	0.067
OGVs	0.000	0.000	0.000	0.000
Cyclists	0.067	0.000	0.000	0.000
Public Transport Users	0.000	0.000	0.000	0.067

Table 4.2 - Predicted Peak Hour Trips (459m² bed and breakfast floorspace)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	2	4	3	1
Total People	1	6	5	2
Cars	1	2	1	0
LGVs	0	1	1	0
OGVs	0	0	0	0
Cyclists	0	0	0	0
Public Transport Users	0	0	0	0

Tables 4.2 above demonstrates that the existing use of the Site as a bed and breakfast generates a relatively low level of traffic. During the weekday morning peak hour (08:00–09:00), the Site is expected to generate approximately 2 vehicle arrivals and 4 departures, while in the evening peak (17:00–18:00), approximately 3 arrivals and 1 departure are anticipated. Car trips make up the majority of these movements, with negligible levels of cycling, public transport use, or heavy goods vehicle activity associated with the current use.

4.2 Proposed Use – Temporary accommodation for the homeless

The application proposals seek the change of land use from a bed and breakfast to temporary accommodation for the homeless. In order to assess the potential traffic generation should the Site survey sites were selected from the TRICS database survey sites within the UK with similar characteristics. The full TRICS data is provided in **Appendix D**.

The peak hour trip rates per 100m² floorspace and the resultant trips predicted to be generated as a consequence for the 459m² use are set out in **Table 4.3** and **Table 4.4**.

Table 4.3 – Predicted Peak Hour Trip Rates/100m² – Temporary Accommodation

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.117	0.050	0.050	0.125
Total People	0.142	0.067	0.058	0.142
Cars	0.083	0.042	0.017	0.092
LGVs	0.008	0.000	0.017	0.017
OGVs	0.008	0.008	0.000	0.000
Cyclists	0.000	0.000	0.000	0.000
Public Transport Users	0.000	0.008	0.000	0.000

Table 4.4 - Predicted Peak Hour Trips (459m² Temporary Accommodation)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	1	0	0	1
Total People	1	0	0	1
Cars	0	0	0	0
LGVs	0	0	0	0
OGVs	0	0	0	0
Cyclists	0	0	0	0
Public Transport Users	0	0	0	0

Tables 4.4 above show that, based on the trip rates for the proposed use as temporary supported accommodation, the development is expected to generate a very low level of traffic activity. It is predicted that approximately 1 vehicle arrival will occur during the weekday morning peak hour (08:00–09:00), while around 1 vehicle departure is expected during the evening peak hour (17:00–18:00).

4.3 Net Change

The proposed development will result in a reduction in traffic movements compared with the Site's existing use as a bed and breakfast. Under the current use, the Site is expected to generate around 2 vehicle arrivals and 4 departures during the weekday morning peak hour and approximately 3 arrivals and 1 departure in the evening peak. In contrast, the proposed temporary supported accommodation is predicted to generate only 1 arrival in the morning peak and around 1 departure in the evening peak.

This represents a reduction of around five vehicle movements in the morning peak hour and three vehicle movements in the evening peak hour, equating to a total decrease of approximately eight peak-hour trips. This equates to a reduction of approximately 40 to 56 vehicle movements per week during peak hours, further highlighting the lower traffic impact of the proposed development.

The reduction reflects the nature of the proposed use, which is associated with lower levels of car use and minimal servicing requirements. As a result, the development will have a noticeably lower impact on the local highway network, contributing to reduced parking demand and supporting the promotion of more sustainable modes of travel.

5 IMPACTS

It can be seen that the change of land use from a bed and breakfast to temporary supported accommodation would result in a reduction of approximately five vehicle movements during the morning peak hour and three fewer vehicle movements during the evening peak hour. This reflects the lower level of traffic associated with the proposed use, which is typically characterised by limited car ownership and minimal servicing activity.

This reduction equates to approximately 40 to 56 fewer vehicle movements per week during peak periods, further demonstrating the reduced impact of the proposed development compared with the Site's existing use.

Based on the results of the trip generation assessment, it can be concluded that the proposals will not have an adverse effect on the operation of the local transport network and, in fact, will reduce traffic activity on the surrounding highway network.

6 PARKING

6.1 Parking Standards

Recommended parking standards for care establishments are presented in the Havant Borough Council Local Plan (2011-2026) – adopted in March 2011. Havant Borough Council has adopted the Hampshire Parking Standards 2002 subject to the following:

- That for the purposes of reducing car parking provision in highly accessible locations, as outlined in Table A below, only those areas within Havant and Waterlooville Town Centres' boundaries.
- That the provision of new public transport services be monitored and new areas where reducing car parking provision may be appropriate be brought forward.

The recommended parking standards are tabulated in **Table 6.1** below:

Table 6.1 – Havant Recommended Parking Standards for Care Establishments

Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 res staff, non-res staff: 1 space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor : 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

Parking Standards provided in **Table 6.1** above show that there is no standard set for hostels for the homeless.

6.2 Car and Cycle Parking

The proposed development will provide a total of four on-site car parking spaces, including two designated Blue Badge bays, located at the front of the Site. This level of provision has been informed by the nature of the proposed use, the Site's sustainable location, relevant parking standards, and direct feedback received during pre-application discussions with Havant Borough Council (Ref: GEN/24/01242, held on 16 December 2024). During these discussions, it was agreed that a modest level of on-site parking would be appropriate, reflecting the expected low levels of car ownership associated with this form of accommodation and the Site's accessibility by sustainable modes of transport.

The Hampshire Parking Standards (2002), adopted by Havant Borough Council, set no specific car parking standard for hostels for the homeless, with provision determined on a site-specific basis. The Site is approximately 150m from the nearest bus stop on London

Road, offering frequent services to Portsmouth, Havant, Cosham, and Waterlooville, and is located within 2.2km of Cosham Railway Station, which provides wider regional and national rail connections. These sustainable travel options, combined with good pedestrian and cycling infrastructure, significantly reduce reliance on the private car for residents, visitors, and staff.

The proposed parking provision is further supported by the findings of the TRICS trip generation assessment, which demonstrates a substantial reduction in traffic associated with the proposed use compared with the Site's existing operation as a bed and breakfast. The change of use is expected to result in around five fewer vehicle movements during the morning peak hour and three fewer movements during the evening peak hour, equating to a reduction of approximately 40–56 fewer vehicle trips per week during peak times. This reduction clearly demonstrates that a lower level of on-site parking is justified and proportionate.

In addition, the existing rear parking area will be removed and repurposed as a landscaped garden and children's play area for residents. This approach not only reflects the reduced demand for parking but also delivers tangible environmental and social benefits, contributing to improved residential amenity and aligning with wider local and national planning policy objectives, including the Government's priorities around sustainable development, health, and wellbeing.

Secure cycle parking will also be provided within the refurbished garage. In accordance with Hampshire's guidance of one cycle hoop per two bedrooms, a total of seven resident cycle parking spaces will be provided. Additional provision for staff will be made at a rate of one space per six staff members, ensuring that secure, covered, and convenient cycle parking is available to support both resident and staff travel needs. This will encourage active travel and further reduce reliance on the private car, consistent with the aims of the National Planning Policy Framework and local transport policy.

Overall, the proposed car and cycle parking strategy is appropriately balanced, policy-compliant, and evidence-based. It meets the operational needs of the development, reflects the reduced traffic impact demonstrated by TRICS data, and enhances the Site's environmental quality, all while promoting sustainable and active modes of travel.

7 SUMMARY AND CONCLUSIONS

- a YES Engineering Group Ltd was appointed by Havant Borough Council to prepare a Transport Statement (TS) to support a planning application for the refurbishment and internal remodelling of the Site located at 7-9 London Road, Widley, Waterlooville, Hampshire, PO7 5AT (the 'Site'). The proposals seek a change of use and conversion of two existing semi-detached properties to provide temporary supported accommodation for homeless families, comprising a mix of one and two-bedroom self-contained studios with shared communal facilities.
- b The Site is currently vacant but was most recently in use as a bed and breakfast, providing short-stay accommodation for visitors.
- c The Site previously included informal car parking areas to both the front and rear of the property. Vehicles accessed the front parking area directly from London Road, while a secondary tarmac parking area to the rear was accessed via a crossover from Hillside Avenue. These spaces were unmarked and not formally laid out but were used by guests and staff associated with the former bed and breakfast use.
- d The proposed development will provide four on-site car parking spaces, including two designated Blue Badge bays, located at the front of the Site. Secure cycle and pushchair parking for residents and staff will be accommodated within the refurbished garage, providing a total of seven resident cycle spaces and additional provision for staff in line with local standards.
- e Refuse for the proposed development will be stored within two dedicated bin stores with facilities for all waste streams. The primary store will be located adjacent to the landscaped garden and accessed via Hillside Avenue for collection from the public highway. A secondary bin store will be positioned adjacent to the refurbished garage at the front of the Site, with collections taking place directly from London Road. Servicing and deliveries, including courier drop-offs, will also occur from Hillside Avenue, consistent with the arrangements for neighbouring residential properties.
- f The proposed development is expected to generate only 1 vehicle arrival in the morning peak hour and 1 departure in the evening peak, compared with 6 and 4 movements respectively under the previous bed and breakfast use. This represents a reduction of around eight peak-hour trips per day, or approximately 40–56 fewer vehicle movements per week.
- g Paragraph 116 of the National Planning Policy Framework (NPPF) (December 2024) states that development should only be prevented or refused on highways grounds where it would result in an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation and taking into account all reasonable future scenarios, would be severe. As demonstrated within this report no impacts have been identified.
- h Overall, it is concluded that there are no highway or transportation grounds on which to object to the proposed development. The scheme delivers a reduction in vehicle movements, appropriate levels of parking and servicing, and strong support for sustainable travel, and it is therefore fully compliant with the relevant policy requirements set out in Section 1 of this report.

Appendices

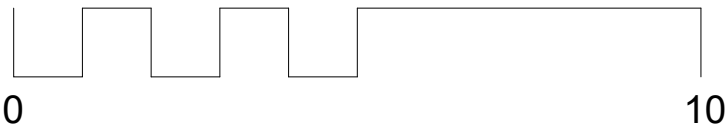
Appendix A – Proposed Site Layout Plan

SITE PLAN AS PROPOSED
1 : 100

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HAVANT BOROUGH COUNCIL
7-9 LONDON ROAD
P07 5AT
SITE PLAN AS PROPOSED
Stage 3 PLANNING
58016 - P100

Revision

Appendix B – 2011 Census Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02004772 : Havant 011
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	6,785
Work mainly at or from home	195
Underground, metro, light rail, tram	1
Train	61
Bus, minibus or coach	220
Taxi	21
Motorcycle, scooter or moped	54
Driving a car or van	3,353
Passenger in a car or van	300
Bicycle	128
On foot	279
Other method of travel to work	32
Not in employment	2,141

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C – TRICS Data – Bed and Breakfast Use

Calculation Reference: AUDIT-460201-241017-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
HC HAMPSHIRE 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: 1485 to 1485 (units: sqm)
Range Selected by User: 1485 to 10300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 09/09/21

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:
Thursday 1 days

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

Selected survey types:
Manual count 1 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 1

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

Selected Location Sub Categories:
Out of Town 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.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
C1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
10,001 to 15,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,0001 days

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

Car ownership within 5 miles:

0.6 to 1.01 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:

No1 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 Present1 days

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

LIST OF SITES relevant to selection parameters

1	HC-06-A-07 COVE ROAD FLEET	TRAVELODGE	HAMPSHIRE
	Edge of Town Out of Town		
	Total Gross floor area:	1485 sqm	
	Survey date: THURSDAY	09/09/21	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.

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

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	1	1485	0.067	1	1485	0.943	1	1485	1.010
08:00 - 09:00	1	1485	0.337	1	1485	0.943	1	1485	1.280
09:00 - 10:00	1	1485	0.269	1	1485	0.539	1	1485	0.808
10:00 - 11:00	1	1485	0.135	1	1485	0.269	1	1485	0.404
11:00 - 12:00	1	1485	0.135	1	1485	0.337	1	1485	0.472
12:00 - 13:00	1	1485	0.067	1	1485	0.067	1	1485	0.134
13:00 - 14:00	1	1485	0.135	1	1485	0.202	1	1485	0.337
14:00 - 15:00	1	1485	0.471	1	1485	0.067	1	1485	0.538
15:00 - 16:00	1	1485	0.471	1	1485	0.135	1	1485	0.606
16:00 - 17:00	1	1485	0.673	1	1485	0.269	1	1485	0.942
17:00 - 18:00	1	1485	0.606	1	1485	0.269	1	1485	0.875
18:00 - 19:00	1	1485	0.673	1	1485	0.404	1	1485	1.077
19:00 - 20:00	1	1485	0.741	1	1485	0.269	1	1485	1.010
20:00 - 21:00	1	1485	0.539	1	1485	0.337	1	1485	0.876
21:00 - 22:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.386			5.050			10.436

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: 1485 - 1485 (units: sqm)
Survey date range: 01/01/16 - 09/09/21
Number of weekdays (Monday-Friday): 1
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	1	1485	0.000	1	1485	0.067	1	1485	0.067
08:00 - 09:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
09:00 - 10:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
10:00 - 11:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
11:00 - 12:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
12:00 - 13:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
13:00 - 14:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
14:00 - 15:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
15:00 - 16:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
16:00 - 17:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
17:00 - 18:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
18:00 - 19:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
19:00 - 20:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
20:00 - 21:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
21:00 - 22:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.201			0.335

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL CYCLISTS
 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	1	1485	0.000	1	1485	0.000	1	1485	0.000
08:00 - 09:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
09:00 - 10:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
10:00 - 11:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
11:00 - 12:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
12:00 - 13:00	1	1485	0.067	1	1485	0.067	1	1485	0.134
13:00 - 14:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
14:00 - 15:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
15:00 - 16:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
16:00 - 17:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
17:00 - 18:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
18:00 - 19:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
19:00 - 20:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
20:00 - 21:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
21:00 - 22:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.134			0.268

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
 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	1	1485	0.000	1	1485	0.067	1	1485	0.067
08:00 - 09:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
09:00 - 10:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
10:00 - 11:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
11:00 - 12:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
12:00 - 13:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
13:00 - 14:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
14:00 - 15:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
15:00 - 16:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
16:00 - 17:00	1	1485	0.067	1	1485	0.067	1	1485	0.134
17:00 - 18:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
18:00 - 19:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
19:00 - 20:00	1	1485	0.135	1	1485	0.067	1	1485	0.202
20:00 - 21:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
21:00 - 22:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.336			0.402			0.738

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.

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

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	1	1485	0.000	1	1485	1.414	1	1485	1.414
08:00 - 09:00	1	1485	0.269	1	1485	1.414	1	1485	1.683
09:00 - 10:00	1	1485	0.269	1	1485	0.741	1	1485	1.010
10:00 - 11:00	1	1485	0.202	1	1485	0.202	1	1485	0.404
11:00 - 12:00	1	1485	0.202	1	1485	0.539	1	1485	0.741
12:00 - 13:00	1	1485	0.135	1	1485	0.269	1	1485	0.404
13:00 - 14:00	1	1485	0.269	1	1485	0.202	1	1485	0.471
14:00 - 15:00	1	1485	0.606	1	1485	0.135	1	1485	0.741
15:00 - 16:00	1	1485	0.808	1	1485	0.135	1	1485	0.943
16:00 - 17:00	1	1485	1.212	1	1485	0.404	1	1485	1.616
17:00 - 18:00	1	1485	1.010	1	1485	0.471	1	1485	1.481
18:00 - 19:00	1	1485	0.943	1	1485	0.808	1	1485	1.751
19:00 - 20:00	1	1485	1.549	1	1485	0.943	1	1485	2.492
20:00 - 21:00	1	1485	1.414	1	1485	0.875	1	1485	2.289
21:00 - 22:00	1	1485	0.269	1	1485	0.000	1	1485	0.269
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.157			8.552			17.709

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL CARS
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	1	1485	0.000	1	1485	0.471	1	1485	0.471
08:00 - 09:00	1	1485	0.135	1	1485	0.539	1	1485	0.674
09:00 - 10:00	1	1485	0.135	1	1485	0.269	1	1485	0.404
10:00 - 11:00	1	1485	0.067	1	1485	0.269	1	1485	0.336
11:00 - 12:00	1	1485	0.135	1	1485	0.202	1	1485	0.337
12:00 - 13:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
13:00 - 14:00	1	1485	0.067	1	1485	0.067	1	1485	0.134
14:00 - 15:00	1	1485	0.135	1	1485	0.067	1	1485	0.202
15:00 - 16:00	1	1485	0.135	1	1485	0.000	1	1485	0.135
16:00 - 17:00	1	1485	0.337	1	1485	0.202	1	1485	0.539
17:00 - 18:00	1	1485	0.202	1	1485	0.067	1	1485	0.269
18:00 - 19:00	1	1485	0.606	1	1485	0.269	1	1485	0.875
19:00 - 20:00	1	1485	0.471	1	1485	0.067	1	1485	0.538
20:00 - 21:00	1	1485	0.471	1	1485	0.135	1	1485	0.606
21:00 - 22:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.963			2.691			5.654

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL LGVS
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	1	1485	0.000	1	1485	0.337	1	1485	0.337
08:00 - 09:00	1	1485	0.067	1	1485	0.135	1	1485	0.202
09:00 - 10:00	1	1485	0.000	1	1485	0.202	1	1485	0.202
10:00 - 11:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
11:00 - 12:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
12:00 - 13:00	1	1485	0.067	1	1485	0.000	1	1485	0.067
13:00 - 14:00	1	1485	0.000	1	1485	0.067	1	1485	0.067
14:00 - 15:00	1	1485	0.202	1	1485	0.000	1	1485	0.202
15:00 - 16:00	1	1485	0.269	1	1485	0.067	1	1485	0.336
16:00 - 17:00	1	1485	0.269	1	1485	0.000	1	1485	0.269
17:00 - 18:00	1	1485	0.269	1	1485	0.067	1	1485	0.336
18:00 - 19:00	1	1485	0.067	1	1485	0.135	1	1485	0.202
19:00 - 20:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
20:00 - 21:00	1	1485	0.067	1	1485	0.135	1	1485	0.202
21:00 - 22:00	1	1485	0.000	1	1485	0.000	1	1485	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.344			1.212			2.556

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

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

Appendix D – TRICS Data – Temporary Accommodation

Calculation Reference: AUDIT-460201-241017-1001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 54 to 66 (units:)
Range Selected by User: 54 to 66 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/09/22

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 1 days
Wednesday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

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

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 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,0002 days

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

Population within 5 miles:
125,001 to 250,0001 days
250,001 to 500,0001 days

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

Car ownership within 5 miles:
1.1 to 1.52 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:
No2 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 Present2 days

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

LIST OF SITES relevant to selection parameters

1	BC-03-P-01	ASSISTED LIVING		BOURNEMOUTH CHRISTCHURCH & POOLE
	SAINT STEPHEN'S ROAD			
	BOURNEMOUTH			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	66		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
2	WS-03-P-01	ASSISTED LIVING		WEST SUSSEX
	DURRINGTON LANE			
	WORTHING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/05/22	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/P - ASSISTED LIVING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.41

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	2	60	0.033	2	60	0.000	2	60	0.033
08:00 - 09:00	2	60	0.117	2	60	0.050	2	60	0.167
09:00 - 10:00	2	60	0.142	2	60	0.108	2	60	0.250
10:00 - 11:00	2	60	0.058	2	60	0.083	2	60	0.141
11:00 - 12:00	2	60	0.100	2	60	0.100	2	60	0.200
12:00 - 13:00	2	60	0.117	2	60	0.100	2	60	0.217
13:00 - 14:00	2	60	0.150	2	60	0.142	2	60	0.292
14:00 - 15:00	2	60	0.058	2	60	0.133	2	60	0.191
15:00 - 16:00	2	60	0.100	2	60	0.075	2	60	0.175
16:00 - 17:00	2	60	0.083	2	60	0.083	2	60	0.166
17:00 - 18:00	2	60	0.050	2	60	0.125	2	60	0.175
18:00 - 19:00	2	60	0.033	2	60	0.050	2	60	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.041			1.049			2.090

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.

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Parameter summary

Trip rate parameter range selected: 54 - 66 (units:)
 Survey date range: 01/01/16 - 27/09/22
 Number of weekdays (Monday-Friday): 2
 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.

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 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	2	60	0.000	2	60	0.000	2	60	0.000
08:00 - 09:00	2	60	0.008	2	60	0.008	2	60	0.016
09:00 - 10:00	2	60	0.000	2	60	0.000	2	60	0.000
10:00 - 11:00	2	60	0.000	2	60	0.000	2	60	0.000
11:00 - 12:00	2	60	0.000	2	60	0.000	2	60	0.000
12:00 - 13:00	2	60	0.000	2	60	0.000	2	60	0.000
13:00 - 14:00	2	60	0.000	2	60	0.000	2	60	0.000
14:00 - 15:00	2	60	0.000	2	60	0.000	2	60	0.000
15:00 - 16:00	2	60	0.000	2	60	0.000	2	60	0.000
16:00 - 17:00	2	60	0.000	2	60	0.000	2	60	0.000
17:00 - 18:00	2	60	0.000	2	60	0.000	2	60	0.000
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	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			0.008			0.016

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

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

Yes Transport Services Limited 75 East Road London

Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 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	2	60	0.008	2	60	0.000	2	60	0.008
08:00 - 09:00	2	60	0.000	2	60	0.000	2	60	0.000
09:00 - 10:00	2	60	0.000	2	60	0.000	2	60	0.000
10:00 - 11:00	2	60	0.000	2	60	0.000	2	60	0.000
11:00 - 12:00	2	60	0.000	2	60	0.000	2	60	0.000
12:00 - 13:00	2	60	0.000	2	60	0.000	2	60	0.000
13:00 - 14:00	2	60	0.000	2	60	0.017	2	60	0.017
14:00 - 15:00	2	60	0.000	2	60	0.000	2	60	0.000
15:00 - 16:00	2	60	0.008	2	60	0.000	2	60	0.008
16:00 - 17:00	2	60	0.000	2	60	0.000	2	60	0.000
17:00 - 18:00	2	60	0.000	2	60	0.000	2	60	0.000
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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/P - ASSISTED LIVING
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	2	60	0.008	2	60	0.000	2	60	0.008
08:00 - 09:00	2	60	0.000	2	60	0.008	2	60	0.008
09:00 - 10:00	2	60	0.033	2	60	0.000	2	60	0.033
10:00 - 11:00	2	60	0.000	2	60	0.000	2	60	0.000
11:00 - 12:00	2	60	0.000	2	60	0.000	2	60	0.000
12:00 - 13:00	2	60	0.000	2	60	0.000	2	60	0.000
13:00 - 14:00	2	60	0.000	2	60	0.000	2	60	0.000
14:00 - 15:00	2	60	0.000	2	60	0.000	2	60	0.000
15:00 - 16:00	2	60	0.000	2	60	0.017	2	60	0.017
16:00 - 17:00	2	60	0.000	2	60	0.000	2	60	0.000
17:00 - 18:00	2	60	0.000	2	60	0.000	2	60	0.000
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.025			0.066

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/P - ASSISTED LIVING
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.41

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	2	60	0.050	2	60	0.000	2	60	0.050
08:00 - 09:00	2	60	0.142	2	60	0.067	2	60	0.209
09:00 - 10:00	2	60	0.217	2	60	0.167	2	60	0.384
10:00 - 11:00	2	60	0.083	2	60	0.117	2	60	0.200
11:00 - 12:00	2	60	0.142	2	60	0.167	2	60	0.309
12:00 - 13:00	2	60	0.158	2	60	0.125	2	60	0.283
13:00 - 14:00	2	60	0.175	2	60	0.183	2	60	0.358
14:00 - 15:00	2	60	0.125	2	60	0.225	2	60	0.350
15:00 - 16:00	2	60	0.167	2	60	0.150	2	60	0.317
16:00 - 17:00	2	60	0.125	2	60	0.092	2	60	0.217
17:00 - 18:00	2	60	0.058	2	60	0.142	2	60	0.200
18:00 - 19:00	2	60	0.033	2	60	0.050	2	60	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.475			1.485			2.960

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/P - ASSISTED LIVING
MULTI-MODAL CARS
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	2	60	0.033	2	60	0.000	2	60	0.033
08:00 - 09:00	2	60	0.083	2	60	0.042	2	60	0.125
09:00 - 10:00	2	60	0.108	2	60	0.067	2	60	0.175
10:00 - 11:00	2	60	0.033	2	60	0.067	2	60	0.100
11:00 - 12:00	2	60	0.067	2	60	0.058	2	60	0.125
12:00 - 13:00	2	60	0.092	2	60	0.067	2	60	0.159
13:00 - 14:00	2	60	0.075	2	60	0.092	2	60	0.167
14:00 - 15:00	2	60	0.033	2	60	0.075	2	60	0.108
15:00 - 16:00	2	60	0.075	2	60	0.050	2	60	0.125
16:00 - 17:00	2	60	0.058	2	60	0.058	2	60	0.116
17:00 - 18:00	2	60	0.017	2	60	0.092	2	60	0.109
18:00 - 19:00	2	60	0.033	2	60	0.050	2	60	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.707			0.718			1.425

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/P - ASSISTED LIVING
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	2	60	0.000	2	60	0.000	2	60	0.000
08:00 - 09:00	2	60	0.008	2	60	0.000	2	60	0.008
09:00 - 10:00	2	60	0.033	2	60	0.033	2	60	0.066
10:00 - 11:00	2	60	0.017	2	60	0.008	2	60	0.025
11:00 - 12:00	2	60	0.033	2	60	0.042	2	60	0.075
12:00 - 13:00	2	60	0.025	2	60	0.033	2	60	0.058
13:00 - 14:00	2	60	0.058	2	60	0.025	2	60	0.083
14:00 - 15:00	2	60	0.017	2	60	0.050	2	60	0.067
15:00 - 16:00	2	60	0.017	2	60	0.017	2	60	0.034
16:00 - 17:00	2	60	0.017	2	60	0.017	2	60	0.034
17:00 - 18:00	2	60	0.017	2	60	0.017	2	60	0.034
18:00 - 19:00	2	60	0.000	2	60	0.000	2	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.242			0.242			0.484

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.