

A Planning Application by  
**ROMA INVESTMENTS HOLDINGS LTD**

In respect of  
**212-218 LONDON ROAD,  
WATERLOOVILLE**

**Technical Note**

2601-066/TN/01 | February 2026



## Document Management

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|    | Status | Author | Checker | Approver | Date   |
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| -  | Issue  | NH     |         | NH       | Feb 26 |
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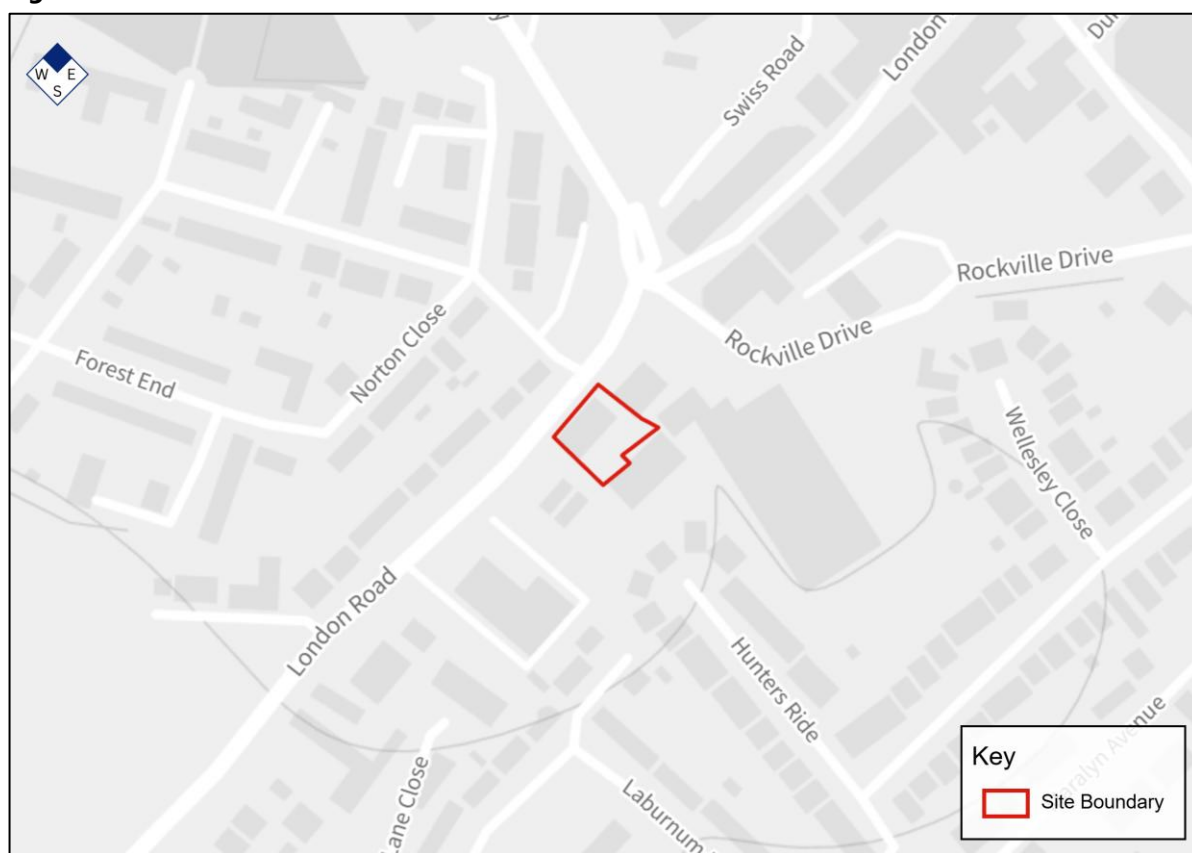
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# 1 Introduction

- 1.1 Transport Planning Associates has been appointed by Roma Investments Holdings Ltd to provide transport and highways advice in relation to the proposed development at 212-218 London Road, Waterlooville.
- 1.2 The site is situated in the Havant Borough Council area on land which is currently in commercial use. The location of the site is shown in **Figure 1.1**.

**Figure 1.1 Site Location Plan**



Source: © OpenStreetMap contributors

## Summary of the Proposals

- 1.3 The proposal comprises the partial retention of the existing commercial unit and the conversion of the remaining ground-floor space and first floor to create eight one-bedroom flats, together with the construction of a new second floor and recessed mansard roof to form a 12-bedroom shared living property.

- 1.4 The description of the development is as follows:

*"Part retention of ground floor commercial unit (Class E); conversion of remainder of ground floor and first floor to form 8 x 1 bed flats (Class C3); construction of 2nd floor with recessed 3rd floor mansard roof to form 12 bed Shared Living Property (HMO - Sui Generis); with associated parking, refuse and landscaping"*

- 1.5 The proposed site plan is presented in **Appendix A**.

## **Planning History**

- 1.6 Further to submission of the planning application (PP/25/01015), Hampshire County Council (HCC), as highway authority, have provided a consultation response. The full consultation response is provided at **Appendix B**. The consultation response requests that further detail is provided with respect to trip generation and also with respect to parking provision. This report provides further detail, as requested.

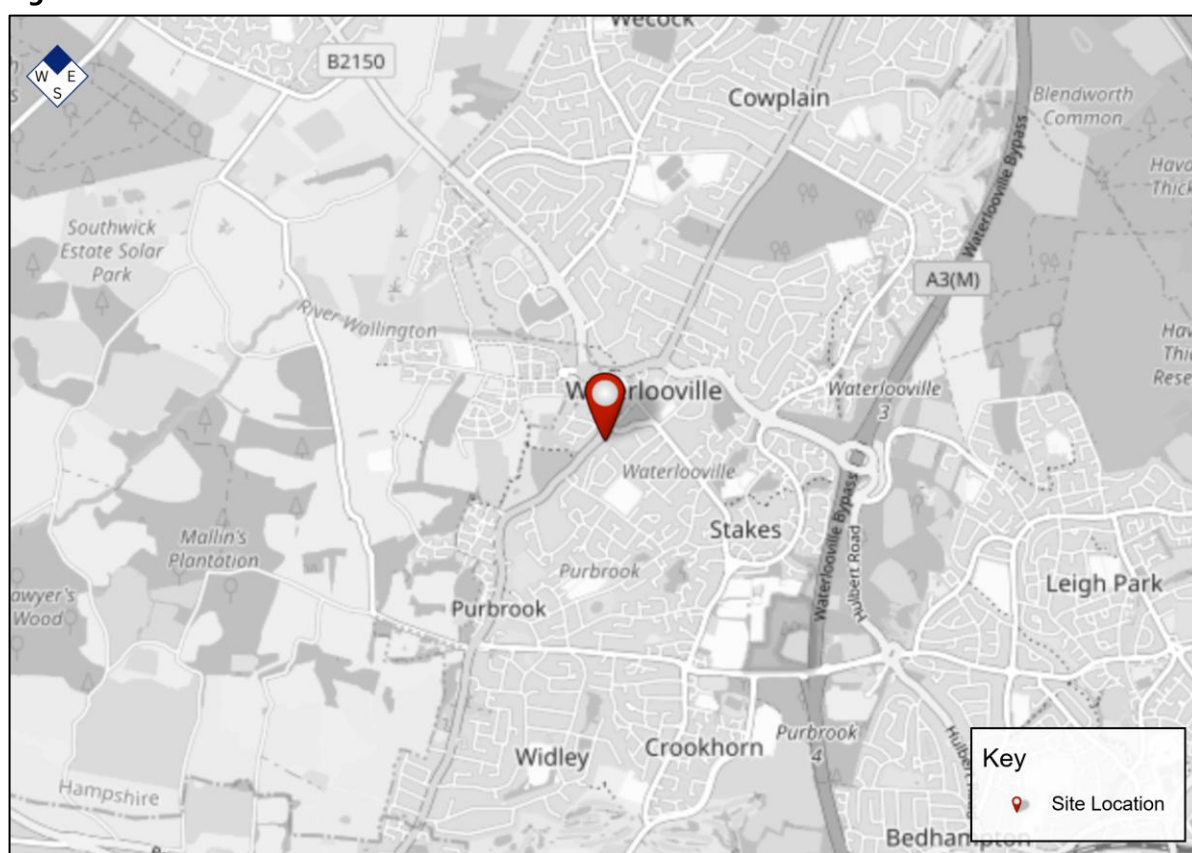
## 2 Site location and accessibility

- 2.1 This chapter of the Transport Statement sets out the proposed site in the context of the local highway network and describes infrastructure and opportunities for pedestrians, cyclists and public transport users in relation to it.

### Site Location

- 2.2 The indicative site location is displayed in **Figure 2.1** below.

**Figure 2.1 Site Location – Local Context**



Source: @ OpenStreetMap Contributors

## Pedestrian and Cycling Accessibility

### *Pedestrians*

- 2.3 The Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot' identifies the desirable, acceptable, and preferred maximum walking distances to various amenities. The distances in **Table 2.1**, taken from that publication, set out the thresholds considered appropriate to access local services and amenities.

Table 2.1 IHT suggested Walking Distance Thresholds

|                   | Town Centres (m) | Commuting / School / Sight-seeing (m) | Elsewhere (m) |
|-------------------|------------------|---------------------------------------|---------------|
| Desirable         | 200              | 500                                   | 400           |
| Acceptable        | 400              | 1,000                                 | 800           |
| Preferred maximum | 800              | 2,000                                 | 1,200         |

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

- 2.4 In addition, and more recently, 'Building Sustainable Transport into New Developments' (DfT, 2008) gives the following advice on pedestrian catchment areas:

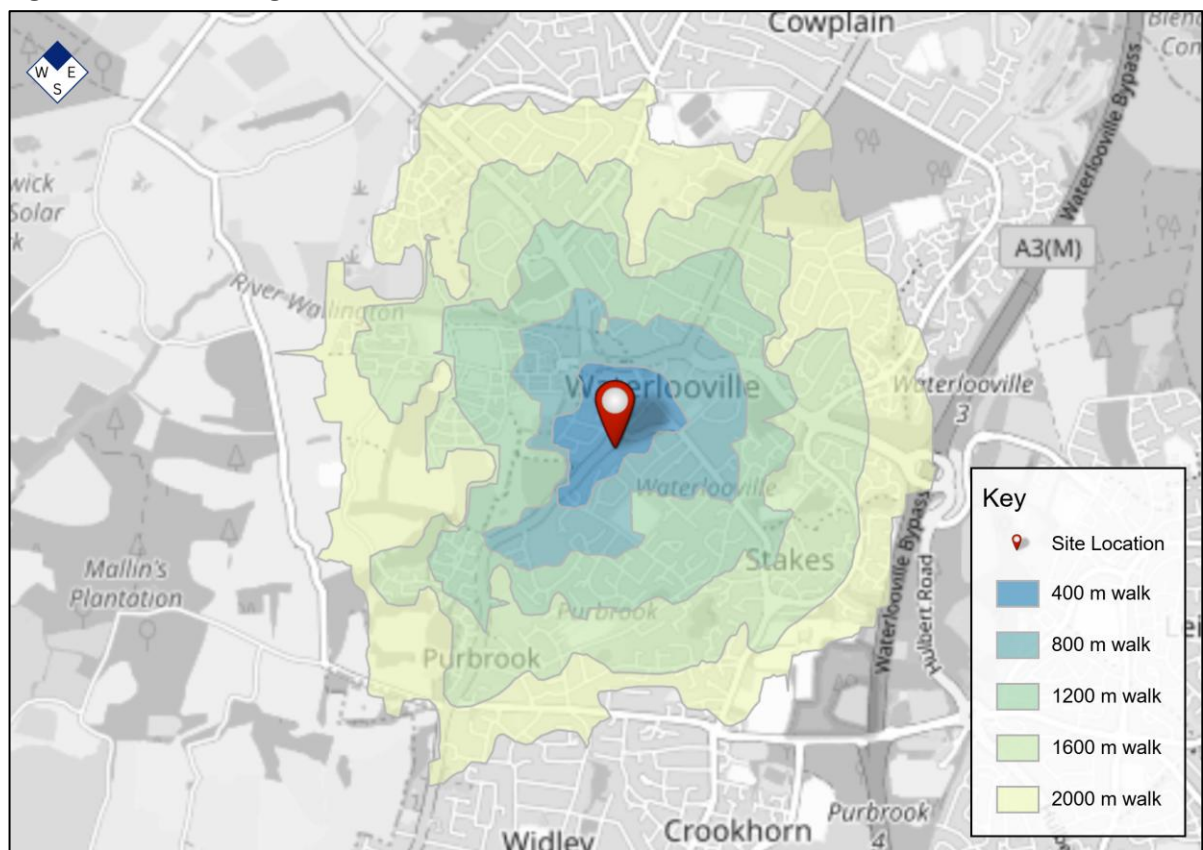
*"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."*

- 2.5 That concept is expanded further in other documents such as CIHT's guidance 'Planning for Walking' (2015), in addition to the 'Manual for Streets' (2007), which offers the following guidance in Section 4.4 "The Walkable Neighbourhood":

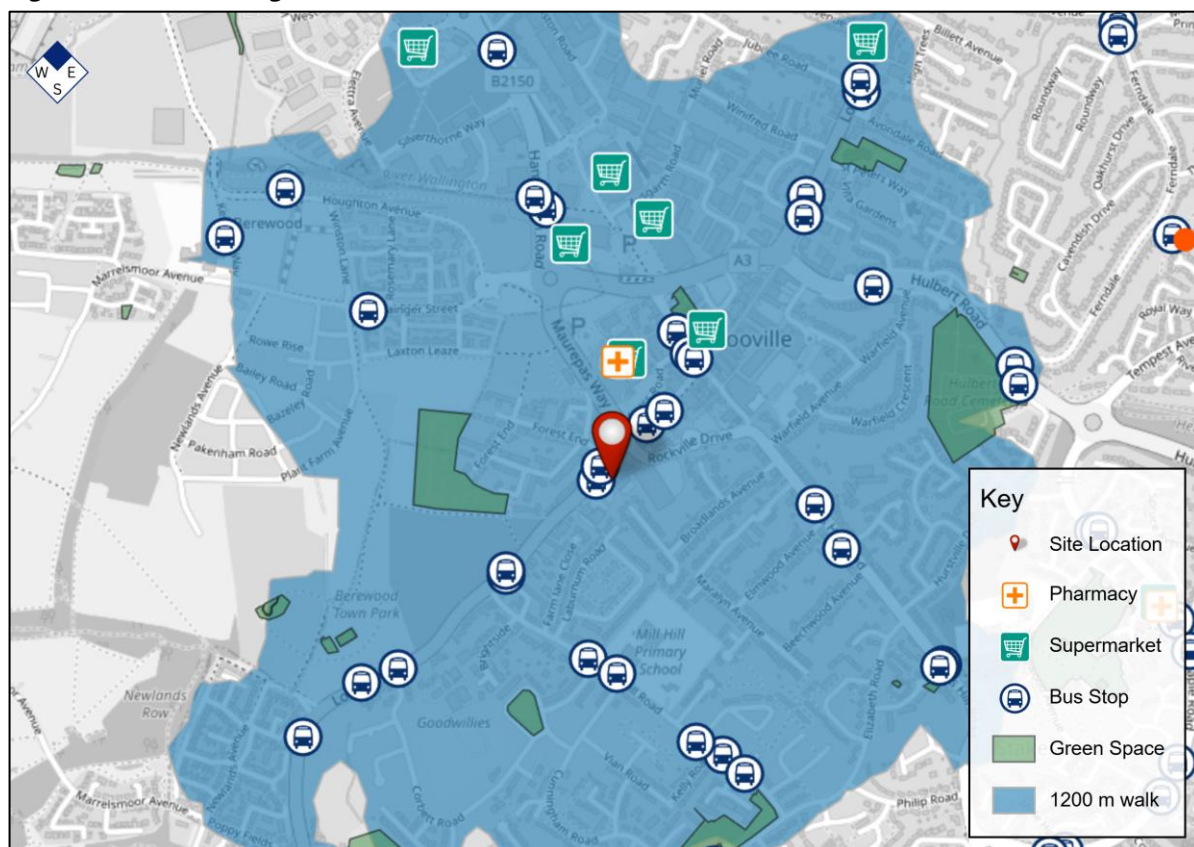
*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."*

- 2.6 Based on the evidence above, it is considered that the IHT's preferred maximum walking distances remain valid. These have been used to identify the local amenities and services within walking distance of the site, as set out below.
- 2.7 **Figure 2.2** and **Figure 2.3** illustrate the local transport network and local amenities respectively within the vicinity of the site with the context of an approximate 400 m, 800 m and 1,200 m walking catchment.

**Figure 2.2 Walking Catchment**



Source: © OpenStreetMap contributors

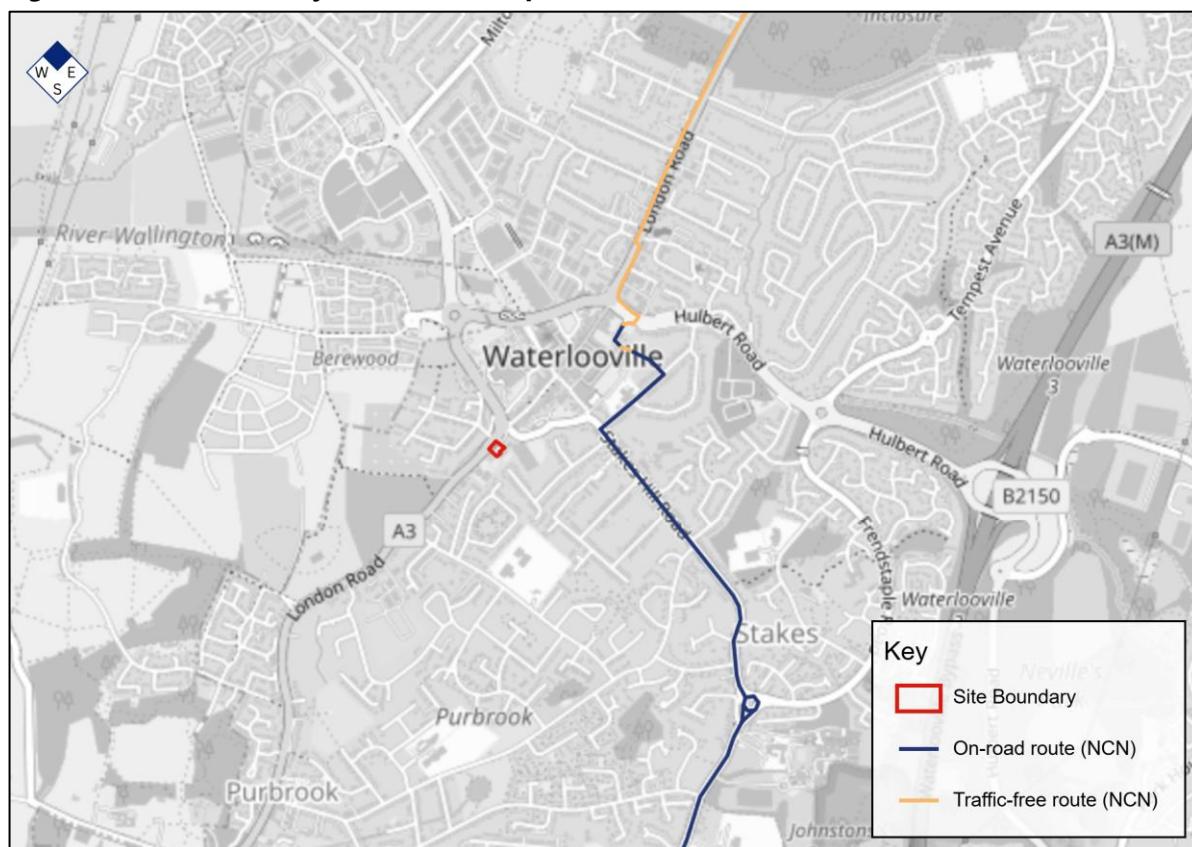
**Figure 2.3 Walking Catchment - Amenities**

Source: © OpenStreetMap contributors

- 2.8 As shown in Figure 2.2 and Figure 2.3 several bus services, shops and amenities are available within a short walking distance of the site.

### Cycling

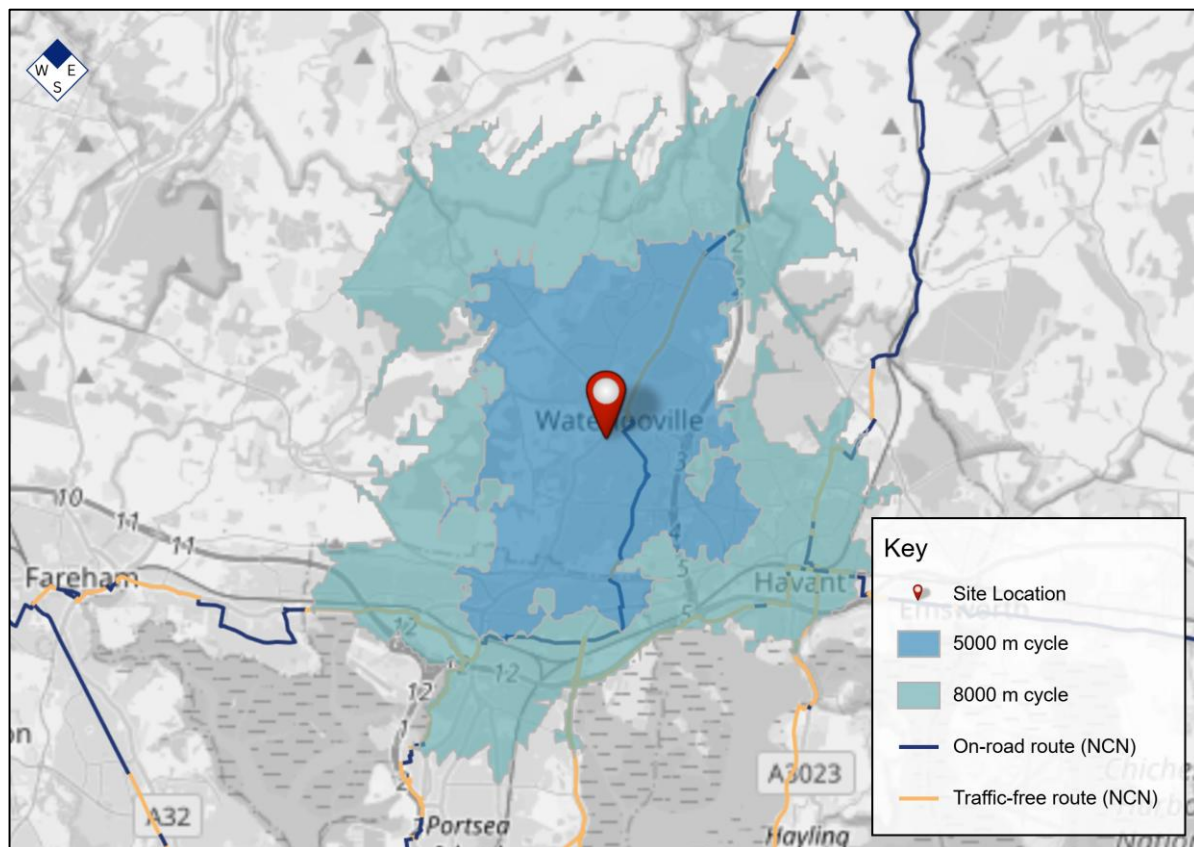
- 2.9 The site benefits from the presence of various local cycleways that connect it to the wider area, **Figure 2.4** below shows the cycle network surrounding the site.

**Figure 2.4 National Cycle Network Map**

Source: © OpenStreetMap contributors

- 2.10 The bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)<sup>1</sup>. **Figure 2.5** provides a cycle isochrone plot shows that the areas that can be reached within a 20 and 35 minute cycle ride from the site respectively.

<sup>1</sup> *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

**Figure 2.5 Cycling Isochrones**

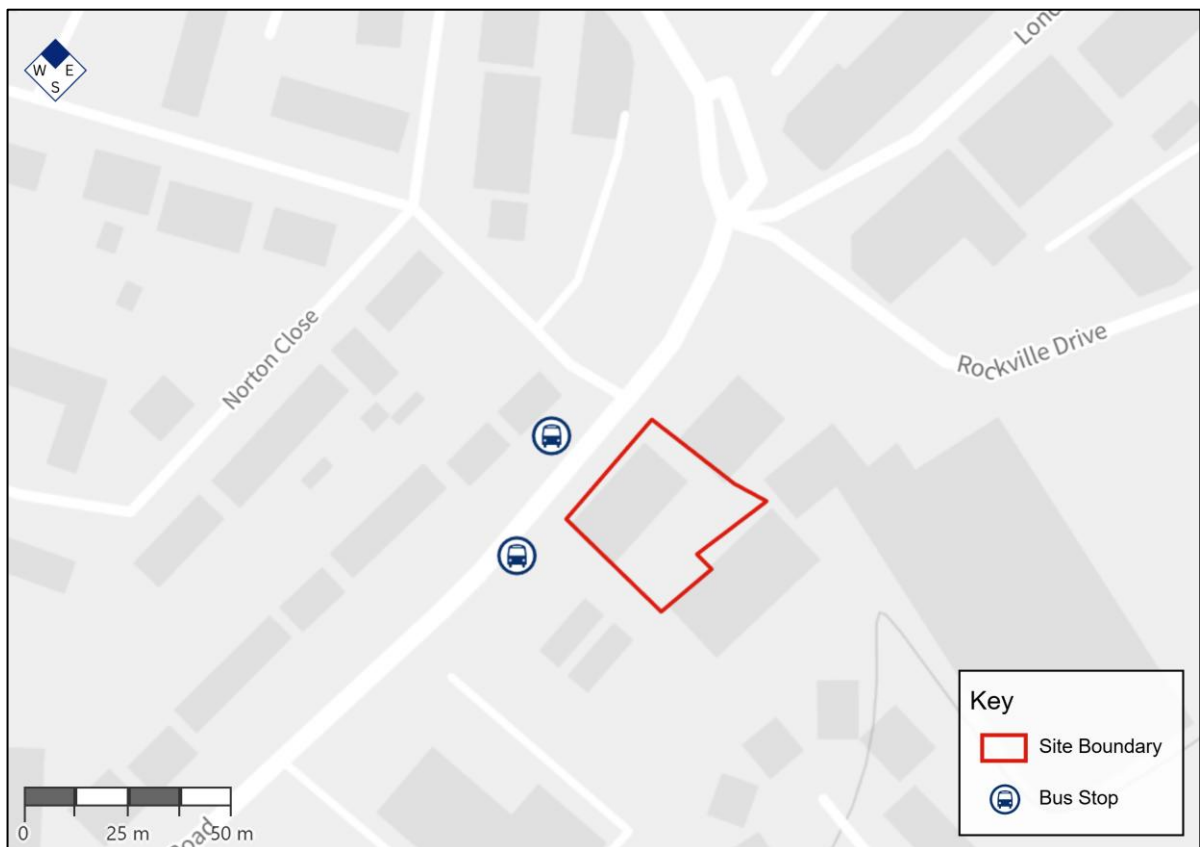
Source: © OpenStreetMap contributors

## Public Transport

### Buses

- 2.11 There are a number of bus stops available within close proximity to the site. The nearest bus stop to the site is Forest End located approximately 34m from the site, enabling access to bus services 8 and 39.
- 2.12 **Figure 2.6** below illustrates the local bus stops in the proximity of the site. A summary of the local bus routes and their service frequencies is summarised in **Table 2.2** below.
- 2.13 As can be seen in the below table, the Site lies close to a number of bus routes that provide access both within the area and further afield.

**Figure 2.6 Local Bus Network**



Source © OpenStreetMap contributors and © DfT

Table 2.2 Summary of Bus Services

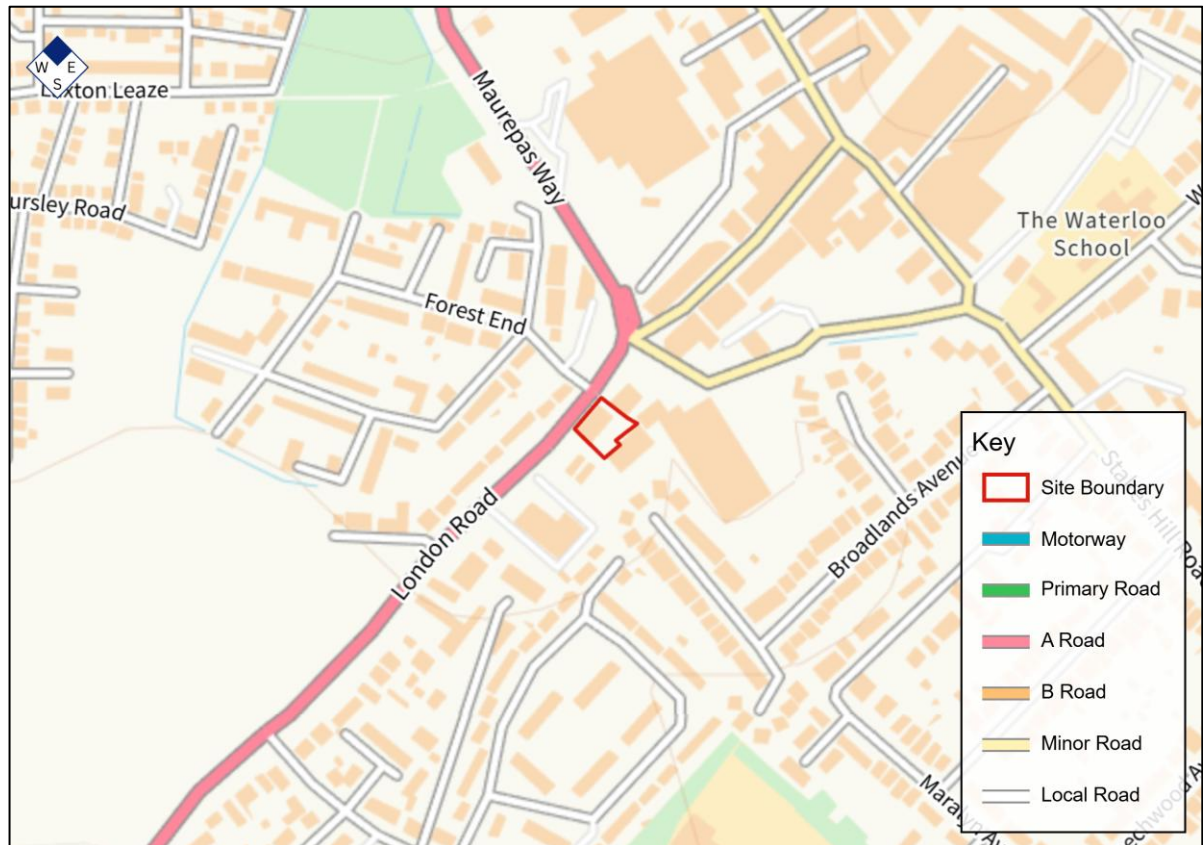
| Service | Bus Stop   | Route                        | Average Frequency |            |            |
|---------|------------|------------------------------|-------------------|------------|------------|
|         |            |                              | Monday – Friday   | Saturday   | Sunday     |
| 8       | Forest End | Cosham - Clanfield           | No service        | No service | 3 per day  |
| 39      | Forest End | Portsmouth - Horndean        | 6 per day         | 6 per day  | 3 per day  |
| 8       | Forest End | Continental Port - Clanfield | 3 per day         | No service | No service |
| 8       | Forest End | Portsmouth - Clanfield       | 12 per hour       | 8 per hour | 5 per hour |
| 39      | Forest End | Havant - Wecock              | 16 per hour       | 5 per hour | 2 per hour |
| 8       | Forest End | Clanfield - City Centre      | No service        | 3 per day  | No service |
| 8       | Forest End | Clanfield - Cosham           | 9 per day         | No service | No service |
| 8       | Forest End | Clanfield - Portsmouth       | 12 per hour       | 8 per hour | 5 per hour |
| 8       | Forest End | Horndean - Portsmouth        | 6 per day         | 6 per day  | No service |
| 39      | Forest End | Wecock - Havant              | 16 per hour       | 4 per hour | 2 per hour |

Source: Department for Transport

## Local Highway Network

2.14 The local highway network is shown in **Figure 2.7** below.

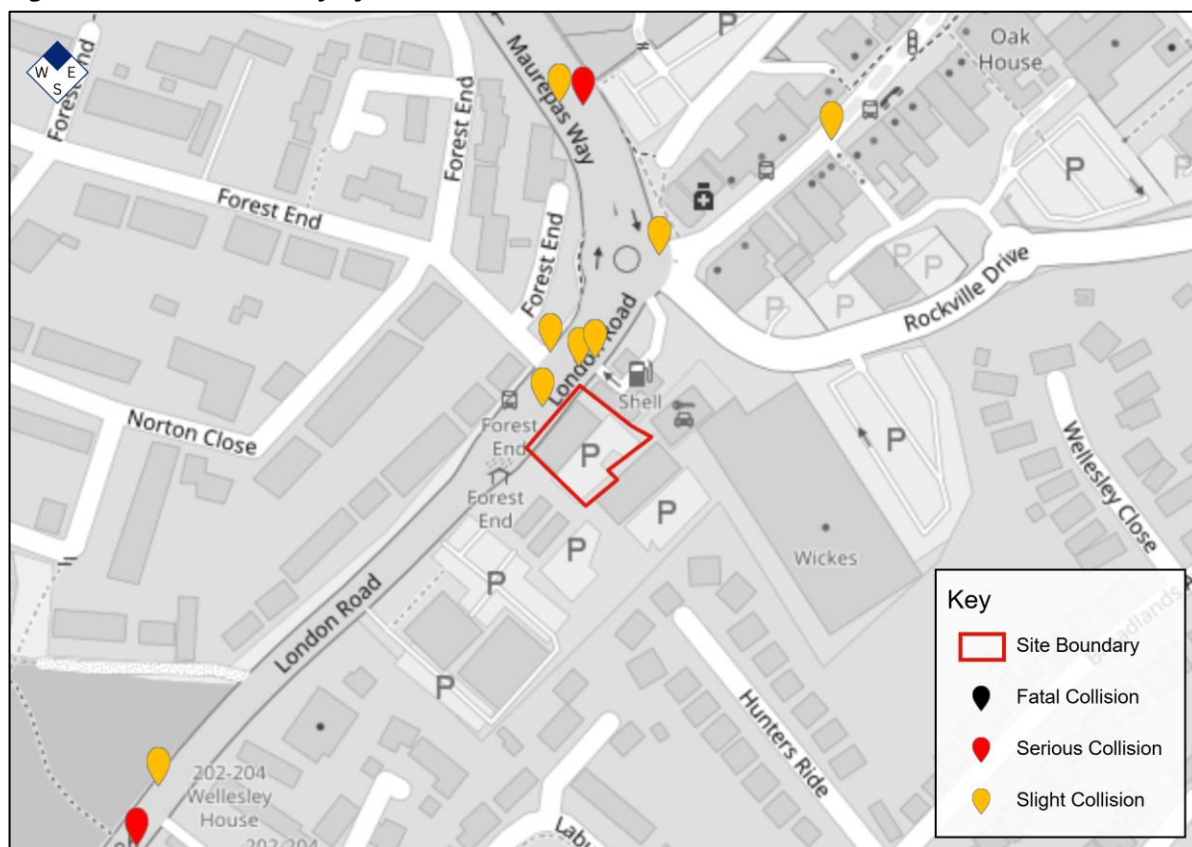
**Figure 2.7 Highway Network in Vicinity of the Site**



Source: © Ordnance Survey

## Road Safety

2.15 Personal Injury Collision (PIC) data has been obtained from the Department for Transport (DfT) for the area surrounding the Site for the most recently available data in the period up to 2024. The location and number of PICs that were recorded in the vicinity of the Site are illustrated in **Figure 2.8**.

**Figure 2.8 Personal Injury Collision Data**

Source: © OpenStreetMap and DfT

2.16 A total of 10 PICs were recorded within the study area, over the five-year period. Of these, 8 incidents were classified as "Slight" and 2 were classified as "Serious." 0 incidents were classified as fatal.

2.17 A summary of incidents is presented in **Table 2.3**.

**Table 2.3 Personal Injury Accidents**

| Study Area    | Slight | Serious | Fatal | Total |
|---------------|--------|---------|-------|-------|
| 0.3 km radius | 8      | 2       | 0     | 10    |

2.18 The development proposals will result in a reduction in vehicular traffic associated with the site and thus on the local highway network. There will therefore be a resultant benefit to highway safety in the immediate vicinity.

### 3 Traffic Impact

- 3.1 This chapter of the Transport Statement will outline the forecast trip generation of the site after completion.
- 3.2 By using the Trip Rate Information Computer System, also known as TRICS, survey information from sites of the same land use and similar size and setting can be used to provide a forecast of the traffic that would be attracted to the Site.

#### Existing Site Trip Generation

- 3.3 The building benefits from open Class E land use and the total floor area is 642 m<sup>2</sup>. In order to derive the likely level of traffic that could be generated by the site's existing land use, reference has been made to the TRICS database. The full TRICS output is presented in **Appendix C**.
- 3.4 The resulting vehicle trip rates and traffic generation for the existing use are set out below.

Table 3.1 Traffic Generation – Existing Site

| Peak period           | Trip rate / 100 m <sup>2</sup> |        | Traffic generation (642 m <sup>2</sup> ) |     |
|-----------------------|--------------------------------|--------|------------------------------------------|-----|
|                       | In                             | Out    | In                                       | Out |
| AM Peak (08:00-09:00) | 2.259                          | 1.787  | 15                                       | 11  |
| PM Peak (17:00-18:00) | 4.577                          | 5.48   | 29                                       | 35  |
| Daily (08:00 – 18:00) | 53.026                         | 52.715 | 340                                      | 338 |

Source: TRICS; Arithmetic errors due to rounding

- 3.5 The data shown in **Table 3.1** demonstrates that the existing site could be expected to generate 678 two-way vehicular trips per day, with a PM peak hour two way flow of 64 vehicles.

#### Proposed Development Trip Generation

##### *Retained commercial unit*

- 3.6 The TRICS data utilised for the existing land use has been applied to the retained 112 m<sup>2</sup> commercial unit. The resulting traffic flows are presented in table 3.2.

**Table 3.2** Traffic Generation – Retained commercial unit

| Peak period           | Trip rate / 100 m <sup>2</sup> |        | Traffic generation (112 m <sup>2</sup> ) |     |
|-----------------------|--------------------------------|--------|------------------------------------------|-----|
|                       | In                             | Out    | In                                       | Out |
| AM Peak (08:00-09:00) | 2.259                          | 1.787  | 3                                        | 2   |
| PM Peak (17:00-18:00) | 4.577                          | 5.48   | 5                                        | 6   |
| Daily (08:00 – 18:00) | 53.026                         | 52.715 | 59                                       | 59  |

Source: TRICS; Arithmetic errors due to rounding

- 3.7 The data shown in **Table 3.2** demonstrates that the retained commercial unit could be expected to generate 118 two-way vehicular trips per day, with a PM peak hour two flow of 11 vehicles.

### *Proposed residential dwellings*

- 3.8 The TRICS database was referenced, using the same geographical criteria as above, to derive a trip rate for the proposed residential scheme. The scheme includes a mixture of shared living space and flats, however in order to provide a robust analysis, the calculations have been based upon flats only, treating each bed in the shared living space as a flat.
- 3.9 The resulting trip rates and predicted traffic generation for the proposed dwellings is summarised in the following table and the TRICS output is reproduced in full at **Appendix D**.

**Table 3.3** Summary of Residential Generation

| Peak period           | Trip rate / unit |       | Traffic generation (20 units) |     |
|-----------------------|------------------|-------|-------------------------------|-----|
|                       | In               | Out   | In                            | Out |
| AM Peak (08:00-09:00) | 0.058            | 0.185 | 1                             | 4   |
| PM Peak (17:00-18:00) | 0.146            | 0.123 | 3                             | 2   |
| Daily (08:00 – 18:00) | 1.056            | 1.185 | 21                            | 24  |

Note: Any arithmetic errors due to rounding

- 3.10 As set out above, the proposed development is predicted to generate a two-way flow of 5 vehicles in the respective AM and PM peak hours and a daily two way flow of 45 vehicles.

## Trip Generation Summary

- 3.11 Table 3.4 provides a comparison between the potential trip generation associated with the existing land use and that anticipated to be generated by the proposed land uses.

Table 3.4 Trip generation summary

| Peak period           | Existing |     | Proposed |     | Change |      |
|-----------------------|----------|-----|----------|-----|--------|------|
|                       | In       | Out | In       | Out | In     | Out  |
| AM Peak (08:00-09:00) | 15       | 11  | 4        | 6   | -11    | -5   |
| PM Peak (17:00-18:00) | 29       | 35  | 8        | 8   | -21    | -27  |
| Daily (08:00 – 18:00) | 340      | 338 | 80       | 83  | -260   | -255 |

- 3.12 The calculations show that the proposed development will result in a significant reduction in the volume of vehicular traffic that the site could generate.

## 4 Car Parking

### Existing site

- 4.1 Havant Borough Council (HBC) adopted parking standards for A1 food retail suggest that a site with a floor area of 642 m<sup>2</sup> should have 1 car parking space per 14 m<sup>2</sup>, thus compliance with the standards would require the existing site to provide 46 car parking spaces.
- 4.2 The existing site includes 14 car parking spaces, thus there is an existing under provision of 32 parking spaces, based upon local planning policy guidance.

### Proposed development

- 4.3 Car parking standards for residential dwellings are set in the HBC guidance and are replicated below:

| TABLE 4A                             |                                 |                    |                           |
|--------------------------------------|---------------------------------|--------------------|---------------------------|
| C3 Dwelling Houses – Vehicle Parking |                                 |                    |                           |
| Zone<br>Size of dwelling             | Minimum Car Parking Requirement | Havant Town Centre | Waterlooville Town Centre |
| 1 Bed Unit                           | 1 space                         | Max 1 space        | Max 1 space               |
| 2 Bed Unit                           | 2 spaces                        | Max 1 space        | Max 1 space               |
| 3 Bed Unit                           | 2 spaces                        | Max 1 space        | Max 2 spaces              |
| 4+ Bed Unit                          | 3 spaces                        | Max 2 spaces       | Max 2 spaces              |

- 4.4 The proposed development provides 8 x one bedroom flats and a 12 bedroom HMO. Treating the HMO as individual flats, the guidance would permit a maximum of 20 parking spaces.
- 4.5 The development will provide 10 residential parking spaces, thus is policy compliant, with fewer spaces than the maximum permitted.
- 4.6 The retained commercial unit has a floor area of 112 m<sup>2</sup>, thus the HBC standards suggest that it should be provided with 8 car parking spaces. The scheme includes two commercial parking spaces. There is therefore an under provision of 6 spaces.

## Parking impact

- 4.7 The existing site under provides parking against local standards by 32 spaces, whereas the proposals under provide by 6 spaces, taking the residential provision to be policy compliant. Should the residential standards be taken as minimum requirements, the under provision would be 16 spaces.
- 4.8 The proposals therefore provide a significant benefit compared with the existing situation, when considered against local parking standards, with the theoretical volume of off site parking required to support the proposed development being significantly lower than that associated with the existing permitted land use.

## Wider policy guidance

- 4.9 Generally, with respect to highly accessible areas, HBC guidance states that:

*"It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less."*

- 4.10 The HBC standards specifically identify Waterlooville Town Centre as being highly accessible:

*"Waterlooville Town Centre is considered to be the second most accessible part of the Borough in terms of access to shops, services and public transport. However there is less transport choice than there is at Havant Town Centre, most notably the absence of a train station. The town centre provides a range of shops and services, including supermarkets, which lessen the need for individual travel. It is located on the 'Zip' Premium Bus Corridor to Portsmouth. This is one of the early phases of the proposed Bus Rapid Transit network of routes around southeast Hampshire, the aim of which is to provide high quality bus infrastructure to make using the bus a realistic alternative to the car."*

- 4.11 The guidance goes on to state that:

*"Proposals within Havant and Waterlooville Town Centres, as defined in the Havant Borough Local Plan 2036, may be suitable for a lower level of car parking provision compared to the rest of the Borough."*

- 4.12 The site is located immediately adjacent to Waterlooville Town Centre and thus it is considered appropriate to apply the guidance for the Town Centre area. Analysis within this report highlights the high levels of accessibility that the site benefits from.

## 5 Summary and Conclusions

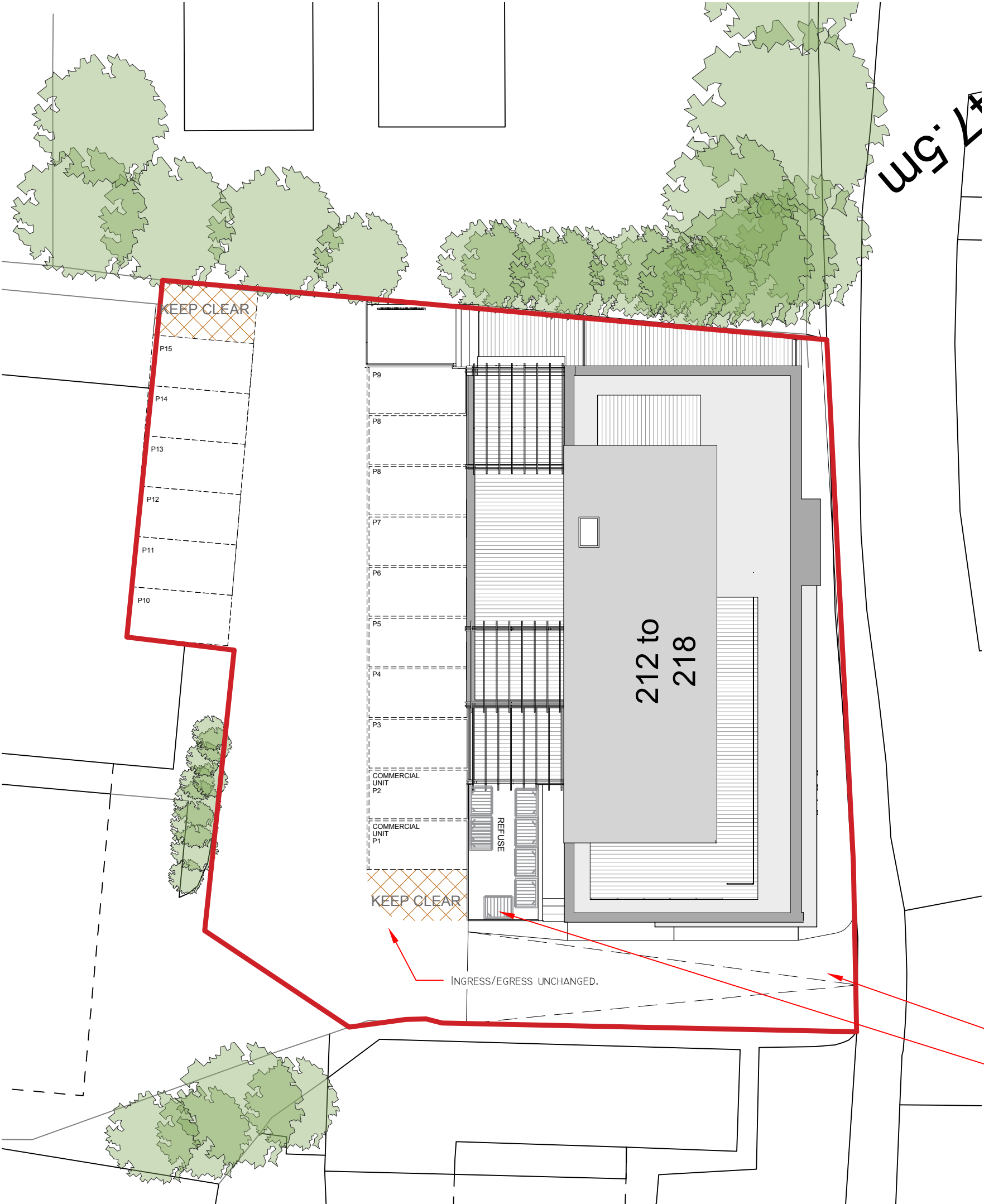
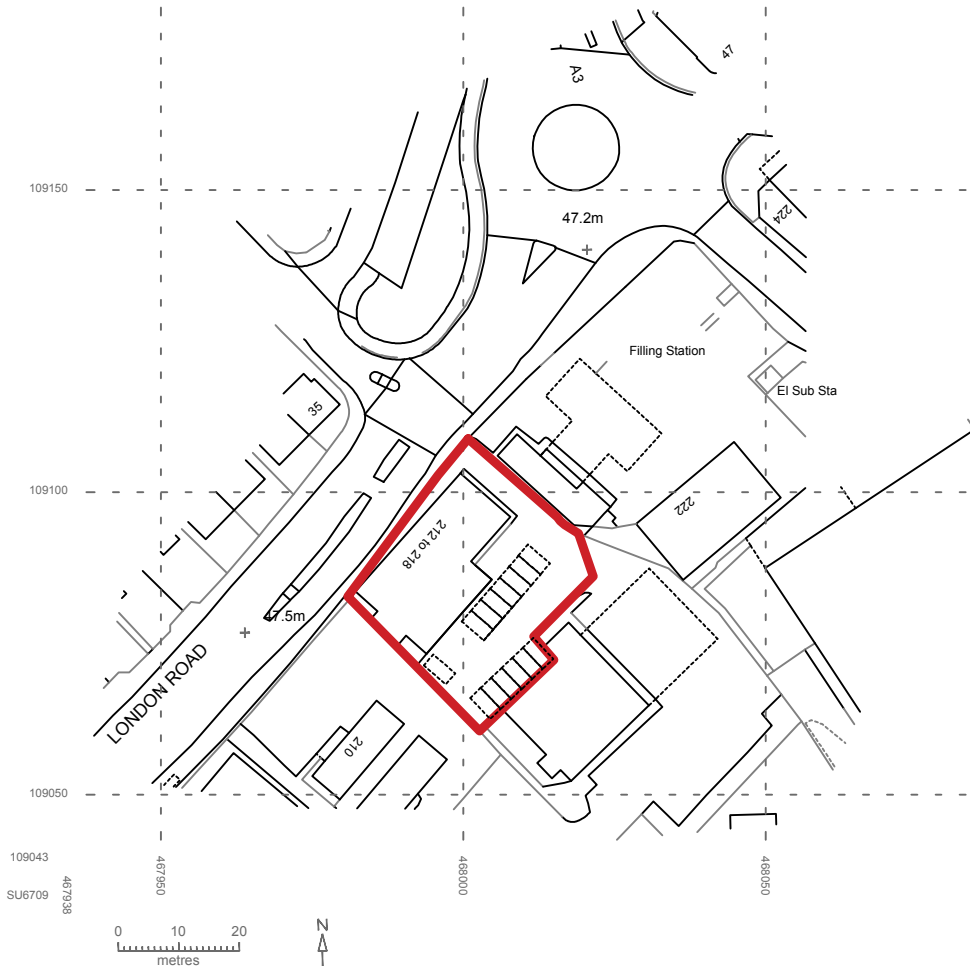
### Summary

- 5.1 Transport Planning Associates has been commissioned by Roma Investments Holdings Ltd to provide transport and highways advice for the proposed development at 212-218 London Road, Waterlooville.
- 5.2 The proposed development will result in a significant reduction in the volume of traffic that the site can generate.
- 5.3 The proposed development will provide a suitable amount of car parking, based upon local planning policy guidance and the accessibility of the site and there will be a significant reduction in under provision against policy guidance, compared with the existing permitted use of the site.
- 5.4 The local highway's characteristics make the site easily accessible for cyclists, with regional and local cycleways near the proposed development.
- 5.5 There are a number of bus stops available within close proximity to the site. The nearest bus stop to the site is Forest End located approximately 34m from the site, enabling access to bus services 8 and 39.

### Conclusion

- 5.6 The proposals have been developed in the context of national, regional, and local policies and good practice and would not result in a material impact on the existing transport or highway network.
- 5.7 In conclusion there are no transport or highway reasons for which the proposed development should not be granted planning consent.

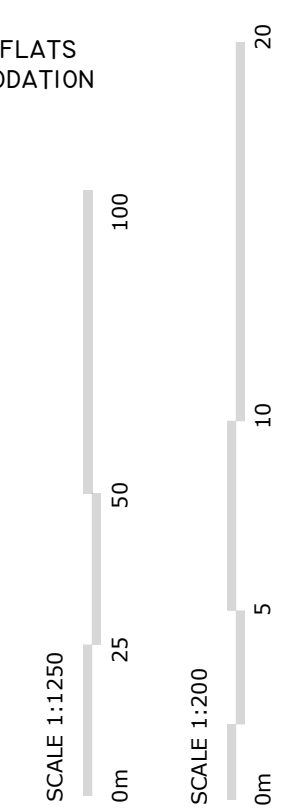
# APPENDIX A



SITE LOCATION PLAN - SCALE 1:1250

- PARKING - PROPOSED 15 SPACES**
- 2NO. ALLOCATED TO COMMERCIAL
  - 8 ALLOCATED TO SELF CONTAINED FLATS
  - 5 ALLOCATED TO SHARED ACCOMMODATION

PROPOSED SITE PLAN  
SCALE 1:200



**GENERAL NOTES:**  
This drawing is the property of Destin 4 and must not be reproduced in part or whole or used for the execution of works without their permission.

All dimensions to be checked on site prior to commencement of any construction works and Destin 4 notified of any discrepancy via the Supervising Officer.

Figured dimensions are to be used in preference to scaled dimensions. However for Planning purposes scaling is permitted.

No deviation from this drawing will be permitted without the express consent of Destin 4 via the Supervising officer.

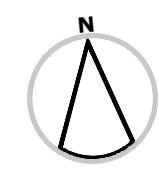
All works are to comply with the current edition of the Building Regulations and British Standards.

It is the contractors responsibility to check all dimensions and quantities on site prior submitting his tender for the works.

**Construction Design and Management (CDM) REGULATIONS 2015, RISK ASSESSMENT.**

**M & E**  
Standards required - CIBSE, BAFE, NICEIC, Gas safe. Dampers to ducting where required. Fire stopping where required. Light fittings to be Fire Rated where ceilings are fire separation. Fire Officer Testing and Certificate.

**BUILDING REGULATIONS**  
To Building regulation and British Standard. Requirements in all respects.  
To Fire Officer requirements in all respects.  
The Building Contractor must include for all works required by the M&E Contractors.



CLIENT  
**ROMA INVESTMENT HOLDINGS LTD**

PROJECT  
**212 - 218 LONDON ROAD, WATERLOOVILLE**

ISSUE  
**20.06.2025**  
RE-ISSUE

SCALE  
**AS SHOWN @A3**  
DRAWN BY: JBB

DESCRIPTION  
**PROPOSED SITE PLAN**

PROJECT NO.  
**25.08**  
**100.05**



| CONCEPT | BUILDING REGS |          |
|---------|---------------|----------|
|         | DRAFT         | PLANNING |

# APPENDIX B

Havant Borough Council  
Civic Offices  
Civic Centre Road  
Havant  
PO9 2AX

Hampshire 2050  
The Castle  
Winchester, Hampshire SO23 8UL  
Telephone 0300 555 1375  
Fax 01962 847055  
[www.hants.gov.uk](http://www.hants.gov.uk)

|              |                 |                |                                                                  |
|--------------|-----------------|----------------|------------------------------------------------------------------|
| Enquiries to | Stuart Morton   | My reference   | 059161                                                           |
| Direct Line  | N/A             | Your reference | APP/25/01015                                                     |
| Date         | 21 January 2026 | Email          | <a href="mailto:havantdc@hants.gov.uk">havantdc@hants.gov.uk</a> |

**For attention of Ms Pickup**

Dear Madam

**Re: APP/25/01015 At 212-218 London Road, Waterlooville, PO7 7AJ**

**Part retention of ground floor commercial unit (Class E); conversion of remainder of ground floor and first floor to form 8 x 1 bed flats (Class C3); construction of 2nd floor with recessed 3rd floor mansard roof to form 12 bed Shared Living Property (HMO - Sui Generis); with associated parking, refuse and landscaping**

Thank you for your consultation on the above application. The proposal comprises the partial retention of the existing commercial unit and the conversion of the remaining ground-floor space and first floor to create eight one-bedroom flats, together with the construction of a new second floor and recessed mansard roof to form a 12-bedroom shared living property. Access will continue to be taken from the existing dropped-kerb access onto the A3 London Road, south of the Forest End Roundabout.

**Existing Conditions**

The site is located immediately south of central Waterlooville. The surrounding highway network comprises the A3 London Road, Rockville Drive and Maurepas Way. Continuous footways are present on both sides of these routes, and bus stops are located adjacent to the site. The site benefits from access to frequent bus services, pedestrian and cycle infrastructure, and proximity to local facilities and services.

**Trip Generation and Impact Assessment**

The Design & Access Statement (November 2025) makes reference to general traffic generation, but the application does not include a comparative trip-generation assessment. The applicant should provide a quantifiable

Deputy Chief Executive and Director of Hampshire 2050  
**Gary Westbrook**

assessment of both the extant commercial use and the proposed residential and shared-living uses. This information is required to identify the net change in vehicle movements and to determine whether the continued use of the existing access would result in a material increase in traffic.

**Car Parking**

Given the scale and conversion of use the Planning Authority, as local parking authority, will need to be satisfied that there is adequate parking available having regards to Adopted Parking Policy and Standards document.

**Recommendation**

The Highway Authority requires further information before being in a position to make a positive recommendation.

Yours faithfully,

Stuart Morton  
Consultant Transport Planner - Highway Development Planning  
Hampshire 2050

# APPENDIX C

Audit Code: 5d2acf64-9918-455c-a358-524d64001a51

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: O - CONVENIENCE STORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |                       |                            |        |
|----|-----------------------|----------------------------|--------|
| 02 | <b>SOUTH EAST</b>     |                            |        |
|    | HF                    | HERTFORDSHIRE              | 1 day  |
| 03 | <b>SOUTH WEST</b>     |                            |        |
|    | BA                    | BATH & NORTH EAST SOMERSET | 1 day  |
| 04 | <b>EAST ANGLIA</b>    |                            |        |
|    | CA                    | CAMBRIDGESHIRE             | 1 day  |
| 08 | <b>NORTH WEST</b>     |                            |        |
|    | MS                    | MERSEYSIDE                 | 1 day  |
| 11 | <b>SCOTLAND</b>       |                            |        |
|    | EB                    | CITY OF EDINBURGH          | 1 day  |
|    | HI                    | HIGHLAND                   | 1 day  |
| 13 | <b>MUNSTER</b>        |                            |        |
|    | TI                    | TIPPERARY                  | 1 day  |
| 14 | <b>LEINSTER</b>       |                            |        |
|    | ME                    | MEATH                      | 1 day  |
| 15 | <b>GREATER DUBLIN</b> |                            |        |
|    | DL                    | DUBLIN                     | 2 days |

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

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---

**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:              | GFA                     |
| Actual Range:           | 300 to 1056 (units:sqm) |
| Range Selected by User: | 300 to 1056 (units:sqm) |
| Parking Spaces Range:   | 0 - 127                 |

**Public Transport Provision:**

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 29/09/06 to 02/04/25 |

*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:**

|          |        |
|----------|--------|
| Friday   | 2 days |
| Thursday | 5 days |
| Tuesday  | 3 days |

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

**Selected survey types:**

|                     |    |
|---------------------|----|
| Manual count        | 10 |
| Direction ATC Count | 0  |

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

**Selected Locations:**

|                     |        |
|---------------------|--------|
| Edge of Town Centre | 2 days |
| Town Centre         | 8 days |

*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:**

|                  |        |
|------------------|--------|
| Built-Up Zone    | 3 days |
| High Street      | 5 days |
| Residential Zone | 1 days |
| Retail Zone      | 1 days |

*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 Vehicle Counts:**

|                             |        |
|-----------------------------|--------|
| Servicing vehicles Excluded | 3 days |
| Servicing vehicles Included | 1 days |
| Servicing vehicles Unknown  | 6 days |

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Secondary Filtering Selection:

Use Class:

|      |            |
|------|------------|
| E(a) | 10 surveys |
|------|------------|

*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:

851 - 9000

Population within 1 mile:

|                   |           |
|-------------------|-----------|
| 10,001 to 15,000  | 2 surveys |
| 15,001 to 20,000  | 1 surveys |
| 25,001 to 50,000  | 2 surveys |
| 5,001 to 10,000   | 3 surveys |
| 50,001 to 100,000 | 2 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 100,001 to 125,000 | 2 surveys |
| 125,001 to 250,000 | 1 surveys |
| 25,001 to 50,000   | 2 surveys |
| 250,001 to 500,000 | 1 surveys |
| 5,001 to 25,000    | 1 surveys |
| 500,001 or More    | 3 surveys |

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

Car ownership within 5 miles:

|            |           |
|------------|-----------|
| 0.6 to 1.0 | 5 surveys |
| 1.1 to 1.5 | 5 surveys |

*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.*

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Petrol filling station:

PFS is present at the site but is excluded from the count

10 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No

10 surveys

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

PTAL Rating:

No PTAL Present

10 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

COVID-19 Restrictions:

No

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|                                                                                                                                                 |            |                   |                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------------|-------------------------------|
| 1                                                                                                                                               | BA-01-O-02 | SAINSBURY'S LOCAL | BATH & NORTH EAST<br>SOMERSET |
| MONMOUTH STREET<br>BATH<br>Town Centre<br>High Street<br>Gross floor area: 468 sqm<br>Survey date: Friday 11/10/2024                            |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 2                                                                                                                                               | CA-01-O-02 | LITTLE WAITROSE   | CAMBRIDGESHIRE                |
| FITZROY STREET<br>CAMBRIDGE<br>Town Centre<br>Built-Up Zone<br>Gross floor area: 1056 sqm<br>Survey date: Friday 12/07/2013                     |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 3                                                                                                                                               | DL-01-O-01 | TESCO             | DUBLIN                        |
| UPPER BAGGOT STREET<br>DUBLIN<br>DUBLIN 4<br>Edge of Town Centre<br>Retail Zone<br>Gross floor area: 728 sqm<br>Survey date: Tuesday 27/09/2011 |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 4                                                                                                                                               | DL-01-O-04 | TESCO EXPRESS     | DUBLIN                        |
| FLEET STREET<br>DUBLIN<br>TEMPLE BAR<br>Town Centre<br>High Street<br>Gross floor area: 500 sqm<br>Survey date: Thursday 07/11/2024             |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 5                                                                                                                                               | EB-01-O-01 | SAINSBURY'S LOCAL | CITY OF EDINBURGH             |
| EARL GREY STREET<br>EDINBURGH<br>Town Centre<br>Built-Up Zone<br>Gross floor area: 350 sqm<br>Survey date: Thursday 28/05/2015                  |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 6                                                                                                                                               | HF-01-O-02 | CO-OP             | HERTFORDSHIRE                 |
| HIGH STREET<br>POTTERS BAR<br>Town Centre<br>High Street<br>Gross floor area: 334 sqm<br>Survey date: Thursday 14/03/2024                       |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 7                                                                                                                                               | HI-01-O-01 | CO-OP             | HIGHLAND                      |
| HIGH STREET<br>NAIRN<br>Town Centre<br>High Street<br>Gross floor area: 350 sqm<br>Survey date: Tuesday 18/04/2023                              |            |                   |                               |
|                                                                                                                                                 |            |                   | Survey Type: Manual           |
| 8                                                                                                                                               | ME-01-O-01 | TESCO EXPRESS     | MEATH                         |
| R155<br>RATOATH<br>Edge of Town Centre                                                                                                          |            |                   |                               |

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|                                                                                                                                     |            |               |            |                     |
|-------------------------------------------------------------------------------------------------------------------------------------|------------|---------------|------------|---------------------|
| Residential Zone<br>Gross floor area: 530 sqm<br>Survey date: Thursday 31/10/2024                                                   |            |               |            | Survey Type: Manual |
| 9<br>SKELHORNE STREET<br>LIVERPOOL<br>Town Centre<br>Built-Up Zone<br>Gross floor area: 400 sqm<br>Survey date: Thursday 07/04/2022 | MS-01-O-02 | TESCO EXPRESS | MERSEYSIDE | Survey Type: Manual |
| 10<br>FRIAR STREET<br>THURLES<br>Town Centre<br>High Street<br>Gross floor area: 375 sqm<br>Survey date: Tuesday 11/12/2012         | TI-01-O-01 | COSTCUTTER    | TIPPERARY  | Survey Type: Manual |

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Total Vehicles

Calculation factor: 100 sqm

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals  |
|---------------------|----------|----------|----------|------------|---------|
| 00:00-01:00         |          |          |          |            |         |
| 01:00-02:00         |          |          |          |            |         |
| 02:00-03:00         |          |          |          |            |         |
| 03:00-04:00         |          |          |          |            |         |
| 04:00-05:00         |          |          |          |            |         |
| 05:00-06:00         | 1        | 400      | 0.500    | 0.000      | 0.500   |
| 06:00-07:00         | 7        | 473      | 0.544    | 0.332      | 0.876   |
| 07:00-08:00         | 10       | 509      | 1.787    | 1.591      | 3.378   |
| 08:00-09:00         | 10       | 509      | 2.259    | 1.787      | 4.046   |
| 09:00-10:00         | 10       | 509      | 2.887    | 2.239      | 5.126   |
| 10:00-11:00         | 10       | 509      | 3.261    | 2.966      | 6.227   |
| 11:00-12:00         | 10       | 509      | 3.595    | 3.437      | 7.032   |
| 12:00-13:00         | 10       | 509      | 3.693    | 3.595      | 7.288   |
| 13:00-14:00         | 10       | 509      | 4.027    | 3.850      | 7.877   |
| 14:00-15:00         | 10       | 509      | 4.321    | 4.203      | 8.524   |
| 15:00-16:00         | 10       | 509      | 4.223    | 4.243      | 8.466   |
| 16:00-17:00         | 10       | 509      | 4.243    | 4.380      | 8.623   |
| 17:00-18:00         | 10       | 509      | 4.577    | 5.480      | 10.057  |
| 18:00-19:00         | 10       | 509      | 3.929    | 4.420      | 8.349   |
| 19:00-20:00         | 10       | 509      | 2.671    | 2.907      | 5.578   |
| 20:00-21:00         | 9        | 524      | 3.223    | 3.520      | 6.743   |
| 21:00-22:00         | 9        | 524      | 2.608    | 2.608      | 5.216   |
| 22:00-23:00         | 7        | 473      | 0.574    | 0.846      | 1.420   |
| 23:00-00:00         | 4        | 482      | 0.104    | 0.311      | 0.415   |
| <b>Total Rates:</b> |          |          | 53.026   | 52.715     | 105.741 |

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:           | 300 - 1056 (units: sqm) |
| Survey date date range:                       | 27/09/2011 - 07/11/2024 |
| Number of weekdays (Monday-Friday):           | 10                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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

# APPENDIX D



Audit Code: 06ed6d6d-b0c0-4ab6-9a06-859751531c8b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |                                           |                    |
|----|-------------------------------------------|--------------------|
| 01 | <b>GREATER LONDON</b>                     |                    |
|    | HK                                        | HACKNEY            |
|    |                                           | 1 day              |
| 02 | <b>SOUTH EAST</b>                         |                    |
|    | SS                                        | SOUTHEND ON SEA    |
|    |                                           | 1 day              |
| 03 | <b>SOUTH WEST</b>                         |                    |
|    | DC                                        | DORSET             |
|    |                                           | 1 day              |
|    | DV                                        | DEVON              |
|    |                                           | 1 day              |
| 05 | <b>EAST MIDLANDS</b>                      |                    |
|    | NG                                        | NOTTINGHAM         |
|    |                                           | 1 day              |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                    |
|    | KS                                        | KIRKLEES           |
|    |                                           | 1 day              |
| 08 | <b>NORTH WEST</b>                         |                    |
|    | GM                                        | GREATER MANCHESTER |
|    |                                           | 1 day              |
|    | MS                                        | MERSEYSIDE         |
|    |                                           | 1 day              |
| 09 | <b>NORTH</b>                              |                    |
|    | CU                                        | CUMBERLAND         |
|    |                                           | 1 day              |
| 10 | <b>WALES</b>                              |                    |
|    | CO                                        | CONWY              |
|    |                                           | 1 day              |
|    | FS                                        | FLINTSHIRE         |
|    |                                           | 1 day              |
| 11 | <b>SCOTLAND</b>                           |                    |
|    | HI                                        | HIGHLAND           |
|    |                                           | 2 days             |
|    | SR                                        | STIRLING           |
|    |                                           | 1 day              |
| 12 | <b>CONNAUGHT</b>                          |                    |
|    | CS                                        | SLIGO              |
|    |                                           | 1 day              |
|    | MA                                        | MAYO               |
|    |                                           | 1 day              |
| 14 | <b>LEINSTER</b>                           |                    |
|    | KD                                        | KILDARE            |
|    |                                           | 1 day              |
|    | LU                                        | LOUTH              |
|    |                                           | 2 days             |
|    | WT                                        | WESTMEATH          |
|    |                                           | 1 day              |
|    | WX                                        | WEXFORD            |
|    |                                           | 1 day              |
| 16 | <b>ULSTER (REPUBLIC OF IRELAND)</b>       |                    |
|    | MG                                        | MONAGHAN           |
|    |                                           | 1 day              |

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

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---

**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:              | DWELLS                 |
| Actual Range:           | 6 to 48 (units:DWELLS) |
| Range Selected by User: | 6 to 50 (units:DWELLS) |
| Parking Spaces Range:   | 0 - 550                |

|                             |                      |
|-----------------------------|----------------------|
| Public Transport Provision: |                      |
| Selection by:               | All Surveys Included |
| Date Range:                 | 19/07/91 to 24/06/25 |

*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: |        |
| Friday                | 4 days |
| Monday                | 7 days |
| Thursday              | 2 days |
| Tuesday               | 5 days |
| Wednesday             | 4 days |

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

|                        |    |
|------------------------|----|
| Selected survey types: |    |
| Manual count           | 22 |
| Direction ATC Count    | 0  |

*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 | 15 days |
| Town Centre         | 7 days  |

*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: |         |
| Built-Up Zone                     | 7 days  |
| No Sub Category                   | 4 days  |
| Residential Zone                  | 11 days |

*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 Vehicle Counts: |         |
| Servicing vehicles Included            | 5 days  |
| Servicing vehicles Unknown             | 17 days |

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---

Secondary Filtering Selection:

Use Class:

|    |            |
|----|------------|
| C3 | 22 surveys |
|----|------------|

*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:

750 - 7652

Population within 1 mile:

|                   |           |
|-------------------|-----------|
| 1,001 to 5,000    | 2 surveys |
| 10,001 to 15,000  | 3 surveys |
| 15,001 to 20,000  | 1 surveys |
| 20,001 to 25,000  | 3 surveys |
| 25,001 to 50,000  | 5 surveys |
| 5,001 to 10,000   | 6 surveys |
| 50,001 to 100,000 | 2 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 125,001 to 250,000 | 4 surveys |
| 25,001 to 50,000   | 4 surveys |
| 250,001 to 500,000 | 1 surveys |
| 5,001 to 25,000    | 5 surveys |
| 50,001 to 75,000   | 3 surveys |
| 500,001 or More    | 2 surveys |
| 75,001 to 100,000  | 3 surveys |

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

Car ownership within 5 miles:

|             |            |
|-------------|------------|
| 0.5 or Less | 1 surveys  |
| 0.6 to 1.0  | 4 surveys  |
| 1.1 to 1.5  | 17 surveys |

*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.*

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Petrol filling station:

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 22 surveys

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

PTAL Rating:

No PTAL Present 22 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

|                                                                                                                                                  |            |                 |                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------|--------------------|
| 1                                                                                                                                                | CO-03-C-01 | BLOCKS OF FLATS | CONWY              |
| MOSTYN BROADWAY<br>LLANDUDNO<br>Edge of Town Centre<br>Built-Up Zone<br>Site area: 0.44999998807907104 hect<br>Survey date:                      |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 2                                                                                                                                                | CS-03-C-01 | FLATS           | SLIGO              |
| LOWER NEW STREET<br>SLIGO<br>Town Centre<br>No Sub Category<br>Site area: 0.10000000149011612 hect<br>Survey date: Friday 15/06/2007             |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 3                                                                                                                                                | CU-03-C-01 | BLOCK OF FLATS  | CUMBERLAND         |
| KING STREET<br>CARLISLE<br>Town Centre<br>Built-Up Zone<br>Site area: 0.20999999344348907 hect<br>Survey date: Thursday 12/06/2014               |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 4                                                                                                                                                | DC-03-C-01 | BLOCKS OF FLATS | DORSET             |
| ABBOTSBURY ROAD<br>WEYMOUTH<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.18000000715255737 hect<br>Survey date: Tuesday 08/07/2008 |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 5                                                                                                                                                | DV-03-C-01 | BLOCK OF FLATS  | DEVON              |
| BONHAY ROAD<br>EXETER<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.25999999046325684 hect<br>Survey date:                          |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 6                                                                                                                                                | FS-03-C-01 | BLOCK OF FLATS  | FLINTSHIRE         |
| WREXHAM STREET<br>MOLD<br>Edge of Town Centre<br>Built-Up Zone<br>Site area: 0.20999999344348907 hect<br>Survey date:                            |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 7                                                                                                                                                | GM-03-C-03 | BLOCK OF FLATS  | GREATER MANCHESTER |
| FAIRFIELD STREET<br>MANCHESTER<br>Town Centre<br>Built-Up Zone<br>Site area: 0.05000000074505806 hect<br>Survey date: Friday 14/10/2011          |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |
| 8                                                                                                                                                | HI-03-C-01 | FLATS           | HIGHLAND           |
| SHORE STREET<br>INVERNESS<br>Town Centre<br>Residential Zone<br>Site area: 0.6000000238418579 hect<br>Survey date: Wednesday 20/05/2009          |            |                 |                    |
| Survey Type: Manual                                                                                                                              |            |                 |                    |

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|                                                                                                                                                                     |            |                 |          |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------|----------|---------------------|
| 9<br>KING STREET<br>NAIRN<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.12999999523162842 hect<br>Survey date: Wednesday 19/04/2023                    | HI-03-C-02 | BLOCK OF FLATS  | HIGHLAND | Survey Type: Manual |
| 10<br>HOXTON<br>SHOREDITCH<br>Town Centre<br>Built-Up Zone<br>Site area: 0.05999999865889549 hect<br>Survey date: Tuesday 11/11/2008                                | HK-03-C-02 | BLOCK OF FLATS  | HACKNEY  | Survey Type: Manual |
| 11<br>STATION ROAD<br>KILDARE<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.7599999904632568 hect<br>Survey date: Friday 22/05/2009                    | KD-03-C-01 | BLOCK OF FLATS  | KILDARE  | Survey Type: Manual |
| 12<br>KINGS MILL LANE<br>HUDDERSFIELD<br>ASPLEY<br>Edge of Town Centre<br>Built-Up Zone<br>Site area: 0.20000000298023224 hect<br>Survey date: Wednesday 13/09/2006 | KS-03-C-01 | BLOCK OF FLATS  | KIRKLEES | Survey Type: Manual |
| 13<br>NICHOLAS STREET<br>DUNDALK<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.2199999988079071 hect<br>Survey date:                                   | LU-03-C-02 | BLOCK OF FLATS  | LOUTH    | Survey Type: Manual |
| 14<br>NICHOLAS STREET<br>DUNDALK<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.1899999976158142 hect<br>Survey date:                                   | LU-03-C-03 | BLOCK OF FLATS  | LOUTH    | Survey Type: Manual |
| 15<br>KNOCK ROAD<br>CLAREMORRIS<br>Edge of Town Centre<br>No Sub Category<br>Site area: 0.5299999713897705 hect<br>Survey date: Tuesday 14/09/2021                  | MA-03-C-01 | BLOCKS OF FLATS | MAYO     | Survey Type: Manual |
| 16<br>MALL ROAD<br>MONAGHAN<br>Edge of Town Centre<br>No Sub Category                                                                                               | MG-03-C-01 | BLOCK OF FLATS  | MONAGHAN |                     |

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Site area: 0.25999999046325684 hect  
Survey date: Friday 06/09/2013

Survey Type: Manual

|                                                                                                                                                                                    |                   |                        |                        |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|------------------------|---------------------|
| <b>17</b><br>HOY DRIVE<br>NEWTON-LE-WILLOWS<br>EARLESTOWN<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.20000000298023224 hect<br>Survey date:                        | <b>MS-03-C-04</b> | <b>BLOCK OF FLATS</b>  | <b>MERSEYSIDE</b>      | Survey Type: Manual |
| <b>18</b><br>CANAL STREET<br>NOTTINGHAM<br>Town Centre<br>Built-Up Zone<br>Site area: 0.18400000035762787 hect<br>Survey date:                                                     | <b>NG-03-C-03</b> | <b>BLOCK OF FLATS</b>  | <b>NOTTINGHAM</b>      | Survey Type: Manual |
| <b>19</b><br>ROSEBERRY TERRACE<br>STIRLING<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.3400000035762787 hect<br>Survey date: Wednesday 18/06/2014                   | <b>SR-03-C-02</b> | <b>FLATS</b>           | <b>STIRLING</b>        | Survey Type: Manual |
| <b>20</b><br>WESTCLIFF PARADE<br>SOUTHEND-ON-SEA<br>WESTCLIFF<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.07000000029802322 hect<br>Survey date: Tuesday 22/10/2013 | <b>SS-03-C-01</b> | <b>FLATS</b>           | <b>SOUTHEND ON SEA</b> | Survey Type: Manual |
| <b>21</b><br>CUSTUME PLACE<br>ATHLONE<br>Town Centre<br>No Sub Category<br>Site area: 0.07000000029802322 hect<br>Survey date: Tuesday 19/06/2007                                  | <b>WT-03-C-02</b> | <b>FLATS</b>           | <b>WESTMEATH</b>       | Survey Type: Manual |
| <b>22</b><br>UPPER GEORGE'S STREET<br>WEXFORD<br>Edge of Town Centre<br>Residential Zone<br>Site area: 0.4099999964237213 hect<br>Survey date: Thursday 20/04/2023                 | <b>WX-03-C-01</b> | <b>BLOCKS OF FLATS</b> | <b>WEXFORD</b>         | Survey Type: Manual |

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

Total Vehicles

Calculation factor: 1 DWELLS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. DWELLS | Arrivals     | Departures   | Totals       |
|---------------------|----------|-------------|--------------|--------------|--------------|
| 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         | 22       | 27          | 0.038        | 0.116        | 0.154        |
| 08:00-09:00         | 22       | 27          | 0.058        | 0.185        | 0.243        |
| 09:00-10:00         | 22       | 27          | 0.092        | 0.096        | 0.188        |
| 10:00-11:00         | 22       | 27          | 0.065        | 0.091        | 0.156        |
| 11:00-12:00         | 22       | 27          | 0.077        | 0.070        | 0.147        |
| 12:00-13:00         | 22       | 27          | 0.070        | 0.072        | 0.142        |
| 13:00-14:00         | 22       | 27          | 0.080        | 0.086        | 0.166        |
| 14:00-15:00         | 22       | 27          | 0.067        | 0.091        | 0.158        |
| 15:00-16:00         | 22       | 27          | 0.101        | 0.070        | 0.171        |
| 16:00-17:00         | 22       | 27          | 0.127        | 0.098        | 0.225        |
| 17:00-18:00         | 22       | 27          | 0.146        | 0.123        | 0.269        |
| 18:00-19:00         | 22       | 27          | 0.135        | 0.087        | 0.222        |
| 19:00-20:00         |          |             |              |              |              |
| 20:00-21:00         |          |             |              |              |              |
| 21:00-22:00         |          |             |              |              |              |
| 22:00-23:00         |          |             |              |              |              |
| 23:00-00:00         |          |             |              |              |              |
| <b>Total Rates:</b> |          |             | <b>1.056</b> | <b>1.185</b> | <b>2.241</b> |

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

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

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Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 6 - 50 (units: DWELLS)  |
| Survey date date range:                       | 13/09/2006 - 02/10/2023 |
| Number of weekdays (Monday-Friday):           | 22                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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