



21 Park Parade, Havant

Transport Statement

May 2026

Kingfisher Properties



**RESIDENTIAL SCHEME
21 PARK PARADE
HAVANT**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Kingfisher Properties to support a change of use planning application to replace an existing gym with a residential development comprising of 9 apartments at 21 Park Parade, Havant.
- 1.2 The proposed residential development would operate as car free which is supported by the accessible location of the site, including access to sustainable modes of travel which will be fully assessed within this TS. The site location is shown in **Figure 1**, with the proposed site layout attached in **Appendix A**.



Figure 1: Approximate Site Location

- 1.3 This TS will review the site accessibility, with a particular reference to sustainable transport modes given the proposed car free nature of this development. This TS also reviews the latest Personal Injury Accident (PIA) data, outlines the proposed development alongside the local car and cycle parking requirements, access and servicing arrangements, as well as a review of the impact on the surrounding highway network.

Planning History

- 1.4 There have been a range of previous planning applications on the site and the surrounding area. In 2015, the site was subject to a successful change of use application (planning ref: APP/15/00533) from retail (use Class A1) to a Health and Fitness club (use Class D2). After a range of subsequent applications relating windows and advertising, the most recent application in 2022 (planning ref: APP/22/00565) was successful in subdividing the plot into two units.

- 1.5 Nearby applications include 37 Park Parade, which in 2015 was subject to a successful change of use application of the ground floor from A1 to D2 (Dance school and fitness classes) (planning ref: APP/15/00791). As part of the 2015 planning application, it was noted in regard to highways and parking *'The site itself does not have any on site car parking but is sited immediately opposite a public car park and within the centre of Leigh Park where bus routes provide public transport to the centre. It is anticipated that customers will make joint trips to both the site and the local centre for which there is no highway objection'*.
- 1.6 Notably, a similar application to the proposed development was also made at 37 Park Parade for the change of use from commercial to 7 residential flats (planning ref: APP/25/00432). This application for the 7 residential flats at 37 Park Parade was also for a car free development and this application was approved in October 2025. Therefore, there is an established precedent, both on this site and on neighbouring sites along Park Parade, not only for changes of use applications, but also for car-free residential developments within this area.
- 1.7 The plans for this site previously involved a change of use planning application to replace an existing gym with a residential development comprising of 7 apartments on the first floor of 21 Park Parade, Havant. An application (reference: APP 26/00092) to determine if prior approval is required for a proposed Change of use from Commercial, Business and Service (Use Class E) to form 7 No. Flats (Use Class C3) at first and second floor levels, with associated new dormer windows and openings, and cycle storage and part conversion to form new lobby at ground floor was submitted to Havant Borough Council in February 2026, with the decision yet to be announced as of April 2026.
- 1.8 A previous version of this TS was prepared to support this application. It should be noted Hampshire County Council (HCC) highways were consulted as part of this application, and had no objections to the scheme and the content of the associated TS.
- 1.9 Therefore, this latest edition of the TS builds on what was previously submitted as part of the previous application (reference: APP 26/00092), taking into account the updated development proposal.
- 1.10 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF) (December 2024) as well as Havant Borough Council (HBC) guidance. In support of this scheme, a site visit was conducted in January 2026.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Existing Site

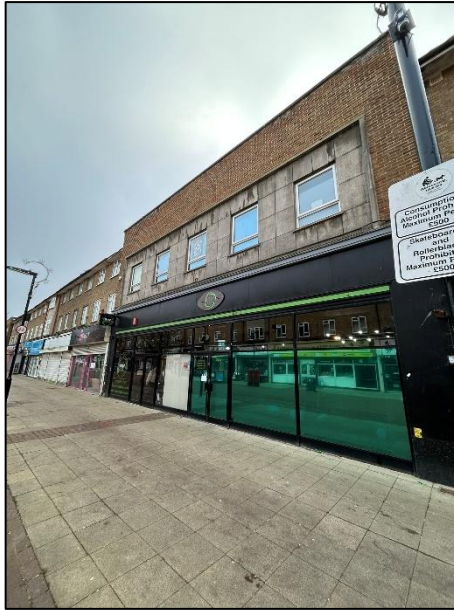
- 2.1 The development relates to the first floor of the building known as 21 Park Parade. The site is located south of Park Parade and north of Tidworth Road with vehicular access for servicing and deliveries being achieved from Tidworth Road. Both floors of the building are currently occupied as by a gym known as PFM Fitness, with pedestrian access to both floors currently achieved via the ground floor entrance on Park Parade. There are 4 parking spaces in the forecourt for staff, with no other parking provided on site.
- 2.2 The site is bound by the pedestrianised Park Parade high street to the north, which has a range of local amenities and facilities and Tidworth Road to the south and to the west. Further amenities and facilities border the site to the east.
- 2.3 As aforementioned, the vehicle access on Tidworth Road is to the rear of the site. This consists of a vehicular access leading to a forecourt area, currently used for staff parking (**Photograph 1**) and for deliveries and servicing. This is also where the refuse bins are stored, with refuse collection occurring on street on Tidworth Road. On the opposite (southern) side of Tidworth Road site is a public car park known as Tidworth Road Car Park (**Photograph 2**). The pedestrian access to the ground floor gym on Park Parade can also be seen in **Photograph 3**.



Photograph 1: Site rear forecourt



Photograph 2: Tidworth Road Car Park



Photograph 3: Entrance to gym on Park Parade

Existing Site Operation

- 2.4 The current occupier PFM Fitness is open from 5am to 9pm Monday to Thursday, with reduced hours on Fridays and weekends. With no parking onsite except for staff, it is anticipated that users would either drive and park in the aforementioned Tidworth Road Car Park or access the site on foot or by bus given the proximity of the site to bus stops and pedestrian infrastructure.
- 2.5 The first floor of this building (the floor that is proposed to be converted to residential flats) currently acts as additional floor space for PFM Fitness, with the main gym being located on the ground floor. The first floor also provides space for Quality Wrestling Academy.

Local Highway Network

- 2.6 Tidworth Road is subject to a 20mph speed limit and a one-way traffic link (east to west), with a c.1.5m width footway provided on the northern side of the road. The southern side of Tidworth Road fronts onto the aforementioned pay and display car park, with a narrow and low grass verge marking the separation. Entrance onto Tidworth Road and to Tidworth Road Car Park is taken from Somborne Drive, with the exit provided onto Park Parade. Parking restrictions are present along Tidworth Road in the form of double yellow lines which are shown with the existing conditions in **Photograph 4**.



Photograph 4: General conditions of Tidworth Road

- 2.7 Park Parade is located to the north and west of the site, providing a link from Tidworth Road onto Dunsbury Way. Park Parade is subject to a 20mph speed limit, allowing for one-way traffic, with footways provided on both sides of the carriageway. Parking restrictions are in place in the form of double yellow lines with parking bays provided outside of the Leigh Park Library with 30-minutes of free parking. East of its junction with Tidworth Road, Park Parade continues to the north of the site in the form of a pedestrianised street, lined with shops and amenities, acting as a local high street. Therefore, Park Parade provides pedestrian links to a range of amenities nearby.
- 2.8 Dunsbury Way is subject to 20mph speed limit and allows for two-way single lane traffic. Footways are provided on both sides of the carriageway and parking restrictions are in place in the form of double yellow lines. Tidworth Road, Dunsbury Way and Park Parade are located within a 20mph zone, with the surrounding roads including Purbrook Way and Stockheath Road subject to a 30mph speed limit. The vast majority of local roads are also equipped with a footway on at least one side, with pedestrian crossing points provided as appropriate. Purbrook Way aids movement towards strategic routes network such as the A3(M) and M27.

Site Accessibility

- 2.9 The site is located in a very accessible location, close to a number of local amenities and facilities, including those to aid onward travel. The key amenities and facilities are presented in **Table 1**, with distances taken from the proposed pedestrian access on Tidworth Road. For reference the distances have been measured from the site access and the walking times (80m per minute) and cycling times (250m per minute) are in accordance with CIHT and LTN 1/20 guidance.

Amenities	Approximate Distance	Walking (80m per minute)	Cycling (250m per minute)
LIDL Superstore	100m	1 minute	Less than a minute
Leigh Park Library	140m	2 minutes	Less than a minute
High Street on Park Parade	200m	3 minutes	1 minute
Bus Stops (Park Parade)	230m	3 minutes	1 minute
Leigh Park Centre Community Centre	250m	3 minutes	1 minute
Front Lawn Primary Academy	750m	9 minutes	3 minutes
Tops Day Nurseries: Havant Nursery	800m	10 minutes	3 minutes
Riders Junior School	1.1km	14 minutes	4 minutes
HSDC Havant (Further Education)	1.3km	16 minutes	5 minutes
Havant Railway Station	1.9km	24 minutes	8 minutes

Table 1: Local Amenities and Facilities

- 2.10 **Table 1** shows that the development site is in an accessible and sustainable location with several local amenities and facilities located within a 10-minute walk of the proposed development. The high street in Park Parade includes a convenience store, Tesco, pharmacy, post office, fitness store and also links to the Greywell Shopping Centre which includes further shops and restaurants.
- 2.11 Within the CIHT's *"Planning for Walking" report (2015)*, it states that *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"*. The majority of amenities and facilities set out above are well within this threshold with a bus stop and key amenities under 800m and therefore this provides excellent support for the development to act as car free.

Pedestrian Infrastructure

- 2.12 The site sits within an urbanised area, with clear and direct routes provided to local amenities and facilities from the site, including the pedestrianised section of Park Parade, bus stops and schools.
- 2.13 The main pedestrian access to the existing site is via Park Parade. As aforementioned, along the northern boundary of the site, Park Parade is pedestrianised with access only for pedestrians, indicated by signage and bollards (**Photograph 5**), and serves a range of amenities (**Photograph 6**). This pedestrian section of Park Parade continues east past the site for c.65m, where it ties into the western footway on Somborne Drive.



Photograph 5: Pedestrianised section of Park Parade as signified by bollards



Photograph 6: A range of shops and amenities on Park Parade

- 2.14 Park Parade meets Tidworth Road c. 85m to the west and becomes open to vehicle traffic. This section of Park Parade however is flanked with footways with the pedestrianised section of Park Parade tying into the footways on both sides of the non-pedestrianised section. Additionally, a shared footway/cycleway is provided along the northern side of the non-pedestrianised section of Park Parade (**Photograph 7**), which provides a direct route onto the continuous shared footway/cycleway along the eastern and western side of Dunsbury Way (**Photograph 8**).



Photograph 7: Leigh Park Library and shared footway/cycleway on northern side of Park Parade



Photograph 8: Shared footway/cycleway on Dunsbury Way

- 2.15 The rear of the site abuts Tidworth Road, where as aforementioned, vehicular access is achieved. Tidworth Road has footways available on the northern side of the carriageway (the same side of the carriageway as the site). This footway on Tidworth Road ties into the pedestrian infrastructure on Park Parade providing further pedestrian connectivity to nearby amenities as well as the bus stops on Dunsbury Way. Directly opposite the road is Tidworth Road Car Park, which pedestrians from the site can access by crossing the grass verge between the carriageway and the car park.
- 2.16 Furthermore, there are several wide footways within the vicinity of the site, along with a range of crossing points in the form of zebra crossings and dropped kerbs accompanied by tactile paving for uncontrolled crossings. Examples of some of the crossings in the vicinity of the site are shown in **Photographs 9 & 10**. A raised table crossing equipped with tactile paving is also provided at the junction of Somborne Drive and Stockheath Drove to support eastbound pedestrian journeys (**Photograph 11**).



Photograph 9: Zebra Crossing from Park Parade towards Lidl



Photograph 10: Crossing of Tidworth Road at junction with Somborne Drive



Photograph 11: Raised Table Crossing of Somborne Drive

2.17 Additionally, a signalised toucan crossing is provided on Dunsbury Way some 20m north of the junction with Park Parade. This supports pedestrian access to the shared footway/cycleway infrastructure on both sides of Dunsbury Way as well as access to the nearby bus stops on both sides of the road. Equipped with tactile paving and dropped kerbs, this toucan crossing is shown in **Photograph 12**.



Photograph 12: Toucan Crossing on Dunsbury Way

2.18 The footways in the vicinity of the site are well lit, with street lighting is also provided along the carriageways.

- 2.19 The area also provides a number of PRow routes which are shown in **Figure 2**. These provide routes away from the trafficked roads.

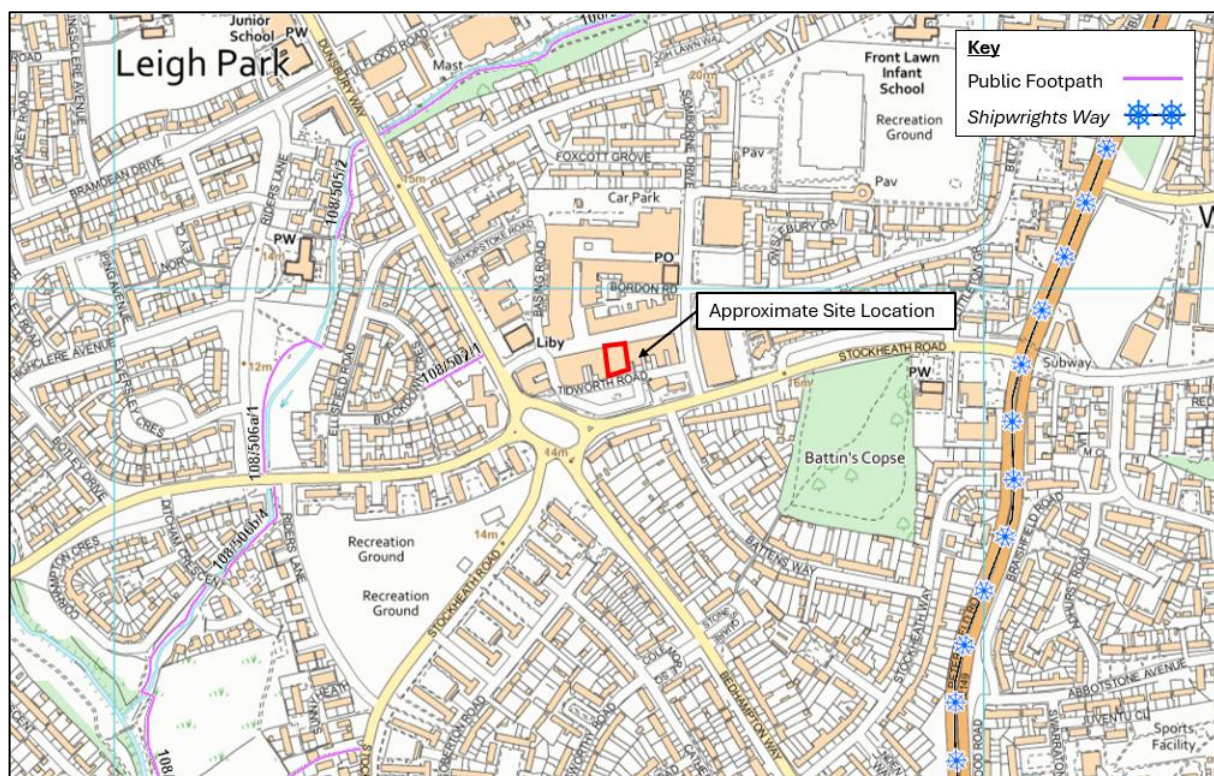


Figure 2: Nearby Public Rights of Way

- 2.20 **Figure 2** shows the site is located near to a number of PRow routes which provide alternative and often traffic-free routes towards local facilities, as well as Shipwright's Way which provides a long-distance recreational route suitable for both walking and cycling.
- 2.21 Footpath 108/502/1 directly links Dunsbury Way to Blackdown Crescent and west to Ellisfield Road where further PRow connections are available. This footpath links directly to the aforementioned signalised toucan crossing on Dunsbury Way providing an additional direct route for local pedestrian journeys.

Cycling Infrastructure

- 2.22 As aforementioned there are shared footway/cycleways in the vicinity of the site on Dunsbury Way, and along the brief northern side of Park Parade between Tidworth Road and Dunsbury Way, and these shared footway/cycleways are demonstrated in **Photographs 7 & 8**.
- 2.23 In some instances, cyclists may be required to cycle on the carriageway, however the low-speed limits and wide lanes are considered conducive for cyclists. The cycle routes within the vicinity of the site are shown in **Figure 3**.

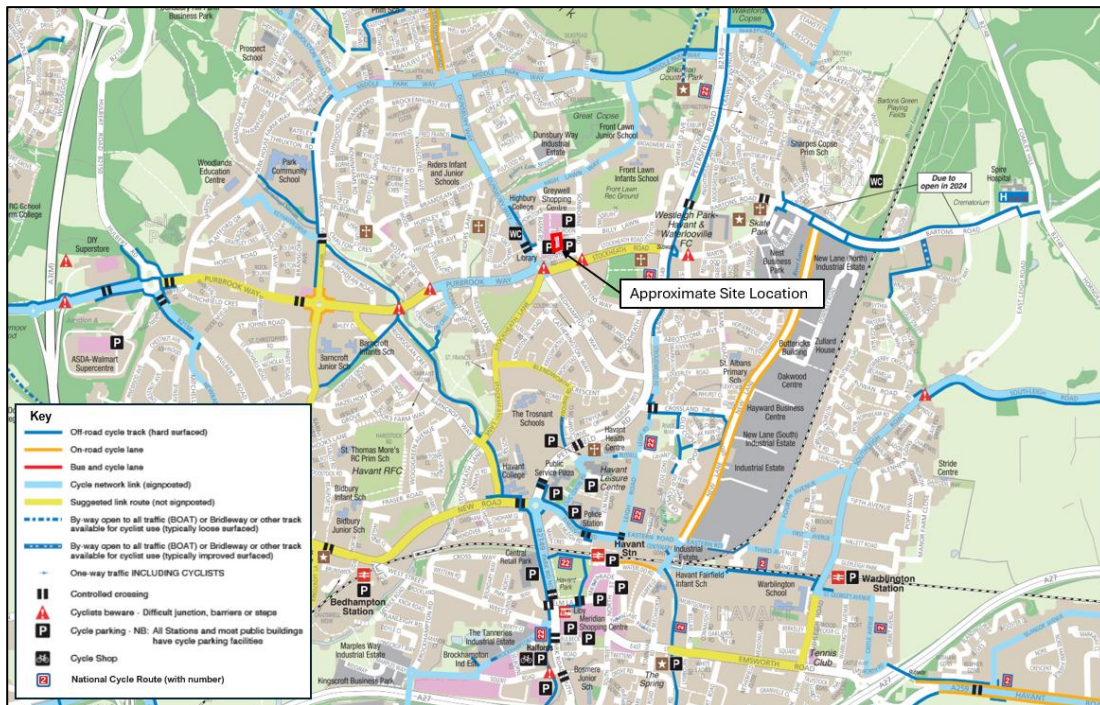


Figure 3: Local Cycle Routes

- 2.24 **Figure 3** shows there are a number of off-road and on-road cycle routes which provide clear routes to key amenities and facilities, and aid onward travel. The site is also close to two National Cycle Routes (NCR) 2 and 22. NCR 2 runs south towards Hayling Island and east to Chichester, whilst NCR 22 runs west towards Bedhampton and Portsmouth and north towards Petersfield.

Bus services

- 2.25 The closest bus stops are located c.180m west from the site, along Dunsbury Way. Called 'Park Parade', there are three bus stops, labelled A, B and C. All three bus stops feature a flagpole and come equipped with printed timetables, along with covered seating (**Photograph 13**). Each bus stop is also provided with real time departure information. Stops B and C are located on the western side of the carriageway with Stop A located on the eastern side of the carriageway (**Photograph 14**).



Photograph 13: Facilities at Bus Stop A



Photograph 14: Arrangement of bus stops A, B & C on Dunsbury Way

2.26 These bus stops provide services run by primarily by Stagecoach. Services include numbers 19, 22, 20 and 39, as well as a more infrequent number 27 service. A summary of bus services serving these stops can be seen in **Table 2**.

Service	Route	Frequency		
		Weekdays	Saturdays	Sundays
19	Portsmouth City Centre-Ocean Retail Park-West Leigh	Hourly	Hourly	No service
20	Havant Bus Station-Leigh Park-Bedhampton-QA Hospital-Portsmouth Hard Interchange	Every 20 minutes	Every 20 minutes	Every 30 minutes
22	Havant Bus Station-Leigh Park-Warren Park	Every 15 minutes	Every 15 minutes	Every 20 minutes
27	Emsworth-Havant-Rowlands Castle	4 services (between 09:41 and 16:00)	No service	No service
39	Havant Bus Station-Leigh Park-Waterlooville-Wecock Farm	Every 15 minutes	Every 15 minutes	Every 30 minutes

Table 2: Summary of Local Bus Services

2.27 As **Table 2** shows, the bus stops nearest to the site benefit from a high frequency of service to a range of destinations including Havant Bus Station (which is a 5-minute way pointed walk from Havant Railway Station), Waterlooville, The Queen Alexandra (QA) Hospital, and Portsmouth City Centre. Many of the routes including Services 20, 22 and 39 run frequently, providing a turn-up-and-go style bus service, with the combined frequency of these buses to Havant Bus Station making it even more convenient for current and future users of the site to use public transport. Service 22 also runs 24-hours a day, with an approximately hourly frequency.

2.28 Given the site's proximity to these bus stops and the variety and frequency of service, it is reasonable to assume that many current and future users of the site will utilise bus travel to travel to a range of

locations as well as making use of the onward journey opportunities available at Havant Bus and Railway Stations.

Rail

- 2.29 Havant Railway Station is located approximately 2km southeast of the site, and can be accessed via bus services 20, 22, 27 or 39, being a 5-minute walk from Havant Bus Station. The station provides 92 cycle spaces and partial step free access along with a train ramp and wheelchairs.
- 2.30 Havant Railway Station provides services to Brighton (3 services an hour), Southampton Central (2 services an hour), Portsmouth Harbour (4 services an hour), Portsmouth and Southsea (5 services an hour), London Waterloo (2 services an hour) and London Victoria (2 services an hour).
- 2.31 Bedhampton Railway Station is also located approximately 2km southwest of the site. The Station is served by a range of buses including the 23 Stagecoach service. The Station is operated by South Western Railway. Whilst the service offering is less frequent than Havant, it does benefit from key hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea. Bedhampton provides 20 cycle spaces, with partial step free access available.

Parking

- 2.32 As aforementioned a public car park 'Tidworth Road Car Park' is provided to the south of the development site, which provides circa 100 spaces and also has electric vehicle charging and disabled parking available.
- 2.33 The car park is owned by Havant Borough Council, open 24 hours and is a pay and display. Charges applying Monday to Saturday from 8am to 6pm, with the maximum stay 10 hours (**Photograph 15**). Sundays and Bank holidays are free for 24 hours, and a free 30-minute period of 'short-stay' parking is also in operation for a limited number of bays (**Photograph 16**). Additionally, blue badge holders and motorcycles park for free. Two EV charging points are provided shown in **Photograph 17**.



Photograph 15: Parking Restrictions in Tidworth Road Car Park



Photograph 16: 30 Minute Free Short Stay Parking Bays



Photograph 17: EV charging spaces

Personal Injury Accident (PIA) Data

- 2.34 Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed using the most recent 5-year period from CrashMap (2020-2024). The output data from CrashMap is shown in **Figure 4**.

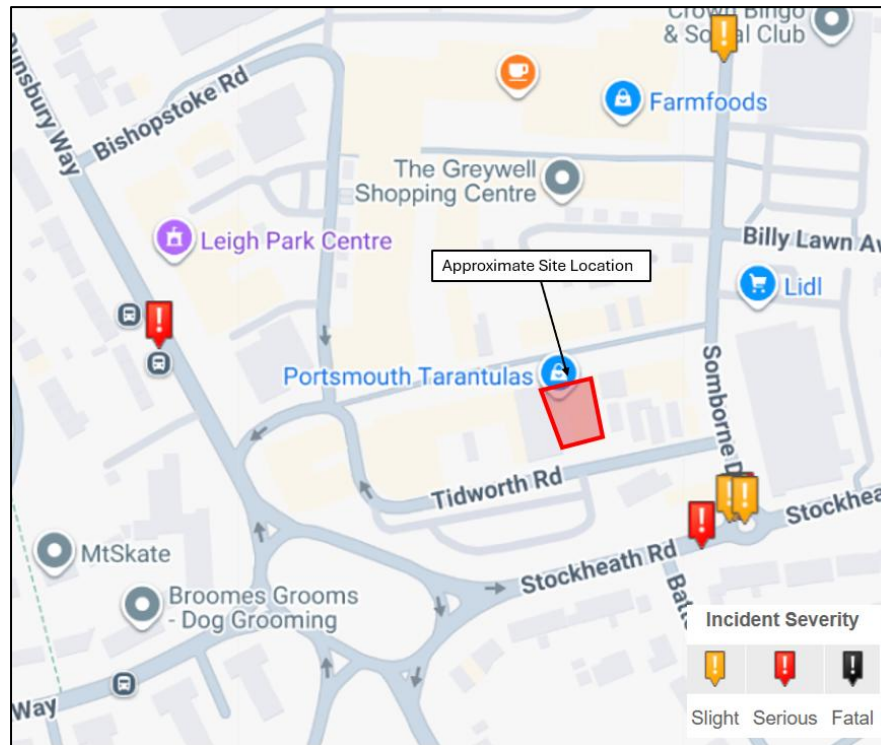


Figure 4: Personal Injury Accident Data

- 2.35 **Figure 4** shows that there are no incidents recorded within the vicinity of the site or on the one-way system. It is noted that out of the 7 incidents shown in **Figure 4**, 5 of these occurred by the mini roundabout on Stockheath Road, however this is not uncommon given the level of traffic utilising the route. Of the total 7 incidents 3 were classed as 'serious' and the remaining 4 were classed as 'slight'. No serious incidents have occurred since 2021, with two in 2020 and one in 2021 respectively.
- 2.36 Moreover, given that the site will be car free, and the majority of trips generated would be pedestrian or cyclist movements, the number of accidents relating to these roads users was specifically highlighted. There were two incidents involving pedestrians one in 2020 and another in 2021, with no recorded incidents with cyclists.
- 2.37 Therefore, there is no patterns of incidents within the vicinity of the site, and given that the site will be car free, this will pose a negligible impact upon the local highway network.

Summary

- 2.38 The site is in an excellent location in very close proximity to a range of amenities within a suitable walking distance. Potential use of active and sustainable travel including public transport is high with good pedestrian access off the pedestrianised Park Parade as well as being close to PROWs, cycle infrastructure and local bus stops. Users of the site would particularly reference to the very frequent 'turn-up-and-go' bus service offering from bus stops located 180m away from the site linking to Havant

Bus Station and beyond. Havant Railway Station is also easily accessible from the bus station which benefits from frequent services to a range of local and regional destinations. A Pay and Display Car Park is also provided opposite the rear of the site, off Tidworth Road, which visitors to the site may use.

- 2.39 Moreover, it should be highlighted that the accessibility of the local area was deemed acceptable and suitable to support a car-free development within HCC's response to the previous scheme's application (reference: APP/26/00092)
- 2.40 Finally, PIA data revealed 7 incidents in the most recent 5-year period, equating to less than 2 per year, with no serious incidents occurring since 2021.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development includes the change of use from a gym to provide 7no. residential flats, provided primarily on the first floor, with two of the flats extending into the loft area of the building. 2no. flats will also be provided on the ground floor, alongside new ground floor provision for refuse and cycles for the new flats, making an overall total of 9no. flats. The design, internal layout and size of the 7no. flats on the first floor and loft of the building are unchanged from the previous scheme.
- 3.2 The remaining floorspace on the ground floor will remain occupied by the gym/commercial unit. The facilities provided on the ground floor will be retained and remain largely unchanged; the direct access to the rear of the plot from the commercial unit has been retained within the design of the ground floor. The proposed accommodation schedule is shown in **Table 3**, with the development proposals provided within the site layout in **Appendix A**.

Number of bedrooms	Number proposed
1 Bedroom	5 units
2 Bedroom	4 units

Table 3: Accommodation Schedule

Vehicular Access Arrangements

- 3.3 The proposed development will be car-free. However, the current vehicle crossover access off Tidworth Road will be retained to provide access for delivery and servicing (as existing) as well as for the staff parking that will be retained for the continued ground floor commercial use.

Pedestrian Access Arrangements

- 3.4 The proposed development will retain the existing pedestrian access from the ground floor along the western boundary (**Photograph 18**) of the building to connect to the footways along Tidworth Road. This pedestrian access will tie into the northern footway on Tidworth Road, which provides further pedestrian access to Park Parade and Dunsbury Way as previously described in **Chapter 2**. The 2no. ground floor flats will have pedestrian access out onto the forecourt linking to the existing footway onto Tidworth Road.



Photograph 18: Proposed pedestrian entrance to the site

Car Parking Provision

- 3.5 No parking is proposed as the site plans to operate as a car free development. Double yellow lines are provided on the surrounding streets therefore residents and visitors will not be able to park near the site, without using the pay and display car park. All residents will be informed of the parking restrictions and car free nature of the scheme prior to moving in.
- 3.6 Havant Borough Council Parking Supplementary Planning Document (2016) which was partially updated in 2019 has been utilised to understand the level of parking the site would be required to provide. The required provision is shown in **Table 4**.

	Number proposed	Allocated	Unallocated
1 Bedroom	5 units	1 space	0.9 spaces
2 Bedroom	4 units	2 spaces	1.3 spaces

Table 4: Car Parking Standards

- 3.7 **Table 4** shows that 13 spaces should be provided if all spaces were allocated and 10 spaces for unallocated parking provision. However, as aforementioned, the site will be car free given the locality of the site and location to other active and sustainable modes of travel.
- 3.8 It is noted within the guidance that both Havant Town Centre and Waterlooville Town Centre have lower parking standards than the general minimum parking requirements. The guidance for these town centres is noted to be a maximum of 1-2 spaces depending on the unit size, rather than a minimum. Therefore, given that the site is considered to be located in a similar locality in regard to amenities and transport links, it is considered that a further reduction in parking spaces can be deemed appropriate

on this basis.

- 3.9 Further to this, it should be noted that that no parking provision was proposed for the similar ‘car-free’ change of use application at 37 Park Parade (ref: APP/25/00432), to provide 7 residential flats. This ‘car-free’ nature of the development and the associated lack of parking provision was deemed acceptable by HCC and HBC, with the scheme approved in October 2025. Therefore, there is an established precedent for residential developments of this size in the immediate area that are car free and underprovide on parking provision when compared to local standards.
- 3.10 Spaces are available within Tidworth Road Car Park located to the south of the site, which could accommodate visitor parking if they choose to travel by car to the site, with Havant standards stating, *‘With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated’*. Given that the site will only be 9 units (and so would reflect 1.8 visitor spaces) this is considered acceptable.
- 3.11 It should also be noted that the above parking argument was made within the TS relating to the previous iteration of this scheme on the site (reference: APP/26/00092), and HCC accepted both the above parking proposals as well as the justification for this parking arrangement.

Cycle Parking Provision

- 3.12 Havant Borough Council Parking Supplementary Planning Document (2016) which was partially updated in 2019 has been utilised to understand the required level of cycle parking at the proposed development and is summarised in **Table 5**.

	Number proposed	Long stay	Short stay/visitor
1 Bedroom	5 units	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard
2 Bedroom	4 units	2 spaces per unit	

Table 5: Minimum Cycle Parking Standards

- 3.13 **Table 5** indicates that 13 spaces should be provided for long-stay cycle parking. The development will provide 13 cycle parking spaces, in line with these HBC requirements. This will be provided within a secure communal cycle storage area, as shown in **Appendix A**. As this development is below 10 dwellings, no short-term cycle parking is proposed.

Servicing Arrangements

- 3.14 A bin store will be located on the ground floor of the building to allow refuse vehicles to get within the required 10m drag distance. First floor residents will be able to utilise the existing & repurposed staircase which will provide access to the bin store. Refuse and fire arrangements will remain as existing, given that Tidworth Road has no proposed changes.

4. TRIP GENERATION AND HIGHWAY IMPACT

4.1 This section will review the existing and proposed trip generation to understand the highway impact of the proposed development.

Existing Multi-Modal Trip Generation

4.2 To understand the likely vehicular trip generation for the existing first floor use, the TRICS database was consulted. As aforementioned, the site is currently occupied by a gym, with a total floor area of 733.56sqm.

4.3 Due to the location of the site being in a local centre, with excellent accessibility, as well as no designated customer parking, a multi-modal survey was deemed more appropriate in capturing the existing trips generated by the current first-floor gym.

4.4 As such, the following parameters were used to generate the existing trips on TRICS:

- TRICS v.8.25.12
- Use class 'Leisure' and subcategory 'Fitness Centre (Private)'
- Multi-Modal Surveys between July 2015 and June 2025
- Range of Gross Internal Area (GIA) from 167 – 11000 sqm (selected average 2250.50)
- 'Suburban Area' and 'Neighbourhood Centre' locations only
- Sites in England and Wales only (excluding Greater London) – 3 surveys in total
- Weekdays only
- Surveys between 07:00 and 19:00 only

4.5 The results of this TRICS analysis are summarised in **Table 6**, with detailed TRICS outputs detailed in **Appendix B**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trips					
Trip Rate (per 100sqm)	0.792	0.515	1.902	1.367	24.187
Trip Generation (733.56sqm)	6	4	14	10	177
Pedestrian Trips					
Trip Rate (per 100sqm)	0.238	0.396	0.456	0.456	10.559
Trip Generation (733.56sqm)	2	3	3	3	75

Cycle Trips					
Trip Rate (per 100sqm)	0.119	0.059	0.218	0.158	2.256
Trip Generation (733sqm)	1	0	2	1	17
Public Transport Trips					
Trip Rate (per 100sqm)	0.059	0.198	0.059	0.040	2.197
Trip Generation (733sqm)	0	1	0	0	16

Table 6: Existing Gym Multi-Modal Trip Generation

- 4.6 As shown in **Table 6**, the existing first floor area of the gym and fitness facilities that currently exist on this site can generate a total of 10 two-way vehicle trips in the AM peak (08:00-09:00) and 24 two-way vehicle trips in the evening peak (17:00-18:00), with a total of 177 vehicle trips across a 12-hour period.
- 4.7 **Table 6** also shows that the existing site also generates 75 pedestrian, 17 cyclist trips, and 16 public transport trips within a 12-hour period. Given the lack of parking (aside for staff), and the excellent public transport links, it likely that some additional existing trips to the site are already undertaken by modes of transport other than private vehicle, and therefore, it is also reasonable to assume that more pedestrian, cycle and public transport trips are generated by this site than what is projected by TRICS.

Proposed Multi-Modal Trip Generation

- 4.8 As aforementioned, the entire first floor gym is subject to a change of use into 7no dwellings. The total retained gym area on the ground floor would be 280sqm, with remaining space occupied by a further 2no. apartments.
- 4.9 To understand the likely trips that this proposed development generation that the proposed development could produce, trip rates have also been derived from the TRICS database, combining any trips generated by the remaining floor area of the gym as well as the 9no dwellings For robustness, a multi-modal assessment has been undertaken, despite the car free nature of the site. The same criteria as **Table 6** was used for the existing use was used to estimate any trips generated by the remaining gym floorspace.
- 4.10 Meanwhile, a TRICS assessment has been undertaken utilising the following parameters for the 9 flats:
- TRICS v.8.25.12
 - Use class 'Residential' and subcategory 'Flats Privately Owned'
 - Multi-Modal Surveys between July 2015 and June 2025
 - Number of dwellings from 6 – 832 (selected average 127.28)
 - 'Neighbourhood Centre' locations only

- Sites in England and Wales only (excluding Greater London) – 3 surveys in total
- Weekdays only
- Surveys between 07:00 and 19:00 only

4.11 The full TRICS outputs for the residential aspect of the development can be seen in **Appendix C**.

4.12 The resultant trip generation can be seen in **Table 7**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trips					
Gym Trip Rate (per 100sqm)	0.792	0.515	1.902	1.367	24.187
Retained Gym Trip Rate (288sqm of gym)	2	1	5	4	68
Residential Trip Rate (per unit)	0.138	0.287	0.161	0.075	2.825
9 Residential Flats Trip Rate	1	3	1	1	25
Total Trip Generation	3	4	6	5	93
Pedestrian Trips					
Gym Trip Rate (per 100sqm)	0.238	0.396	0.456	0.456	10.559
Retained Gym Trip Rate (288sqm of gym)	1	1	1	1	30
Residential Trip Rate (per unit)	0.046	0.161	0.103	0.046	1.756
9 Residential Flats Trip Rate	0	1	1	0	16
Total Trip Generation	1	2	2	1	46
Cycle Trips					
Gym Trip Rate (per 100sqm)	0.119	0.059	0.218	0.158	2.256
Retained Gym Trip Rate (288sqm of gym)	0	0	1	0	6
Residential Trip Rate (per unit)	0.00	0.00	0.017	0.00	0.058
9 Residential Flats Trip Rate	0	0	0	0	1
Total Trip Generation	0	0	1	0	7
Public Transport Trips					
Gym Trip Rate (per 100sqm)	0.059	0.198	0.059	0.040	2.197
Retained Gym Trip Rate (288sqm of gym)	0	1	0	0	6

Residential Trip Rate (per unit)	0.00	0.063	0.023	0.017	0.467
9 Residential Flats Trip Rate	0	1	0	0	4
Total Trip Generation	0	2	0	0	10

Table 7: Retained Gym and Residential Flats Multi-Modal Trip Generation

4.13 As outlined in **Table 7**, the proposed development resulting in a smaller gym and 9no. residential flats expected to generate an overall 7 two-way vehicle trips in the AM peak period, 11 two-way vehicle trips in the PM peak period and a total of 93 two-way vehicle trips within a 12-hour period, which relates under 8 trips per hour. Whilst the residential aspect of development is car free, for robustness, these trips could be attributed to visitors, delivery, or servicing vehicles (with the existing limited number of parking spaces for the gym remaining as existing). Nonetheless, a trip generation of 93 vehicle trips per 12 hours and 7 vehicle trips in the AM peak and 11 vehicle trips in the PM peak respectively represents a minimal impact on the local highway network.

4.14 **Table 7** also shows that this residential development will generate 46 pedestrian trips, 7 cyclist and 10 public transport trips across a 12-hour period. Given the previously outlined excellent bus service provision, it is reasonable to assume that more public transport trips will make up a higher proportion of trips than projected by TRICS.

Net Impact Assessment

4.15 To review the impact of this development on the local highway network, the vehicle trip rates for the existing site and the proposed development have been compared. For robustness, this net impact assessment assumes that none of these current or proposed vehicle trips will be reallocated to other modes due to the car free nature of the site.

4.16 The net impact of the proposed redevelopment of the site is shown in **Table 8** which compares the vehicle trips from the current commercial site to the proposed development.

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily Total
Existing Gym Usage (both ground and first floor) Trips	10	24	177
Proposed Development (9 no. residential units and remaining gym area) Trips	7	11	93
Net Difference in Trips	-3	-13	-84

Table 8: Net difference in Trip Rates

4.17 **Table 8** suggests that the proposed scheme would result in a reduction of 3 vehicle trips in the AM peak, 13 vehicle trips in the PM peak and an overall reduction of 84 vehicle trips over a 12-hour period (07:00-

19:00). This shows that changing this site from its existing use to a residential block of flats with a smaller gym alongside will reduce the impact on the local highway network, with a reduction of trips, especially at peak hours. The proposals will also result in the reduction of non-car trips relative the current gym use. It should be noted that these figures are very similar to the analysis previously conducted for the 7no. flats scheme (reference: APP/26/00092), which was accepted by HCC Highways

- 4.18 Given that this development will reduce the number of multi-modal trips generated compared to the previous use, the impact on the highway is not expected to be severe and thus this development accords with paragraph 116 of the NPPF. This conclusion aligns with that presented for the comparable application at 37 Park Parade, which was approved by HBC and HCC highways, as well as the conclusion accepted by HCC highways as part of the application (reference: APP/26/00092) of the previous scheme.

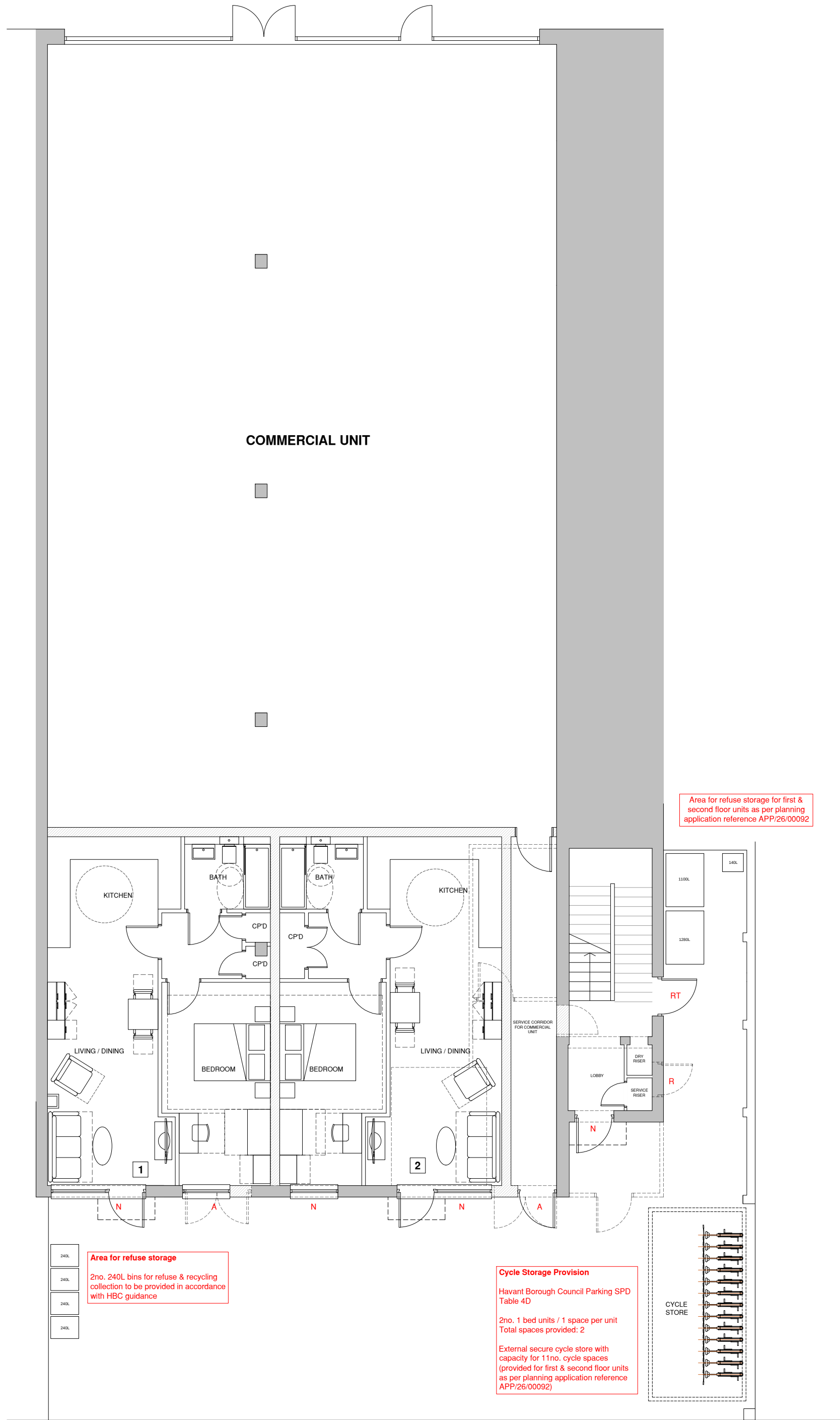
5. SUMMARY AND CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Kingfisher Properties to support a change of use planning application for a residential development comprising of 9 residential flats at 21 Park Parade, Havant. It is proposed that this development will be car free.
- 5.2 The site has had a range planning history over the years, primarily linked to a 2015 application to change the first floor into the gym from retail use (APP/15/00533), and then subsequent applications relating windows and advertising, with the most recent application in 2022 subdividing the plot into two units (APP/22/00565). However, a very similar planning application (APP/25/00432) at nearby 37 Park Parade was approved in October 2025. This was for the change of use from commercial to residential, providing 7 first floor flats. Therefore, there is an established precedent within the immediate local area not only changes of use applications, but also for car-free residential developments.
- 5.3 A previous application for this site was submitted to HBC in February 2026 (APP/26/00029), proposing a change of use for the first-floor building from a gym to 7no. residential flats. A TS was submitted in support of this application, which was also car-free. Hampshire County Council (HCC) had no objections to this previous scheme from a highways and transport perspective.
- 5.4 The site is in an excellent location for accessibility and use of sustainable travel, with regular bus services located under 200m from the site and key rail services from Havant Railway Station. The surrounding area also benefits from a range of comprehensive pedestrian and cycle infrastructure to allow for residents to easily access local amenities and facilities.
- 5.5 A review of Personal Injury Accident data presents no patterns of incidents within the vicinity of the site, and given that the site will be car free, this will not pose a negligible impact upon the local highway network.
- 5.6 The proposed development involves a change of use of the first floor of the existing gym currently occupying the site to create 7 individual flats, which are a mixture of 1- and 2-bedroom units (as with the previous scheme). An additional 2no. ground floor flats have since been planned, which will reduce the floor area of the existing gym further. Due to the excellent transport options and sustainable location of the site, it is proposed for the development to be car-free. The proposed development will be accessed for pedestrians on the ground floor along the eastern boundary of the building.
- 5.7 There with no changes proposed to the current arrangement of Tidworth Road which will be retained to provide access to the existing staff car parking area for the retained ground floor gym and for servicing vehicles associated with the site. Refuse and fire arrangements will remain as existing, given

that Tidworth Road has no proposed changes.

- 5.8 Due to the proposed car free nature of this development, no parking is proposed for residents, albeit visitors may opt to park in the pay and display car park opposite the site. In line with local guidance, 13 secure and sheltered spaces will be provided for long-stay cycle parking. This will be provided within the curtilage of the proposed unit, adjacent to the proposed pedestrian entrance off Tidworth Road.
- 5.9 The proposed development has been assessed against the TRICS database. A robust multimodal TRICS assessment forecasts the proposed dwellings to generate fewer trips at both peak times and across the day compared to the extant gym use. The figures generated by this TRICS database are very similar to the previous highway impact assessment included as part of the TS submitted alongside the previous application, which was accepted by HCC.
- 5.10 Therefore, in line with NPPF paragraph 116, it is likely that the site will have a negligible impact upon the local highway network. We therefore ask HCC to look favourably upon this proposed development in regard to highways.

Appendix A



T I D W O R T H R O A D

Ground Floor Plan
1:100

Internal layout retained as shown on planning application reference APP/26/00092

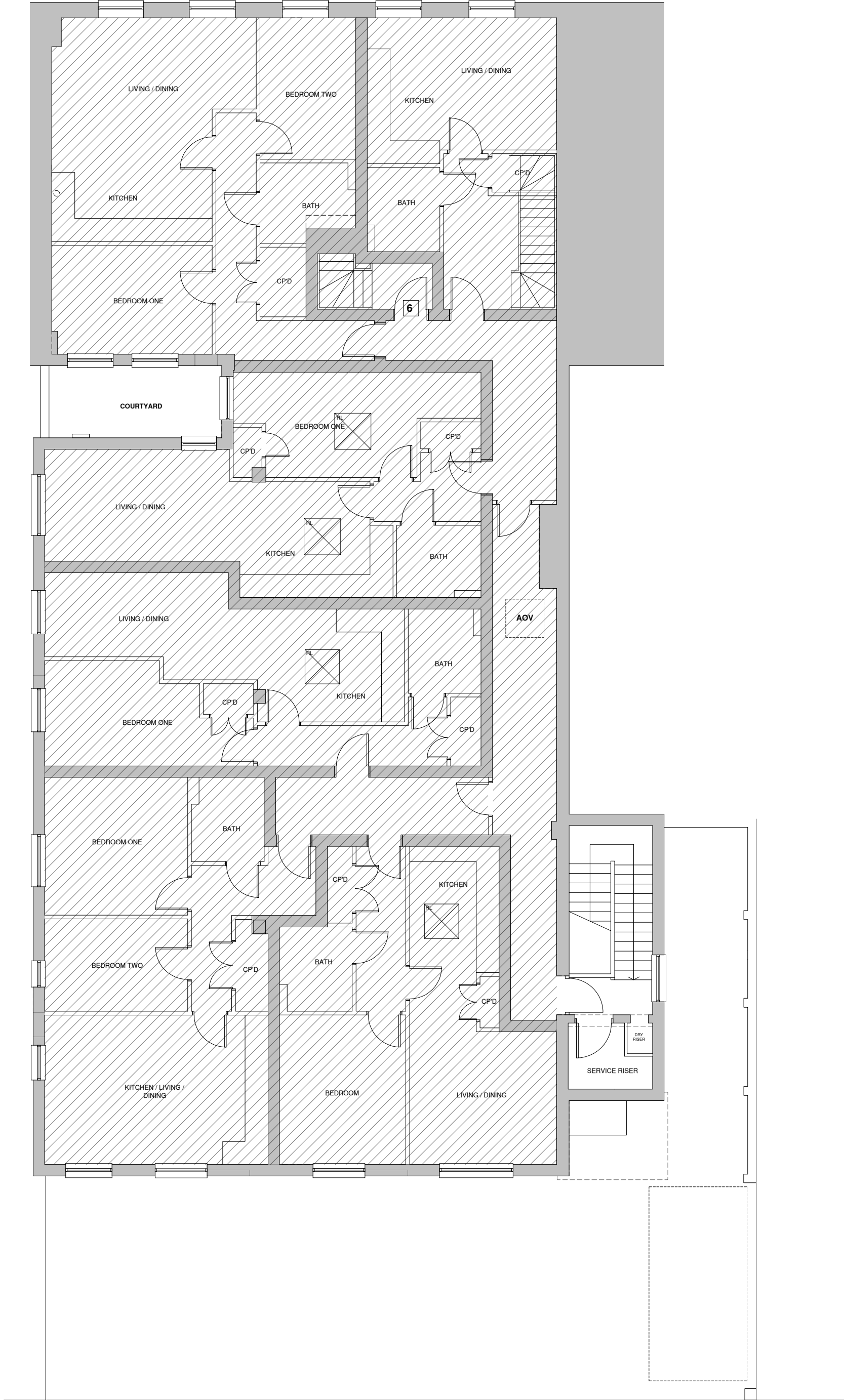
Accommodation Schedule

Unit 1	1B2P	53.6 sqm
Unit 2	1B2P	53.4 sqm

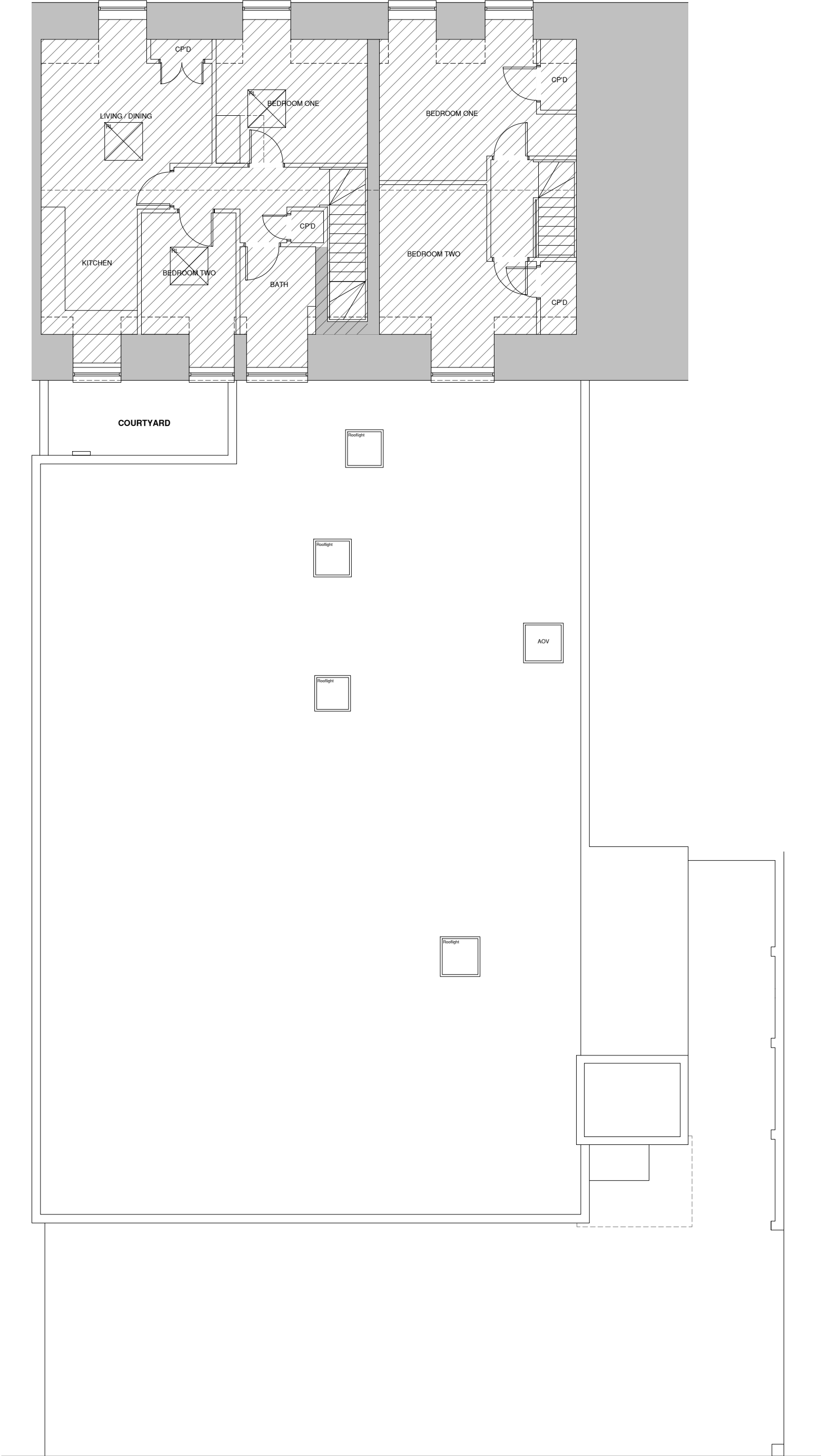
Total 1 Bed Units proposed: 2no.

Openings Key

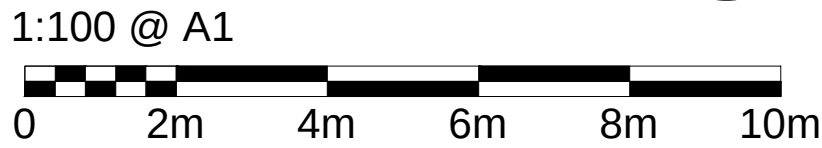
RT	Existing opening retained
A	Existing opening amended
R	Existing opening removed
N	New opening



First Floor Plan
1:100



Second Floor/Loft Plan
1:100



notes

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all dimensions to be checked on site prior to commencement of construction works and the architect notified of any discrepancy.

figured dimensions are to be used in preference to scaled dimensions.

no deviation from this drawing will be permitted without prior consent of the architect.

all drawings are prepared subject to a full measured and structural survey of the buildings and site.

all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

os promap licence no. 100020449.

health & safety:
exceptional risks involving specific methods of construction or exceptional maintenance issues can be found within the designers risk assessment.

scale width 50 mm @ a1 - 25 mm @ a3

revision	notes	date	drawn	checked
A	Updates to suit client comments	17.04.26	MP	HM

client

Kingfisher Properties Ltd.

PRELIMINARY



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detail Proposed
Floor Plans

drawn	MP	checked	HM
-------	----	---------	----

date	Apr '26	status	For comment
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a1 scale	a3 scale	rev
1:100	1:200	28205-SK201 A

Appendix B

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Public Transport Users

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day

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

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

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:	929 to 11000 (units:sqm)
Range Selected by User:	167 to 11000 (units:sqm)
Parking Spaces Range:	12 - 256

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/07/15 to 26/06/25

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:

Thursday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3
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:

Suburban Area	3 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:

Development Zone	1 days
Industrial Zone	1 days
Residential 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 Included	2 days
Servicing vehicles Unknown	1 days

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

Secondary Filtering Selection:

Use Class:

E(d)	2 surveys
N/A	1 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:

840 - 4905

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 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	1 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 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	2 surveys
1.1 to 1.5	1 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.

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

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 3 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 3 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

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

1	BH-07-K-01	CORAL FITNESS	BRIGHTON & HOVE
ORCHARD ROAD BRIGHTON HOVE Suburban Area Residential Zone Site area: 0.38999998569488525 hect Survey date: Wednesday 27/09/2017			
		Survey Type: Manual	
2	LN-07-K-02	HEALTH AND FITNESS CLUB	LINCOLNSHIRE
DYSART ROAD GRANTHAM Suburban Area Industrial Zone Site area: 0.4000000059604645 hect Survey date: Wednesday 17/04/2024			
		Survey Type: Manual	
3	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area Development Zone Site area: 0.5 hect Survey date: Thursday 06/04/2017			
		Survey Type: Manual	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GC-07-K-01	24-04-2023	Location
LB-07-K-01	26-06-2025	Location
WA-07-K-02	20-05-2025	Location

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	3	1683	0.733	0.614	1.347
08:00-09:00	3	1683	0.792	0.515	1.307
09:00-10:00	3	1683	1.684	0.753	2.437
10:00-11:00	3	1683	1.070	1.189	2.259
11:00-12:00	3	1683	0.693	0.911	1.604
12:00-13:00	3	1683	0.733	0.792	1.525
13:00-14:00	3	1683	0.792	0.614	1.406
14:00-15:00	3	1683	0.792	0.713	1.505
15:00-16:00	3	1683	0.971	1.208	2.179
16:00-17:00	3	1683	1.228	1.030	2.258
17:00-18:00	3	1683	1.902	1.367	3.269
18:00-19:00	3	1683	1.288	1.803	3.091
Data after 19:00 deselected by time slice					
Total Rates:			12.678	11.509	24.187

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	167 - 11000 (units: sqm)
Survey date date range:	06/04/2017 - 17/04/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	3	1683	1.070	0.674	1.744
08:00-09:00	3	1683	1.387	1.248	2.635
09:00-10:00	3	1683	2.991	1.605	4.596
10:00-11:00	3	1683	2.872	1.922	4.794
11:00-12:00	3	1683	1.605	2.397	4.002
12:00-13:00	3	1683	1.644	1.624	3.268
13:00-14:00	3	1683	1.823	1.605	3.428
14:00-15:00	3	1683	1.862	1.169	3.031
15:00-16:00	3	1683	1.981	2.615	4.596
16:00-17:00	3	1683	2.139	2.199	4.338
17:00-18:00	3	1683	3.526	2.595	6.121
18:00-19:00	3	1683	2.139	3.071	5.210
Data after 19:00 deselected by time slice					
Total Rates:			25.039	22.724	47.763

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	167 - 11000 (units: sqm)
Survey date date range:	06/04/2017 - 17/04/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	3	1683	0.020	0.000	0.020
08:00-09:00	3	1683	0.119	0.059	0.178
09:00-10:00	3	1683	0.099	0.119	0.218
10:00-11:00	3	1683	0.099	0.099	0.198
11:00-12:00	3	1683	0.099	0.158	0.257
12:00-13:00	3	1683	0.020	0.020	0.040
13:00-14:00	3	1683	0.099	0.079	0.178
14:00-15:00	3	1683	0.059	0.059	0.118
15:00-16:00	3	1683	0.158	0.079	0.237
16:00-17:00	3	1683	0.059	0.139	0.198
17:00-18:00	3	1683	0.218	0.158	0.376
18:00-19:00	3	1683	0.119	0.119	0.238
Data after 19:00 deselected by time slice					
Total Rates:			1.168	1.088	2.256

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	167 - 11000 (units: sqm)
Survey date date range:	06/04/2017 - 17/04/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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



Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	3	1683	0.139	0.020	0.159
08:00-09:00	3	1683	0.238	0.396	0.634
09:00-10:00	3	1683	0.297	0.495	0.792
10:00-11:00	3	1683	0.773	0.258	1.031
11:00-12:00	3	1683	0.495	0.792	1.287
12:00-13:00	3	1683	0.614	0.475	1.089
13:00-14:00	3	1683	0.574	0.555	1.129
14:00-15:00	3	1683	0.634	0.198	0.832
15:00-16:00	3	1683	0.436	0.654	1.090
16:00-17:00	3	1683	0.436	0.495	0.931
17:00-18:00	3	1683	0.456	0.456	0.912
18:00-19:00	3	1683	0.297	0.416	0.713
Data after 19:00 deselected by time slice					
Total Rates:			5.389	5.210	10.599

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

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Parameter Summary:

Trip rate parameter range selected:	167 - 11000 (units: sqm)
Survey date date range:	06/04/2017 - 17/04/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e7895b65-7b7b-4ba1-baef-d2c64bd20e7b

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	3	1683	0.020	0.000	0.020
08:00-09:00	3	1683	0.059	0.198	0.257
09:00-10:00	3	1683	0.079	0.079	0.158
10:00-11:00	3	1683	0.416	0.059	0.475
11:00-12:00	3	1683	0.059	0.277	0.336
12:00-13:00	3	1683	0.059	0.040	0.099
13:00-14:00	3	1683	0.099	0.099	0.198
14:00-15:00	3	1683	0.139	0.020	0.159
15:00-16:00	3	1683	0.079	0.119	0.198
16:00-17:00	3	1683	0.059	0.040	0.099
17:00-18:00	3	1683	0.059	0.040	0.099
18:00-19:00	3	1683	0.020	0.079	0.099
Data after 19:00 deselected by time slice					
Total Rates:			1.147	1.050	2.197

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	167 - 11000 (units: sqm)
Survey date date range:	06/04/2017 - 27/09/2017
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Appendix C

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	DC	DORSET	1 day

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

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	4 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	19/07/15 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:	
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:	
Manual count	3
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:	
Neighbourhood Centre	3 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:	
Residential Zone	3 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	1 days
Servicing vehicles Included	2 days

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Secondary Filtering Selection:

Use Class:

C3	3 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:

2000 - 9500

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	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	2 surveys
50,001 to 75,000	1 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	1 surveys
1.1 to 1.5	2 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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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	2 surveys
Yes	1 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	3 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



Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

1	DC-03-C-03	FLATS & TERRACED HOUSES	DORSET
FERNHILL AVENUE WEYMOUTH MELCOMBE REGIS Neighbourhood Centre Residential Zone Site area: 0.37 hect Survey date: Tuesday 06/05/2025			
			Survey Type: Manual
2	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre Residential Zone Site area: 0.6499999761581421 hect Survey date: Wednesday 07/06/2023			
			Survey Type: Manual
3	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre Residential Zone Site area: 0.3199999928474426 hect Survey date: Wednesday 11/05/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-C-01	09-06-2022	Location
BN-03-C-03	05-09-2024	Location
HG-03-C-01	18-06-2019	Location
HO-03-C-04	03-07-2018	Location
LB-03-C-01	24-10-2024	Location
LU-03-C-04	22-09-2021	Location
SK-03-C-04	16-10-2024	Location
TH-03-C-04	21-06-2019	Location
WF-03-C-03	21-05-2021	Location
WH-03-C-02	17-06-2024	Location

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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	3	58	0.017	0.178	0.195
08:00-09:00	3	58	0.138	0.287	0.425
09:00-10:00	3	58	0.080	0.132	0.212
10:00-11:00	3	58	0.063	0.057	0.120
11:00-12:00	3	58	0.121	0.109	0.230
12:00-13:00	3	58	0.092	0.103	0.195
13:00-14:00	3	58	0.109	0.115	0.224
14:00-15:00	3	58	0.155	0.098	0.253
15:00-16:00	3	58	0.207	0.132	0.339
16:00-17:00	3	58	0.126	0.080	0.206
17:00-18:00	3	58	0.161	0.075	0.236
18:00-19:00	3	58	0.138	0.052	0.190
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.407	1.418	2.825

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

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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	11/05/2022 - 06/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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

Total People

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	3	58	0.029	0.414	0.443
08:00-09:00	3	58	0.264	0.649	0.913
09:00-10:00	3	58	0.167	0.270	0.437
10:00-11:00	3	58	0.161	0.144	0.305
11:00-12:00	3	58	0.230	0.230	0.460
12:00-13:00	3	58	0.149	0.195	0.344
13:00-14:00	3	58	0.224	0.276	0.500
14:00-15:00	3	58	0.333	0.213	0.546
15:00-16:00	3	58	0.500	0.236	0.736
16:00-17:00	3	58	0.322	0.236	0.558
17:00-18:00	3	58	0.385	0.167	0.552
18:00-19:00	3	58	0.299	0.126	0.425
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.063	3.156	6.219

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

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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	11/05/2022 - 06/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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

Cyclists

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	3	58	0.000	0.006	0.006
08:00-09:00	3	58	0.000	0.006	0.006
09:00-10:00	3	58	0.000	0.000	0.000
10:00-11:00	3	58	0.000	0.000	0.000
11:00-12:00	3	58	0.000	0.000	0.000
12:00-13:00	3	58	0.000	0.000	0.000
13:00-14:00	3	58	0.000	0.006	0.006
14:00-15:00	3	58	0.000	0.000	0.000
15:00-16:00	3	58	0.000	0.000	0.000
16:00-17:00	3	58	0.000	0.006	0.006
17:00-18:00	3	58	0.017	0.000	0.017
18:00-19:00	3	58	0.011	0.006	0.017
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.030	0.058

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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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	11/05/2022 - 06/05/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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

Pedestrians

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	3	58	0.006	0.109	0.115
08:00-09:00	3	58	0.046	0.161	0.207
09:00-10:00	3	58	0.057	0.057	0.114
10:00-11:00	3	58	0.046	0.063	0.109
11:00-12:00	3	58	0.046	0.069	0.115
12:00-13:00	3	58	0.034	0.034	0.068
13:00-14:00	3	58	0.069	0.103	0.172
14:00-15:00	3	58	0.109	0.069	0.178
15:00-16:00	3	58	0.195	0.052	0.247
16:00-17:00	3	58	0.092	0.075	0.167
17:00-18:00	3	58	0.103	0.046	0.149
18:00-19:00	3	58	0.075	0.040	0.115
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.878	0.878	1.756

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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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	11/05/2022 - 06/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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

Public Transport Users

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	3	58	0.006	0.075	0.081
08:00-09:00	3	58	0.000	0.063	0.063
09:00-10:00	3	58	0.006	0.034	0.040
10:00-11:00	3	58	0.017	0.011	0.028
11:00-12:00	3	58	0.011	0.017	0.028
12:00-13:00	3	58	0.006	0.034	0.040
13:00-14:00	3	58	0.011	0.017	0.028
14:00-15:00	3	58	0.000	0.011	0.011
15:00-16:00	3	58	0.017	0.011	0.028
16:00-17:00	3	58	0.040	0.000	0.040
17:00-18:00	3	58	0.023	0.017	0.040
18:00-19:00	3	58	0.029	0.011	0.040
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.166	0.301	0.467

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

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

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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	07/06/2023 - 07/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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

Bus/Tram Passengers

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	3	58	0.006	0.006	0.012
08:00-09:00	3	58	0.000	0.000	0.000
09:00-10:00	3	58	0.000	0.000	0.000
10:00-11:00	3	58	0.000	0.006	0.006
11:00-12:00	3	58	0.000	0.000	0.000
12:00-13:00	3	58	0.000	0.000	0.000
13:00-14:00	3	58	0.000	0.000	0.000
14:00-15:00	3	58	0.000	0.000	0.000
15:00-16:00	3	58	0.000	0.000	0.000
16:00-17:00	3	58	0.000	0.000	0.000
17:00-18:00	3	58	0.000	0.000	0.000
18:00-19:00	3	58	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.012	0.018

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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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	07/06/2023 - 07/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

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

Total Rail Passengers

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	3	58	0.000	0.069	0.069
08:00-09:00	3	58	0.000	0.063	0.063
09:00-10:00	3	58	0.006	0.034	0.040
10:00-11:00	3	58	0.017	0.006	0.023
11:00-12:00	3	58	0.011	0.017	0.028
12:00-13:00	3	58	0.006	0.034	0.040
13:00-14:00	3	58	0.011	0.017	0.028
14:00-15:00	3	58	0.000	0.011	0.011
15:00-16:00	3	58	0.017	0.011	0.028
16:00-17:00	3	58	0.040	0.000	0.040
17:00-18:00	3	58	0.023	0.017	0.040
18:00-19:00	3	58	0.029	0.011	0.040
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.160	0.290	0.450

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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Audit Code: f9da90d1-55b0-4c8f-8d8c-0bc8e3dd3ec0

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	07/06/2023 - 07/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.