

A Planning Application by
CORDAGE 15 LIMITED

In respect of
**Beech Hill Stores,
Headley Down**

Transport Statement

February 2020



DOCUMENT SIGNATURE AND REVIEW SHEET**Project Details**

Project Title:	Beech Hill Stores, Headley Down		
Project No.:	1911-062	Report No.:	1911-062/TS/01
Client:	Cordage 15 Limited		

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Date	January 2020	January 2020	February 2020

Document Review

Revision	Date	Description	Checked By

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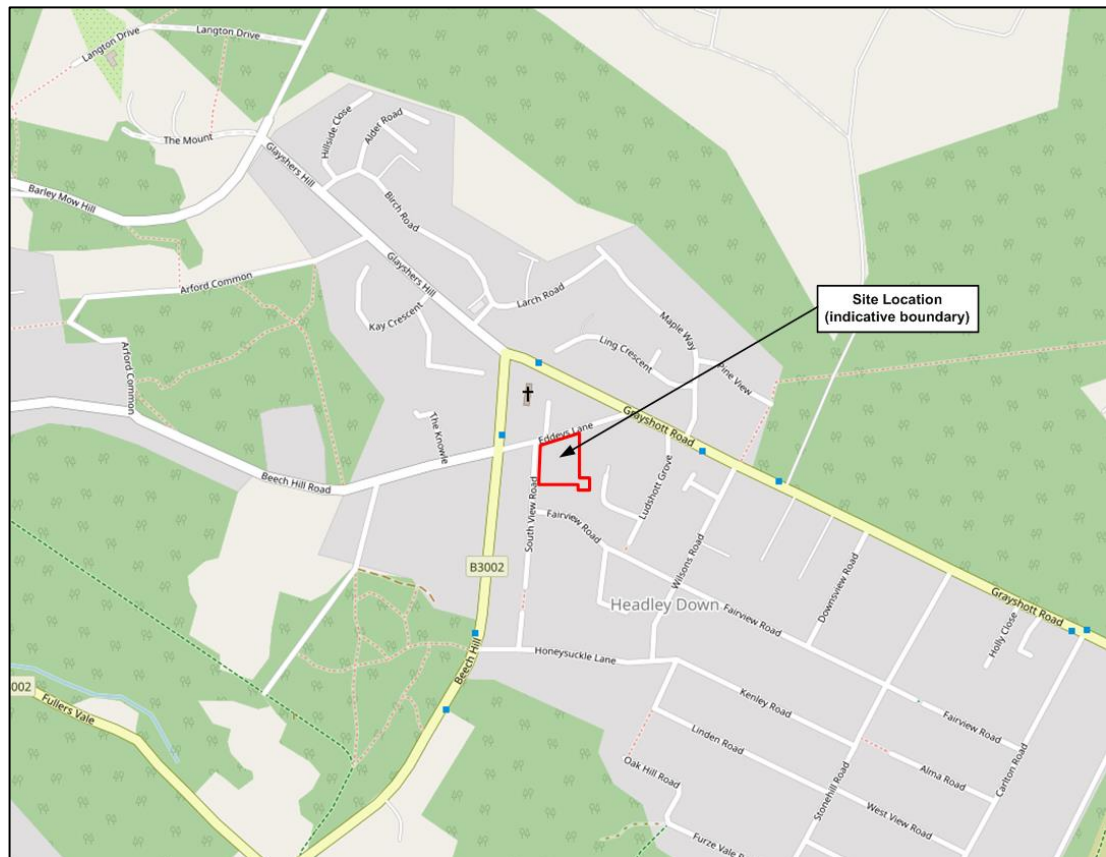
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1 INTRODUCTION

- 1.1 Transport Planning Associates has been appointed by Cordage 15 Limited to provide transport and highways advice in relation to the proposed redevelopment of the existing convenience store on Eddeys Lane, Headley Down in Hampshire. The location of the site is highlighted below in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

- 1.2 The development proposal comprises the demolition of the existing convenience store and two neighbouring dwellings and the erection of nine residential dwellings with associated access and parking.

Report Structure

- 1.3 This Transport Statement (TS) has been prepared to consider the highway and transport aspects of the proposed development of the Site and forms part of a suite of supporting documents to the planning application. This report will describe the proposed scheme, set out the baseline position and consider the impact of the proposals on the surrounding highway network.

2 APPLICATION SITE

- 2.1 The site is located on the corner of Eddeys Lane and Southview Road, in the village of Headley Down, Hampshire. The village is made up of residential dwellings with local amenities, surrounded by agricultural fields and National Trust reserves further afield in each direction.

Pedestrian and Cycle Accessibility

Pedestrian

- 2.2 Footways are provided along Southview Road, with footways provided in part along Eddeys Lane. Footways provide access to the nearby bus stops on Beech Hill and to further amenities in the village.
- 2.3 Preferred maximum walking distance guidelines are set out in the Institution of Highways and Transportation publication *Providing Journeys on Foot*. The following distances are taken from Table 3.2 of that publication and replicated in **Table 2.1**.

Table 2.1 IHT suggested walking distance thresholds

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

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

- 2.4 These walking distance thresholds have been used to identify facilities located within walking distance of the site. The services and facilities available within the maximum walking distance are detailed in **Table 2.2**. This table presents the walking distance of facilities and services in metres, as well as the walking distance in minutes (based on an average walking speed of 80 metres per minute).

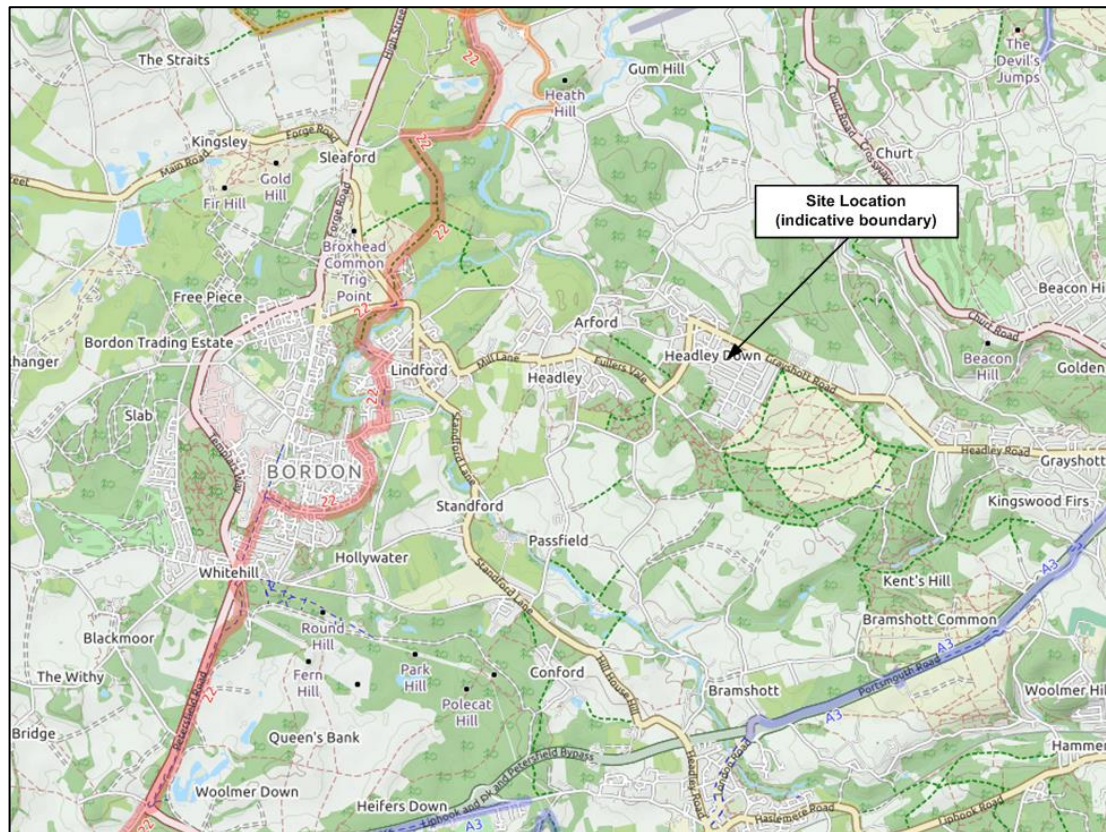
Table 2.2 Facilities and Services Located Within Walking Distance of the Site

Facility	Walking Distance from the Site (m)	Walking Distance from the Site (minutes)
Beech Hill Service Station	180	3
One Stop Convenience Store	300	4
Headley Down Food Centre (Takeaway)	300	4
Ludshott Common	1000	13
The Crown at Arford (PH)	1200	15
Headley Village Hall	1200	15

- 2.5 As can be seen, the site is afforded access to a number of amenities and services within a range of desirable, acceptable and maximum walking distances.

Cycle

- 2.6 The village of Headley Down has no dedicated cycle infrastructure, which is typical for a village setting. However, cyclists should feel comfortable riding on the local highways as the village roads are of subject to a 30 mph speed limit and appear to be in good condition.
- 2.7 Approximately 3 km to the west of the site, national cycleway 22 runs through the village of Lindford. This cycle route heads in a north and south direction, providing cyclists with an off road (in part) cycle route to other towns and villages in the County. Another cycle route is provided to the south of the site along the A3. These cycle routes is shown below in **Figure 2.1**.

Figure 2.1 Cycle Routes

Source: © OpenStreetMap contributors

Public Transport Accessibility

Bus

- 2.8 Two bus stops are located approximately 70 m walking distance from the site along Beech Hill. Services at these stops are provided by Stagecoach, with the 23 service running between Alton and Haslemere. This service is provided 7 times a day on weekdays and 6 times a day on Saturdays. No service is provided on a Sunday. Additional services are provided via service 18X for school children only.

Rail

- 2.9 Haslemere railway station is located approximately 7 km to the south east of the site. This train station can be reached via the 23 bus service in a journey time of approximately 21 minutes. Services at this station are operated by South Western Railway and run between London Waterloo and Portsmouth, with providing frequent trains in each direction.

Highway Network

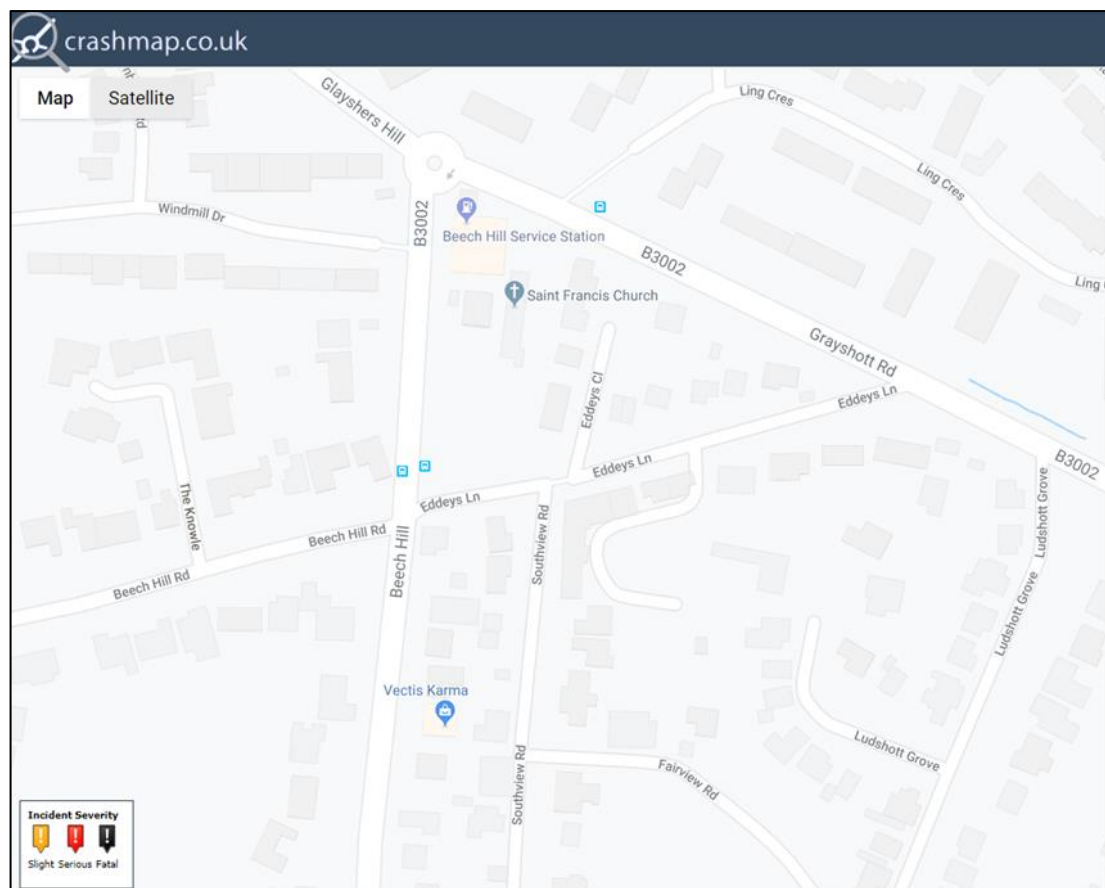
- 2.10 Roads within the village are subject to a 30 mph speed limit, typical for the residential setting of a village. The main road through the village (the B3002 Grayshott Road) heads south

through Grayshott towards the A3. Motorists can reach the A3 after approximately a 3.5 mile / 8-minute drive. The A3 heads north towards London and south towards Portsmouth. Travelling north on the A3, motorists can reach junction 10 of the M25 motorway in approximately 25 miles / 28-minute drive.

Road Safety

- 2.11 Personal Injury Collision (PIC) data has been obtained from the Crashmap website for the most recent five years up to and including 2018 in the vicinity of the Site. Crashmap uses data collected by the police about road traffic collisions occurring on roads where someone is injured, which is then compiled into an easy to use format showing each incident on a map. **Figure 2.2** illustrates the Crashmap data within the vicinity of the Site.

Figure 2.2 Crashmap Data



Source: crashmap.co.uk

- 2.12 As can be seen, no collisions have taken place in the vicinity of the site, which suggests that there is no highway safety issue in the vicinity of the site.

3 PROPOSALS AND POLICY

Development proposals

3.1 The proposed scheme comprises the demolition of the existing Londis convenience store and two adjacent residential dwellings at the corner of Eddeys Lane and Southview Road to enable the erection of nine residential dwellings, made up of the following units:

- 5 x 4 bed dwellings
- 4 x 3 bed dwellings

3.2 The site also includes land to the rear of the convenience store that currently serves as a vehicle access to the dwellings and store. The total site area is approximately 2,750 m². Both the convenience store and the two dwellings are vacant. Further details of the development proposals can be found in **Appendix A**.

Access

3.3 Pedestrian and cycle access to the dwellings will be taken via Eddeys Lane or Southview Road. Vehicle access to five of the dwellings will be provided via a new 4.8 m wide access road taken from Eddeys Lane, with the remaining four dwellings having private vehicle driveways accessed from Southview Road.

3.4 Southview Road is a cul-de-sac that serves a number of residential properties, and while the road is subject to a 30 mph speed limit, the local nature of the road is such that vehicle flows and speeds will be low. The majority of properties along this road have limited visibility due to boundary hedges and fences, but is in keeping with this village setting. Visibility to the southernmost of the proposed dwellings would be consistent with this level of provision and is therefore considered acceptable.

3.5 The available visibility splay to the east for the proposed site access on Eddeys Lane would be 2.4 x 35 m. While this falls short of the 43 m guidance in Manual for Streets, it is considered that this level of provision is suitable given the nature, alignment of the road and presence of parked cars that would serve to limit the speed of passing traffic. This is an improvement on the existing access. Given the road is blocked to the west, visibility in this direction has not been considered.

3.6 The visibility splay from the proposed Eddeys Lane access is shown in TPA drawing VS01, and is included in **Appendix B**.

Vehicle and Cycle Parking Provision

- 3.7 The proposed development would provide a total of 25 car parking spaces. This includes a provision of 2 visitor spaces in accordance with East Hampshire District Council's parking standards.
- 3.8 Cycle parking is to be provided within the curtilage of each dwelling.

Refuse Collection

- 3.9 It is envisaged that domestic refuse will be collected in line with other residential dwellings along Eddeys Lane and Southview Road. Refuse will be brought to the edge of the highway on collection days. However, and if required, an 11.2 m refuse collection vehicle can manoeuvre within the residents parking area as shown in TPA drawing SP01. This is included in **Appendix B**.

Policy Compliance*The East Hampshire District Local Plan 'Vehicle Parking Standards' (Supplementary Planning Document - July 2018)*

- 3.10 Parking standards from the above Local Plan have been reviewed and the development proposals are considered in line with the relevant parking policy. The minimum parking standards for residential dwellings in East Hampshire state that 2 and 3 bed dwellings should have 2 spaces, while 4+ bed dwellings should have 3 spaces. In addition to this, 1 visitor space is required per 5 dwellings.
- 3.11 Minimum residential cycle parking standards are 2 long stay spaces per dwelling, with an additional 10% of the total long stay provision as short stay spaces for visitors.

4 TRAFFIC GENERATION

Existing

- 4.1 The proposed replacement of the convenience store with a residential development will result in a reduction in levels of traffic associated with the site. To consider this further, the number of vehicular trips likely to be attracted to the convenience store has been determined with reference to the Trip Rate Information Computer System ("TRICS") database (Version 7.6.3).
- 4.2 The TRICS database provides trip rate information based on observations at similar developments throughout the United Kingdom and requires the identification of relevant parameters to ensure that suitable proxy sites are selected.
- 4.3 Site were selected using the following parameters:

Regions

- South East
- South West
- East Anglia
- East Midlands
- Yorkshire & North Lincolnshire
- North

Gross Floor Area

- 70 – 1200 m²

- 4.4 The convenience store comprises a gross floor area of approximately 360 m². Using this area, the number of trips has been predicted and are summarised below in Table 4.1. A complete copy of the TRICS search results are included in **Appendix C**.

Table 4.1 Anticipated Convenience Store Trips

Time Period	Trip rate/100 m2		Traffic generation	
	In	Out	In	Out
08:00 - 09:00	8.316	7.930	30	29
17:00 - 18:00	9.758	9.526	35	34
Total	111.370	111.593	401	402

Notes: TRICS v7.6.3 based on GFA of 360m²

- 4.5 The above table highlights the typical background peak hours on the highway network. As can be seen. The store could be expected to generate a two way flow of 59 vehicle trips in the morning peak and a two way flow of 69 vehicles during the PM peak hour. The table also shows the total number of trips for the day, with a two way flow of circa 800 vehicles.
- 4.6 With regards to the two existing dwellings, any trips generated would be negligible and have therefore not been considered in the existing scenario.

Proposed

- 4.7 A search of the TRICS database has also been completed to consider the likely number of trips that nine residential dwellings could be expected to generate. Similar regional parameters as the convenience store were used and the results are summarised below in **Table 4.2**. A complete copy of the TRICS output is also included in **Appendix D**.

Table 4.2 Anticipated Residential Trips

Time Period	Trip rate/dwelling		Traffic generation	
	In	Out	In	Out
08:00 - 09:00	0.146	0.356	1	3
17:00 - 18:00	0.314	0.152	3	1
Total	2.231	2.301	20	21

Notes: TRICS v7.6.3 based on 9 residential privately owned houses

- 4.8 The above table also highlights the typical peak hours on the highway network. During these hours, the proposed development is predicted to generate a total of 4 two way vehicle trips. Across the day, the development could expect a total of 41 two way vehicle trips. As can be seen, this represents a significant reduction in traffic when compared to the existing situation.

5 SUMMARY AND CONCLUSION

- 5.1 Transport Planning Associates have been appointed by Cordage Ltd to provide transport and highways advice in relation to the proposed redevelopment of the existing convenience store on Eddeys Lane, Headley Down in Hampshire.
- 5.2 The development proposals comprise the demolition of the existing Londis convenience store and two residential dwellings at the corner of Eddeys Lane and Southview Road, with the erection of nine residential dwellings. The site also includes land to the rear of the convenience store, which currently serves as a vehicle access to the dwellings and store. The convenience store and two dwellings are currently vacant.
- 5.3 The site benefits from good access to local amenities, public transport services and the highway network. Haslemere railway station can be reached via the 23 bus service, with frequent services provided from this station towards London and Portsmouth.
- 5.4 No personal injury collisions have been recorded near to the site within the latest five-year search period available from the Crashmap website facility.
- 5.5 Vehicle access to the site will be via a new 4.8 m wide access along Eddeys Lane and four private driveways along Southview Road. Visibility is considered good from each access point, matching the character of the village and is in line with other residential access points in the vicinity of the site.
- 5.6 A total of 25 car parking spaces are to be provided for the dwellings, including 2 visitors spaces. This is in line with the minimum standards set by East Hampshire District Council.
- 5.7 Domestic refuse will be collected in line with other residential dwellings along Eddeys Lane and Southview Road.
- 5.8 The site will see a significant reduction in trips when compared to the existing land use and gross floor area of the convenience store.

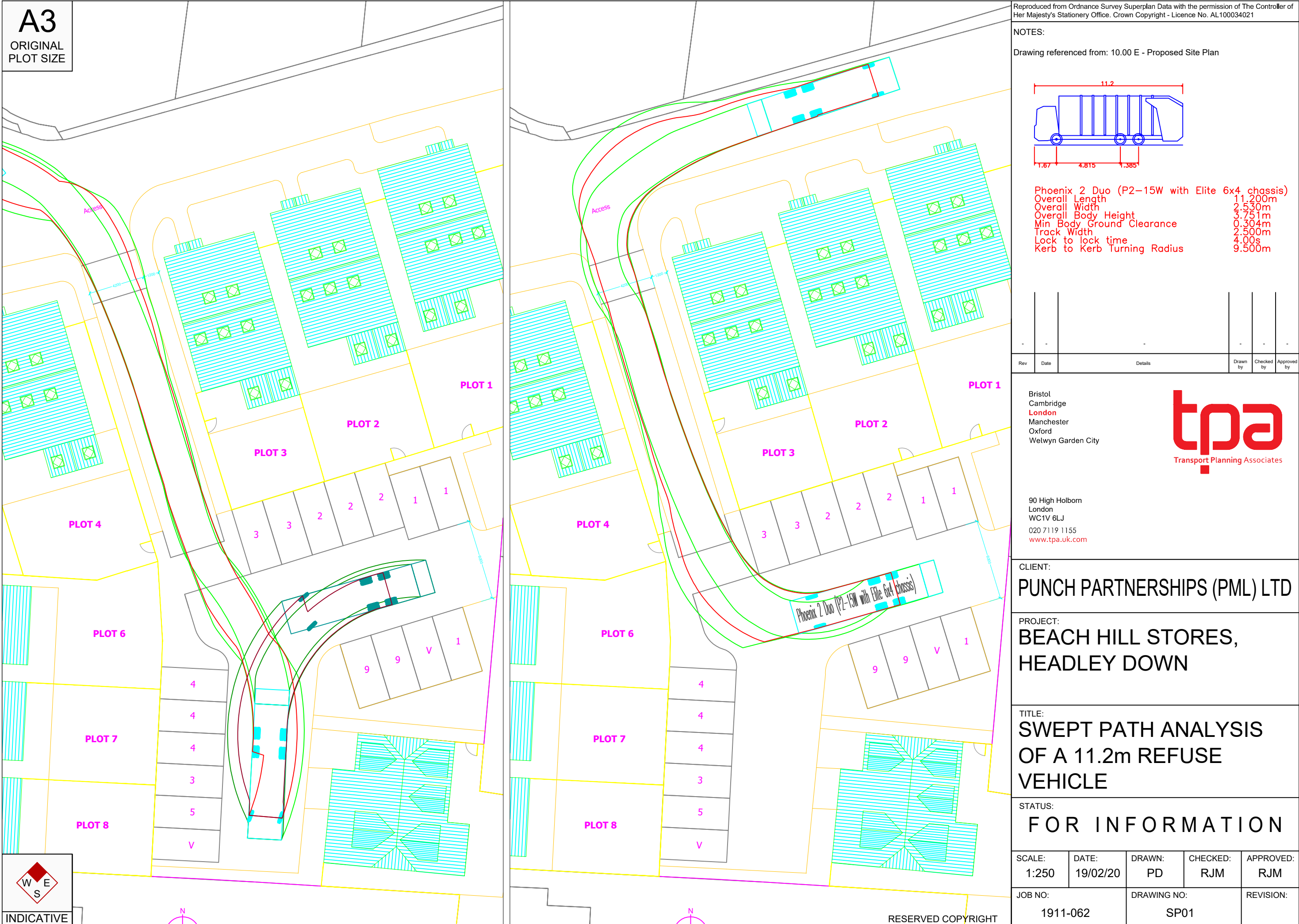
Conclusion

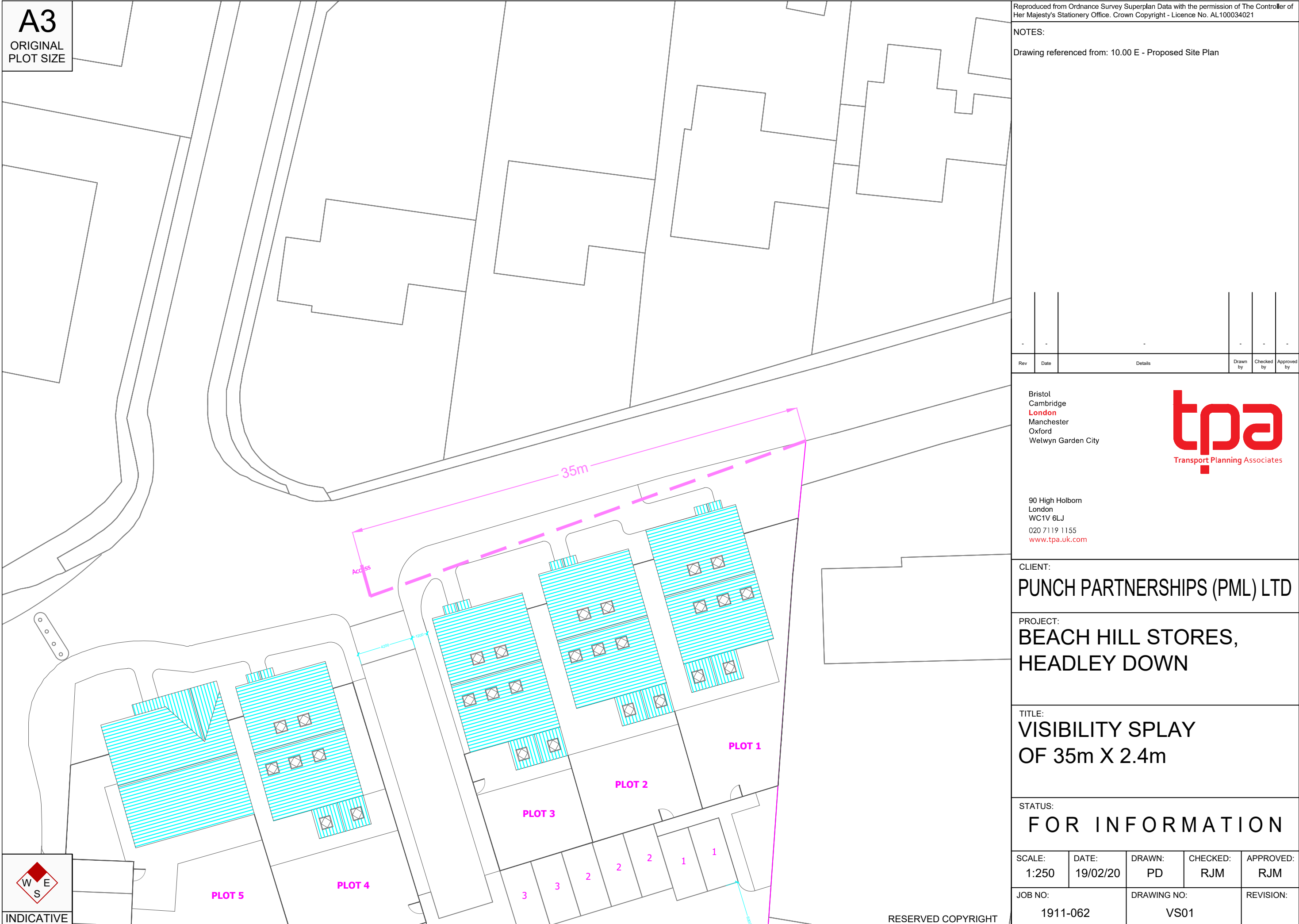
- 5.9 The proposals would not result in a severe impact on the existing network. It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

APPENDIX A



APPENDIX B





APPENDIX C

Calculation Reference: AUDIT-219602-191217-1227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 70 to 539 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/04/17

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

Selected survey days:

Monday	4 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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	11
High Street	1

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

Secondary Filtering selection:

Use Class:

A1 12 days

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

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

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

PTAL Rating:

No PTAL Present	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-O-01 CO-OP MAYORS WALK PETERBOROUGH NETHERTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 375 sqm <i>Survey date: MONDAY 17/10/11</i>	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
2	DH-01-O-01 SAINSBURY'S LOCAL 132 STATION LANE HARTLEPOOL SEATON CAREW Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 469 sqm <i>Survey date: MONDAY 26/11/12</i>	DURHAM	<i>Survey Type: MANUAL</i>
3	DV-01-O-01 PREMIER MELROSE AVENUE PLYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 70 sqm <i>Survey date: WEDNESDAY 18/07/12</i>	DEVON	<i>Survey Type: MANUAL</i>
4	ES-01-O-01 ONE STOP THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 280 sqm <i>Survey date: WEDNESDAY 19/12/12</i>	EAST SUSSEX	<i>Survey Type: MANUAL</i>
5	LE-01-O-01 BEST ONE THE FAIRWAY LEICESTER AYLESTONE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 220 sqm <i>Survey date: THURSDAY 27/09/12</i>	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
6	NF-01-O-01 TESCO EXPRESS DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 298 sqm <i>Survey date: FRIDAY 26/10/12</i>	NORFOLK	<i>Survey Type: MANUAL</i>
7	NY-01-O-03 CO-OPERATIVE FOREST ROAD NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm <i>Survey date: MONDAY 19/09/16</i>	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
8	SY-01-O-02 SAINSBURY'S LOCAL ECCLESALL ROAD SHEFFIELD Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 306 sqm <i>Survey date: FRIDAY 14/12/12</i>	SOUTH YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	CO-OPERATIVE 330 sqm 07/04/17	TYNE & WEAR <i>Survey Type: MANUAL</i>
10	WL-01-O-01 THE CIRCLE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	ONE STOP 292 sqm 23/09/16	WILTSHIRE <i>Survey Type: MANUAL</i>
11	WY-01-O-01 KEIGHLEY ROAD BRADFORD Edge of Town Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	SAINSBURY'S LOCAL 400 sqm 06/12/12	WEST YORKSHIRE <i>Survey Type: MANUAL</i>
12	WY-01-O-02 AINSTY ROAD WETHERBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: MONDAY</i>	CO-OPERATIVE 539 sqm 26/09/16	WEST YORKSHIRE <i>Survey Type: MANUAL</i>

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

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

Calculation factor: 100 sqm

Estimated TRIP rate value per 360 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	6	311	3.696	13.305	6	311	3.321	11.955	6	311	7.017	25.260
07:00 - 08:00	12	324	6.720	24.192	12	324	6.282	22.616	12	324	13.002	46.808
08:00 - 09:00	12	324	8.316	29.938	12	324	7.930	28.548	12	324	16.246	58.486
09:00 - 10:00	12	324	6.462	23.265	12	324	6.102	21.967	12	324	12.564	45.232
10:00 - 11:00	12	324	6.385	22.987	12	324	6.102	21.967	12	324	12.487	44.954
11:00 - 12:00	12	324	6.205	22.338	12	324	6.411	23.079	12	324	12.616	45.417
12:00 - 13:00	12	324	8.419	30.309	12	324	8.162	29.382	12	324	16.581	59.691
13:00 - 14:00	12	324	6.231	22.430	12	324	5.973	21.504	12	324	12.204	43.934
14:00 - 15:00	12	324	7.132	25.675	12	324	6.952	25.026	12	324	14.084	50.701
15:00 - 16:00	12	324	7.981	28.733	12	324	8.136	29.289	12	324	16.117	58.022
16:00 - 17:00	12	324	8.522	30.680	12	324	7.621	27.436	12	324	16.143	58.116
17:00 - 18:00	12	324	9.758	35.129	12	324	9.526	34.295	12	324	19.284	69.424
18:00 - 19:00	12	324	10.711	38.558	12	324	11.071	39.856	12	324	21.782	78.414
19:00 - 20:00	12	324	7.904	28.455	12	324	8.857	31.885	12	324	16.761	60.340
20:00 - 21:00	10	352	3.379	12.164	10	352	4.344	15.639	10	352	7.723	27.803
21:00 - 22:00	9	367	2.483	8.940	9	367	2.907	10.466	9	367	5.390	19.406
22:00 - 23:00	2	422	1.066	3.839	2	422	1.896	6.825	2	422	2.962	10.664
23:00 - 24:00												
Total Rates:			111.370	400.937			111.593	401.735			222.963	802.672

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: 70 - 539 (units: sqm)
 Survey date range: 01/01/11 - 07/04/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-219602-200219-0245

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	3 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/09/19

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

Selected survey days:

Monday	7 days
Tuesday	11 days
Wednesday	11 days
Thursday	7 days
Friday	7 days

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

Selected survey types:

Manual count	43 days
Directional ATC Count	0 days

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

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	37
Village	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	43 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	8 days
5,001 to 10,000	9 days
10,001 to 15,000	7 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	6 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	25 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	8 days
No	35 days

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

PTAL Rating:

No PTAL Present	43 days
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This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 9 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	43	27	0.076	0.681	43	27	0.276	2.480	43	27	0.352	3.161
08:00 - 09:00	43	27	0.146	1.316	43	27	0.356	3.207	43	27	0.502	4.523
09:00 - 10:00	43	27	0.149	1.339	43	27	0.185	1.661	43	27	0.334	3.000
10:00 - 11:00	43	27	0.151	1.355	43	27	0.141	1.270	43	27	0.292	2.625
11:00 - 12:00	43	27	0.159	1.431	43	27	0.173	1.561	43	27	0.332	2.992
12:00 - 13:00	43	27	0.156	1.408	43	27	0.165	1.485	43	27	0.321	2.893
13:00 - 14:00	43	27	0.166	1.492	43	27	0.165	1.485	43	27	0.331	2.977
14:00 - 15:00	43	27	0.165	1.485	43	27	0.191	1.722	43	27	0.356	3.207
15:00 - 16:00	43	27	0.251	2.258	43	27	0.208	1.875	43	27	0.459	4.133
16:00 - 17:00	43	27	0.276	2.480	43	27	0.162	1.462	43	27	0.438	3.942
17:00 - 18:00	43	27	0.314	2.824	43	27	0.152	1.370	43	27	0.466	4.194
18:00 - 19:00	43	27	0.222	1.997	43	27	0.127	1.140	43	27	0.349	3.137
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.231	20.066			2.301	20.718			4.532	40.784

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:)
 Survey date range: 01/01/11 - 25/09/19
 Number of weekdays (Monday-Friday): 43
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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