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The Slipway, Hamble-Le-Rice, Southampton SO31 4HB

1. Introduction

- 1.1. This Highway Technical Note has been produced in support of a planning application submission to Eastleigh Borough Council for the conversion of an existing restaurant to two number residential units at 1 Ropewalk, Hamble – Le - Rice

2. The Site and its Environs

- 2.1. The site fronts onto The High Street to the south and west, and Rope Walk to the East.
- 2.2. The High Street is classified as the B3397 and is one-way from The Square to The Quay, whilst Rope Walk is a two-way residential cul de sac.
- 2.3. The surrounding road network has parking restrictions in the form of Traffic Regulation Orders limiting parking to residents with valid parking permits. The extent of the restricted parking in relation to the site is included as [Appendix 1](#) to this Statement.
- 2.4. A 64-space public car park is located adjacent to the site at Hamble Foreshore, whilst a second 64 space public car park is also located to the northwest of the site at The Square.
- 2.5. The site comprises of a former restaurant which benefits from an existing vehicular access onto The High Street to the west.

3. Planning History

- 3.1. The site was the subject of a previous planning application submitted under planning reference F/21/91048 for a change of use to two residential dwellings, which was refused due to inadequate car parking.

4. Proposed Development

- 4.1. This application seeks consent for the change of use of the premises from a restaurant back to its original residential use. This consists of splitting the building into two properties, providing a two-bedroom and a four-bedroom dwelling. Physical works to the building include the construction of a two-storey rear extension, alterations to existing raised decking and formation of a communal amenity/parking courtyard to the rear.
- 4.2. Hampshire County Council as Local Highway Authority (LHA) were consulted on the previous proposal and in considering the highway implications of the proposal said:

“The change from restaurant to residential will result in a reduced trip rate, which would be beneficial to the local highway network. Whilst the existing vehicular access does not meet modern standards, vehicle speeds along High Street are very low, so unlikely to cause any highway safety issues. Eastleigh Borough Council should assess the need to meet local parking standards.”

- 4.3. It is therefore evident that the LHA Officer considered that the change of use from a restaurant back to a residential use would be beneficial to the highway network.
- 4.4. The LHA as the Parking Authority also commented on the parking issues within the Area Committee Report when they said:

“Concerns have also been raised that the scheme does not provide adequate off-road parking to serve the development. It is accepted that the two in-curtilage spaces proposed falls short of the five which would be required by the Council’s ‘Residential Parking Standards’ SPD (2 spaces for the two-bedroom dwelling and 3 for the four-bedroom dwelling), however, it is not always possible to meet the standards set out, particularly in more historic areas which were never designed with car ownership in mind. That being the case, some degree of compromise is required, and a balance must be struck between strictly adhering to standards verses ensuring the development works and the character of the area is protected. In this instance, whilst the provision of just two spaces is not ideal, it is something that future occupiers of the dwellings will be aware of, and there is alternative public parking elsewhere in the village should occupiers choose to use it. Although the proposed parking provision does fall short of standards, on balance it is not considered that this could reasonably be used as a reason to refuse the application.”

- 4.5. It is therefore evident that LPA Case Officer recognised that the site fell short of the full parking requirements as set out within the Councils Residential Parking Standards Supplementary Planning Document. In this case however, a balanced view was taken, considering that alternative parking was available nearby and that future occupiers would be aware of the situation.

5. Highway Reason for Refusal

- 5.1. Despite the positive view of the LHA, the application was subsequently refused planning consent by the Area Committee, and this included the following highway reason:

The proposed development does not provide sufficient on-site parking to serve the development and likely to result in overspill parking into surrounding streets, to the detriment of the amenity of neighbouring residents, and into public car parks, thereby limiting spaces available for visitors and customers of the Hamble Local Centre, to the detriment of neighbouring uses and businesses. As such, the application is considered to be contrary to Policies DM1, DM14 and DM22 of the adopted Eastleigh Borough Local Plan 2016-2036 and the Council’s ‘Residential Parking Standards’ Supplementary Planning Document.

- 5.2. This Technical Note therefore addresses the previous objection.

6. Site Accessibility

- 6.1. The site is considered to be located within an accessible location, being close to many services and facilities one would expect to find in a village centre location.
- 6.2. The site is also well served by public transport facilities and public car parking facilities which are listed below.

Bus Services

- 6.3. The nearest bus stop is located a just 200m to the northwest of the site which serves the Firstbus 6 service which runs between Southampton City Centre and Hamble. The details of the routes and frequencies of this service is given within the table below.

Service	Route	Frequency		
		Mon - Fri	Sat	Sun
6	Southampton City Centre – Netley – Hamble Le Rice	Every 30 mins	Hourly	Hourly
6	Hamble Le Rice – Netley – Southampton City Centre	Every 30 mins	Hourly	Hourly

- 6.4. From the above, it can be seen that the 6 service operates a half hourly service to Southampton during the week and an hourly service at weekends. This therefore provides a genuine alternative for travel by another mode other than the private car.

Rail Service

- 6.5. Hamble Railway station is located some 2.0km to the north of the site. This equates to an approximate 25-minute walk, or a 4-minute taxi ride. The station and all services are operated by South Western Railway. The station is located on the Southampton Mainline and provides stopping and fast services towards London Waterloo, Clapham Junction, Southampton Central, Sholing and Bitterne. The trains run hourly in both directions.

Car Parking

- 6.6. The proposals include two car parking spaces at the rear of the site accessed from the High Street, whilst public parking is available nearby in two public car parks, these being Hamble Foreshore and The Square.
- 6.7. Hamble Foreshore car park is directly adjacent to the site and provides parking for up to 64 vehicles, whilst The Square car park is 200m to the northwest and also provides parking for 64 vehicles.
- 6.8. Eastleigh Borough Council as the Parking Authority operate a residents parking permit system whereby residents living within the controlled parking zone can purchase 2 permits for £100 each. The permits are valid in on-street areas designated for permit holders. They are also valid in the Square Car Park and on-street parking bays where there is a time limit on parking if signs specify that permit holders are exempt (e.g., 2 hours, no return within 3 hours or permit holders').

7. Car Parking Demand

- 7.1. Car Parking Standards for development within the Eastleigh district are set out in the Car and Cycle Standards Supplemental Planning Document adopted in January 2009. For non – residential development the document says in paragraph 1.3:

“The parking standards for non-residential development remain the responsibility of Hampshire County Council and are set out in Tables 2 to 8 of the Hampshire Parking Strategy and Standards (2002). There are currently no proposals to amend the non-residential parking standards.”

- 7.2. Hampshire County Council withdrew their Car Parking Guidance for all development in 2008, however prior to this, the parking standard required for a restaurant was 1 parking space per 5sqm of dining and bar area.
- 7.3. When operational, the restaurant had a total of 140.3 sqm of bar and dining area open for public use which, based on the previous parking standard, would have led to a parking demand of 28 spaces. As the site did not benefit from any off-street parking spaces, this demand would have had to be met by the existing parking facilities within Hamble. The available bar and dining area is shown within [Appendix 2](#) to this Statement.
- 7.4. This current proposal provides two off-street parking spaces although in the previous application the LPA suggest that to fully meet the adopted standards a total of 5 parking spaces would be required. This would leave a shortfall of 3 spaces which in refusing the previous application they contended would *overspill parking into surrounding streets, to the detriment of the amenity of neighbouring residents, and into public car parks, thereby limiting spaces available for visitors and customers of the Hamble Local Centre, to the detriment of neighbouring uses and businesses.*
- 7.5. Based on the previous car parking requirement of 25 spaces, the under provision of 3 parking spaces for the proposed residential development would result in a net decrease in the demand for 23 parking spaces.
- 7.6. It can therefore be concluded that the previous use of the site as a restaurant would have generated a significant demand for parking on surrounding streets and public car parks, which would limit spaces available for other visitors and customers of the Hamble Local Centre.

8. Traffic Impact

- 8.1. It is also possible to ascertain what the likely traffic impact would be from the new development compared to the previous use as a restaurant. In order to do this, the TRICS database has been interrogated. TRICS stands for Trip Rate Interrogation Computer System and is the industry standards for predicting likely traffic generation from different developments.
- 8.2. When selecting comparable sites, the following criteria was utilised:

- Land Use – Restaurants
- Floor Area – 130sqm to 350 sqm
- Date Range – 01/01/14 to 12/07/18
- Location – Neighbourhood Centre

- 8.3. The TRICS trip rates and likely traffic impact from the existing restaurant is shown in the table below.

Food and Drink – Restaurants			
	Arrivals	Departures	Total Two – Way
AM Peak (0900 -1000)	0.571	0.571	1.142
PM Peak (1900 – 2000)	2.892	2.530	5.422
Total Daily	23.222	23.101	46.323
Traffic generation Based on 140.3sqm			
AM Peak (0900 -1000)	0.80 (1)	0.80 (1)	2
PM Peak (1900 – 2000)	4.04 (4)	3.55 (4)	8
Total Daily	32.6 (33)	32.4 (32)	65

- 8.4. From the above it can be seen that in the AM Peak (0900 – 1000) the restaurant would generate around 2 vehicular movements whilst in the PM Peak (1900 – 2000) it would generate around 8 vehicular movements. Over the course of a day, the restaurant would have been likely to generate around 65 two-way traffic movements.
- 8.5. A similar exercise can be undertaken for the two residential dwellings now proposed. When selecting comparable sites, the following criteria was utilised:
- Land Use – Residential – Houses Privately Owned
 - Development Size – 8 to 42 Dwellings
 - Date Range 01/01/14 to 25/09/18
 - Location – Neighbourhood Centre – Villages
 - Car Ownership within 5 Miles - 1.1 to 2.0

- 8.6. The TRICS trip rates and likely traffic impact from the two proposed dwellings is shown within the table below.

Residential – Houses Privately Owned			
	Arrivals	Departures	Total Two – Way
AM Peak (0800 -0900)	0.163	0.357	0.520
PM Peak (1700 – 1800)	0.403	0.132	0.535
Total Daily	2.096	2.195	4.291
Traffic generation Based on 2 Units			
AM Peak (0800 -0900)	0.33 (0)	0.71 (1)	1
PM Peak (1700 – 1800)	0.81 (1)	0.26 (0)	1
Total Daily	4.19 (4)	4.39 (4)	8

- 8.7. From the above, it can be seen that the proposed residential use of the site is likely to generate just 1 vehicular movement in each of the AM and PM Peak periods, whilst over the course of a 12-hour day the development will generate around 8 two-way vehicular movements.
- 8.8. The results of this comparison were alluded to by the LHA when commenting on the previous application when they said:

“The change from restaurant to residential will result in a reduced trip rate, which would be beneficial to the local highway network.”

- 8.9. It therefore stands to reason that if the proposed development would generate considerably less vehicular movements on a daily basis than the existing permitted restaurant use, the demand for car parking within this area would also be significantly less. The TRICS data is included as [Appendix 3](#) to this Statement.

9. Planning Policy

- 9.1. In refusing the previous application, the LPA referred to policies DM1, DM 14 and DM 22 of the adopted Eastleigh Borough Local Plan 2016-2036. DM1 covers general criteria for new development and says;

All new development should (as relevant):

1. not have an unacceptable impact on, and where possible should enhance:
 - residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;
 - biodiversity (avoiding significant adverse impacts); and
 - the significance of heritage assets;
2. make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;
3. take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;
4. not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable);
5. include a landscape scheme covering the design and layout of external space; protect and enhance public rights of way and National Trails and provide fully connected green infrastructure that interlaces the development and connects into the wider network;
6. provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;
7. incorporate provision for people with disabilities and create accessible communities that cater for all;
8. incorporate design measures to inhibit criminal and anti-social behaviour;
9. incorporate provision for on-site waste management; and
10. include provision for public art associated with new large-scale development in accordance with the Council's adopted Public Art Strategy.

- 9.2. In this case it is contended that the development would result in less traffic impact in the Village Centre, therefore it will not have an unacceptable impact on residential amenities of both new and existing residents.
- 9.3. DM 14 deals with Parking and says:

1. New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.

- 9.4. In considering the level of parking proposed, the Planning Case Officer previously said:

"It is not always possible to meet the standards set out, particularly in more historic areas which were never designed with car ownership in mind. That being the case, some degree of compromise is required, and a balance must be struck between strictly adhering to standards verses ensuring the development works and the character of the area is protected."

- 9.5. In this instance, through a comparison of the parking demand and likely vehicular traffic generation from the existing permitted use of the site, and that now being sought, it has been shown that in fact, there will be less impact. Robust evidence has therefor been provided to justify the level of car parking now being proposed.
- 9.6. DM 22 deals with changes of use in retail frontages in Eastleigh town centre, district centres, local centres and neighbourhood parades. It is not seen how this Policy relates to a reduction in car parking.
- 9.7. The National Planning Policy Framework discusses the promotion of sustainable transport in Section 9. Paragraph 111 of the NPPF Says: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 9.8. In this case it is considered that there will not be an unacceptable impact on highway safety, nor would the cumulative impacts be severe. Conversely, it is considered that a change of use from restaurant to residential will have a beneficial impact as it will reduce likely vehicular traffic generation, as well as lessen parking demand within the Village Centre.

10. Conclusion and Submission

- 10.1 The Officers report for the previous application originally accepted a reduction in car parking for this site and supported the proposals, which were subsequently refused through the Area Planning Committee.
- 10.2 It is contended that the site is located within a sustainable location, in an area where alternative parking and transport methods are easily accessible.

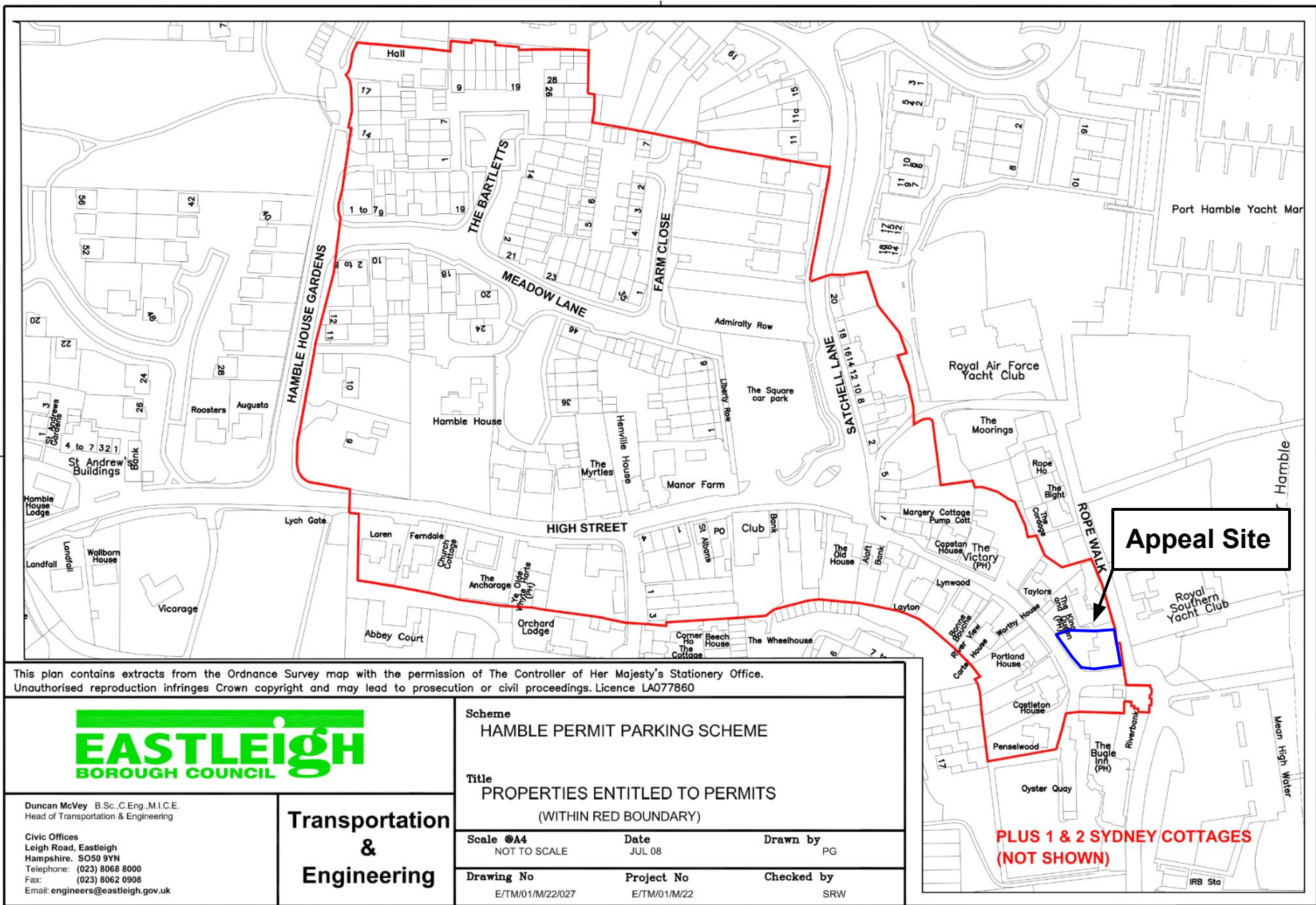
- 10.3. Through the use of TRICS data, it has been established that the proposed development would result in less traffic impact and less demand for parking in the Village Centre, than the existing permitted use.
- 10.4. More importantly, it is considered that the proposed development is fully in accordance with paragraph 111 of the National Planning Policy Framework in so far as the development would not have an unacceptable impact on highway safety, nor would the residual cumulative impact on the road network be severe.
- 10.5. For these reasons, it is considered that the application is acceptable from a highway point of view and that no demonstrable harm would be caused to highway safety.

Appendices

1. Extent of Parking Restrictions in Hamble - Le - Rice
2. Extent of Existing Bar and Dining Area
3. TRICS Data

Appendix 1

Extent of Residents Parking Area



Appendix 2

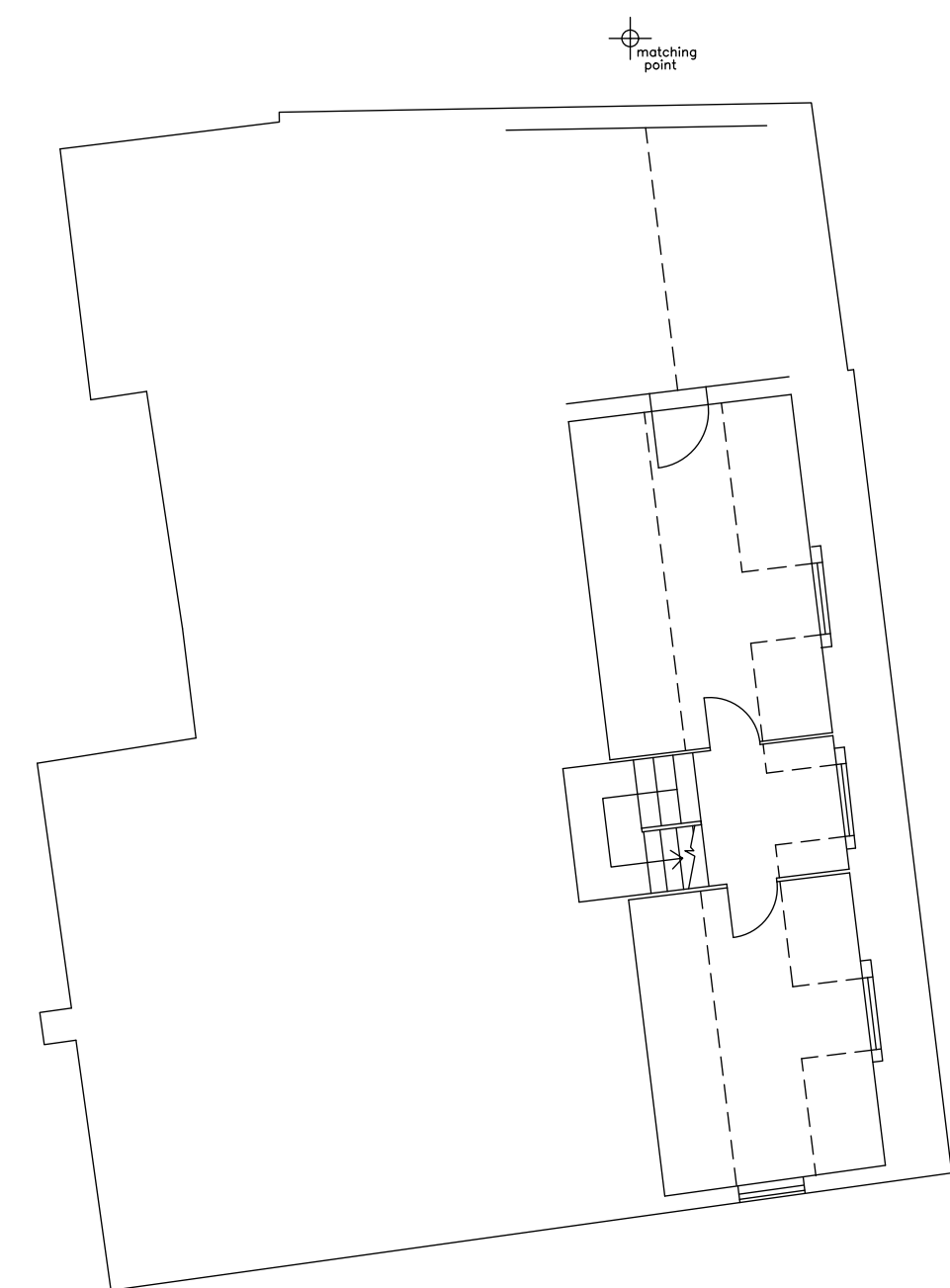
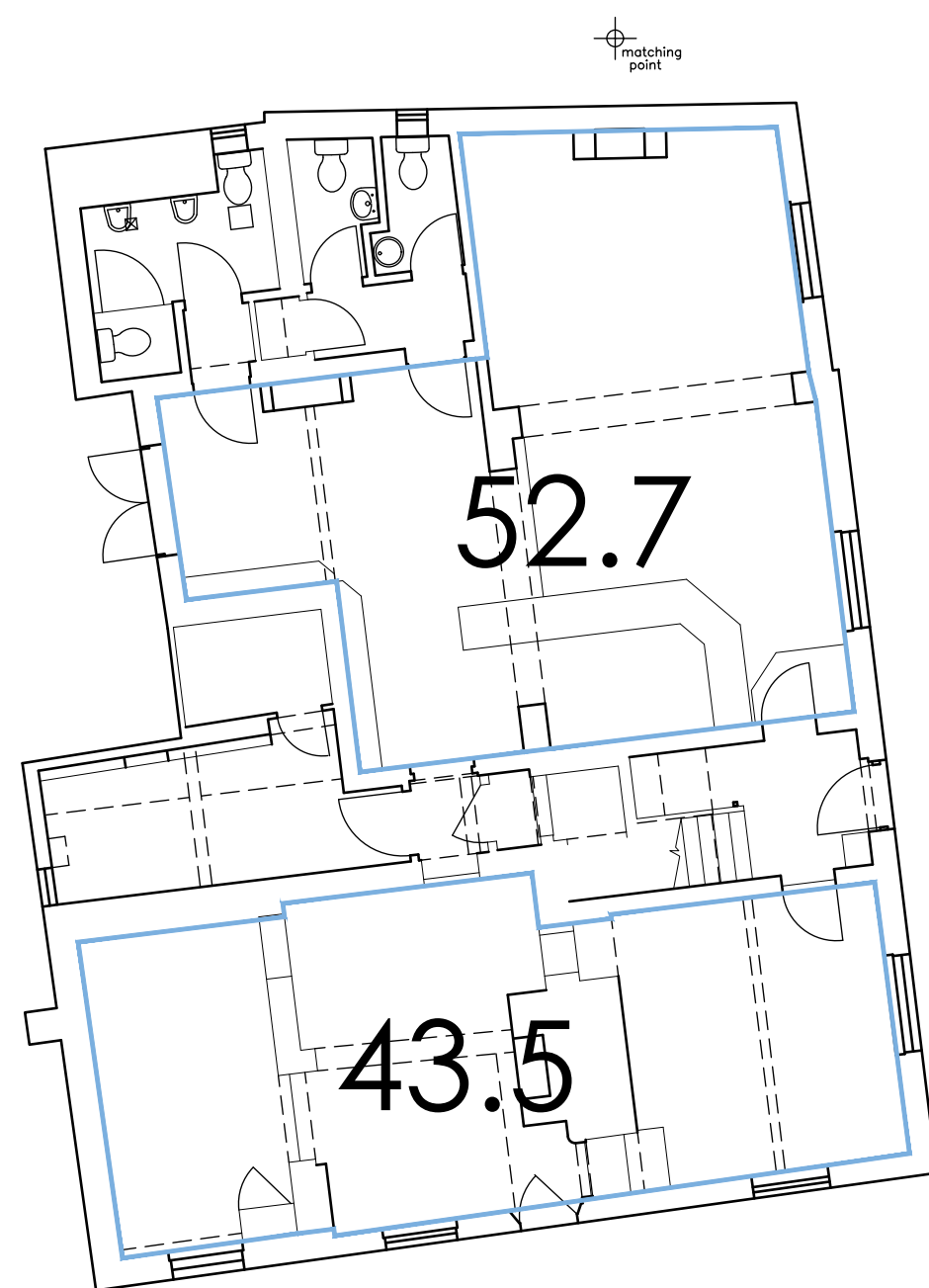
Extent of Bar and Dining Area

Total GIA= 259.0

139.3

101.1

18.6



Dining GIA= 140.3

Appendix 3

TRICS Data

Calculation Reference: AUDIT-405201-221215-1236

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 130 to 350 (units: sqm)
 Range Selected by User: 130 to 350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 12/07/18

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	2 days
Friday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Village	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(b) 4 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	3 days
1.1 to 1.5	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:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	DY-06-B-03 THORNHILL ROAD DERBY LITTLEOVER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 350 sqm Survey date: THURSDAY 12/07/18	BRITISH RESTAURANT DERBY	Survey Type: MANUAL
2	RF-06-B-01 LINWOOD ROAD PAISLEY PHOENIX LEISURE PARK Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 175 sqm Survey date: FRIDAY 20/06/14	INDIAN RESTAURANT RENFREWSHIRE	Survey Type: MANUAL
3	WM-06-B-06 EARLSDON STREET COVENTRY Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 175 sqm Survey date: THURSDAY 24/11/16	ITALIAN RESTAURANT WEST MIDLANDS	Survey Type: MANUAL
4	WS-06-B-02 ARUNDEL ROAD NEAR CHICHESTER TANGMERE Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 130 sqm Survey date: SATURDAY 04/10/14	BRITISH FINE DINING WEST SUSSEX	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	4	208	1.807	4	208	0.723	4	208	2.530
11:00 - 12:00	4	208	1.446	4	208	0.723	4	208	2.169
12:00 - 13:00	4	208	2.289	4	208	1.566	4	208	3.855
13:00 - 14:00	4	208	2.169	4	208	2.530	4	208	4.699
14:00 - 15:00	4	208	1.325	4	208	1.446	4	208	2.771
15:00 - 16:00	4	208	0.602	4	208	1.325	4	208	1.927
16:00 - 17:00	4	208	0.602	4	208	0.843	4	208	1.445
17:00 - 18:00	4	208	2.289	4	208	1.084	4	208	3.373
18:00 - 19:00	4	208	2.651	4	208	1.928	4	208	4.579
19:00 - 20:00	4	208	2.892	4	208	2.530	4	208	5.422
20:00 - 21:00	4	208	2.651	4	208	2.289	4	208	4.940
21:00 - 22:00	4	208	1.205	4	208	2.169	4	208	3.374
22:00 - 23:00	4	208	0.482	4	208	1.687	4	208	2.169
23:00 - 24:00	4	208	0.241	4	208	1.687	4	208	1.928
Total Rates:			23.222			23.101			46.323

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:	130 - 350 (units: sqm)
Survey date range:	01/01/14 - 12/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
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-405201-221215-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 42 (units:)
 Range Selected by User: 8 to 42 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/18

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

Selected survey days:

Tuesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	4 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:

Neighbourhood Centre (PPS6 Local Centre)	4
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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:

Village	4
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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 4 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days

1,001 to 5,000 3 days

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

Population within 5 miles:

25,001 to 50,000 1 days

75,001 to 100,000 2 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 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:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	MEDWAY	Survey Type: MANUAL
2	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	SUFFOLK	Survey Type: MANUAL
3	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL
4	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	32	0.109	4	32	0.364	4	32	0.473
08:00 - 09:00	4	32	0.163	4	32	0.357	4	32	0.520
09:00 - 10:00	4	32	0.155	4	32	0.217	4	32	0.372
10:00 - 11:00	4	32	0.140	4	32	0.124	4	32	0.264
11:00 - 12:00	4	32	0.109	4	32	0.147	4	32	0.256
12:00 - 13:00	4	32	0.132	4	32	0.147	4	32	0.279
13:00 - 14:00	4	32	0.124	4	32	0.109	4	32	0.233
14:00 - 15:00	4	32	0.171	4	32	0.171	4	32	0.342
15:00 - 16:00	4	32	0.155	4	32	0.132	4	32	0.287
16:00 - 17:00	4	32	0.171	4	32	0.171	4	32	0.342
17:00 - 18:00	4	32	0.403	4	32	0.132	4	32	0.535
18:00 - 19:00	4	32	0.264	4	32	0.124	4	32	0.388
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.096			2.195			4.291

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: 8 - 42 (units:)
 Survey date range: 01/01/14 - 25/09/18
 Number of weekdays (Monday-Friday): 4
 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.