

FORD ROAD, ARUNDEL

TRANSPORT STATEMENT

May 2019

Oakford Homes

RESIDENTIAL DEVELOPMENT
FORD ROAD
ARUNDEL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Prepared by:	Harry Cherrill		May 2019
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Rev.	Date	By	Summary of Changes	Chkd	Aprvd

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Oakford Homes
Hedsor Court Farm
Sheepcote Lane
Hedsor
Buckinghamshire
SL1 8PE



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

**RESIDENTIAL DEVELOPMENT
FORD ROAD
ARUNDEL**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Oakford Homes to support a planning application for a residential development comprising of 38 apartments (10no. x 1 bedroom and 28no. x 2 bedroom) at Ford Road, Arundel.
- 1.2 The application site covers approximately 0.4 hectares in total and is located c.700m west of High Street, Arundel. The application site is identified within **Figure 1**.

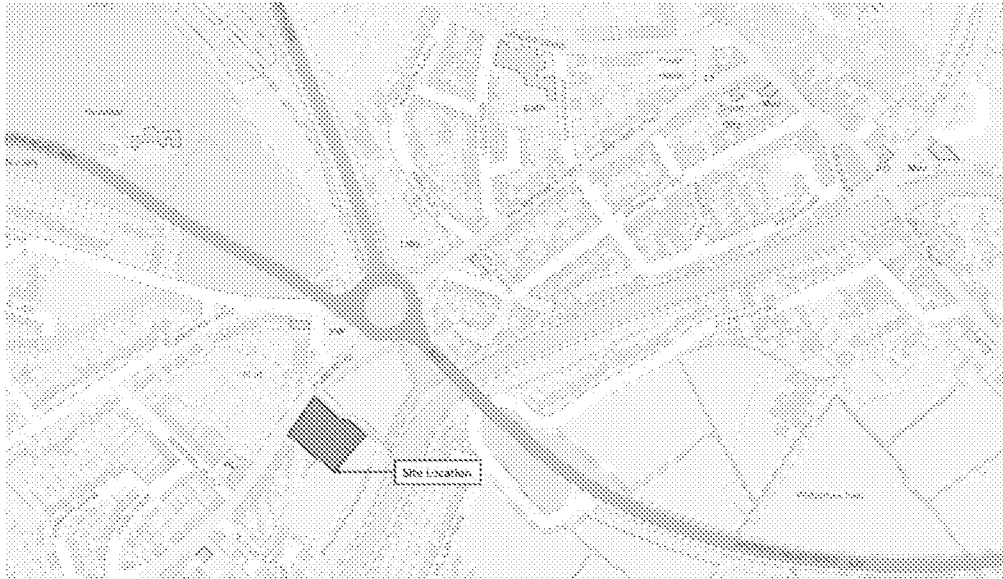


Figure 1: Site Location

- 1.3 This scope of this TS considers:
- Site Accessibility and Existing Conditions;
 - Proposed Development;
 - Access Arrangements;
 - Trip Generation; and
 - Summary and Conclusions

2. SITE ACCESSIBILITY AND EXISTING CONDITIONS

Site and Surroundings

- 2.1 The site is located on Ford Road, Arundel and is c.700m west of High Street, Arundel. The site is bordered by Ford Road to the north west, residential development to the south west, and greenfield land to the north east and south east. The River Arun is situated c.40m south east of the site and the A27 is located c.100m north of the site access. The existing site and surroundings are demonstrated in **Figure 2**.

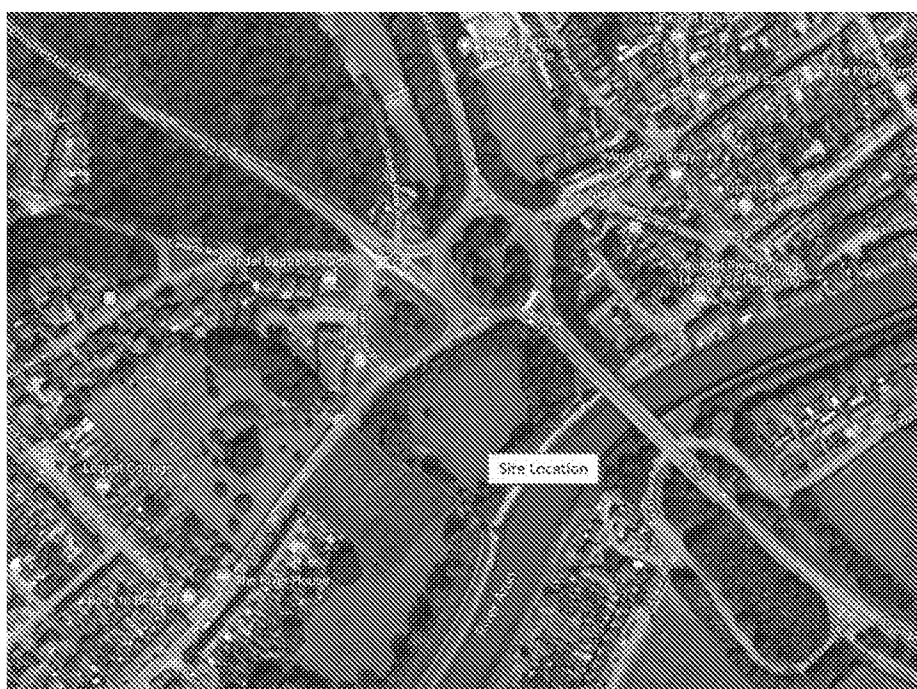


Figure 2: Site Context

Local Highway Network

- 2.2 Ford Road is a c.6m wide single carriageway road subject to a 30mph speed limit across the site frontage. Ford Road connects the A27 roundabout to the north to the A259 to the south via Ford Railway Station, Ford and Climping.
- 2.3 The A27 roundabout, c.100m north of the proposed site access, provides access to the wider road network, linking Ford Road and the proposed development to Maltravers Street, the A284 and A27.
- 2.4 The A27 is part of the Strategic Road Network (SRN) and connects the site to Chichester and Portsmouth to west and Worthing and Brighton in the east as well as other major routes including the M27, A3(M), A24 and A23. Maltravers Street links the site to Arundel Town Centre and A284 to Whiteways Lodge Roundabout and subsequently the A29 and B2139. The site is therefore very well connected to local and regional destinations.

Site Accessibility

- 2.5 Located approximately 700m east of the proposed development, Arundel Town Centre provides a significant number and variety of amenities. A summary of the nearest amenities is provided within **Table 1**. The walking times displayed in **Table 1** are based on the premise that it takes approximately 5 minutes to walk 400 metres (i.e. approximately 3mph), however this can vary from person to person. Along with the walking times, cycling journey times, based on Google Maps data, to each local amenity are provided in **Table 1** as this is another travel mode residents and visitors may use.

Amenity	Distance from Site Access	Walking Time (Minutes)	Cycling Time (Minutes)
Bus Stop	20m	1	1
Place of Worship	80m	1	1
Library	270m	4	2
Pharmacy	450m	6	2
Doctors Surgery	450m	6	2
Public House	450m	6	3
Hospital	500m	7	4
School	700m	10	5
Convenience Store	800m	11	5
ATM	800m	11	5
Post Office	800m	11	5
Railway Station	1.4km	17	6

Table 1: Distance to Local Amenities

Pedestrian Infrastructure

- 2.6 Footways flanking the local road network link the proposed development site to the wider area with examples of dropped kerbs with tactile paving to aid pedestrians and provide safe crossing facilities.
- 2.7 A c.1.8m wide footway and c.1.8m grass verge flanking the southern edge of Ford Road and a pedestrian crossing with dropped kerbs and pedestrian island on the southern arm of the A27 roundabout supports safe pedestrian movement between the proposed development site and the town centre
- 2.8 Public Rights of Way (PRoW) in the vicinity of the site are shown in **Figure 3**. Footpaths around the town reduce journey times and may be used by residents when travelling to/from the town by foot.

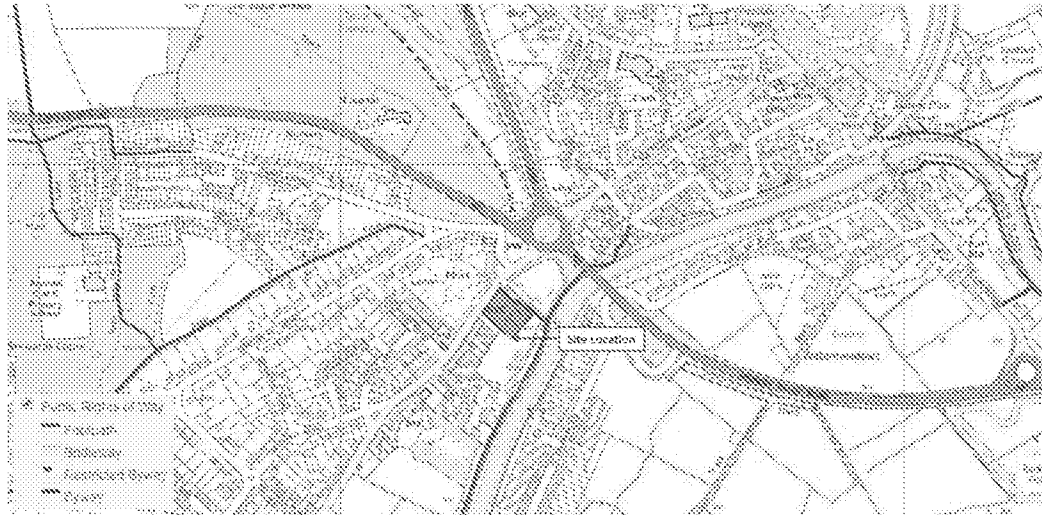


Figure 3: Arundel PRoW (Source: West Sussex County Council)

- 2.9 'Footpath 3080' flanks the northern edge of the site and connects to 'Footpath 206'. 'Footpath 206' flanks the western bank of the River Arun and provides a safe pedestrian route between the proposed development and Arundel Town Centre, mitigating the need for pedestrians to cross the A27. The footway also continues south to Littlehampton via Ford.

Cycle Infrastructure

- 2.10 The local road network is considered suitable for cycling with gentle gradients making cycling an attractive mode of transport. Ford Road is approximately 6m wide, which enables cyclists and vehicles to safely share the carriageway. Furthermore, low traffic speeds around Arundel Town Centre increase cycle safety when accessing local amenities and facilities.

Bus Services

- 2.11 Ford Road Roundabout and Baptist Church bus stops are located 20m (1 minute walk) and 150m (2 minute walk) north respectively of the proposed development. Frequent bus services that connect the site to destinations within West Sussex are accessed at these bus stops. A summary of bus services from the bus stops is detailed in **Table 2**. The Ford Road Roundabout bus stop is defined by a pole and on-street 'bus stop' highway markings and features a shelter and bench facilities.

- 2.14 Given that the proposed development is not anticipated to generate trips on to Torton Hill Road and the relative low frequency of incidents compared with the high traffic flow on the A27, it is anticipated that the proposed development would not exacerbate any existing highways safety concerns. None of the reported incidents were at the site access, resulted in a pedestrian casualty and only 1 occurred on Ford Road, therefore suggesting the road network within the direct vicinity of the proposed site is safe.

Summary

- 2.15 The proposed development is located in a residential area on the edge of Arundel town centre on Ford Road. The local highway network provides links to major routes including the A259 to the south and A27 and A284, accessed from Ford Road Roundabout c.100m north of the site. The local highway network also supports safe cycle movements between the site and the town centre.
- 2.16 Arundel town centre provides many local amenities and facilities and there is a high standard of existing pedestrian infrastructure in vicinity of the site connecting the site to the town centre.
- 2.17 The closest bus stops are located c.20m (Ford Road Roundabout) and c.150m (Baptist Church) north from the proposed development site. Bus services provided in Arundel connect the site to destinations in West Sussex including Chichester and Shoreham-by-Sea and within Arundel as well.
- 2.18 Arundel Railway Station located c.1.4km from the site, provides frequent direct rail services to London Victoria via Gatwick Airport and Bognor Regis via Barnham.
- 2.19 PIA data shows that there are no existing highway safety concerns that could worsen as a result of the development as no reported incidents were at the proposed site access.

4. ACCESS ARRANGEMENTS

Vehicle Access

- 4.1 The proposed development will utilise an existing access track on Ford Road. The track and junction would be upgraded, and the revised access will take the form of a priority bellmouth junction designed to a minimum width of 4.8m and 6m radii, as demonstrated in **Appendix B**.
- 4.2 MfS guidance states a horizontal visibility distance of 43m is required for a 30mph road. As shown in **Appendix C**, maximum achievable visibility from the site access is 2.4m x 57.4m in the primary direction and 2.4m x 64.2m in the secondary direction. These distances are greater than MfS guidance and are deemed acceptable by West Sussex County Council.

Pedestrian Access

- 4.3 The proposed development features a pedestrian access point onto Ford Road c.30m south west of the vehicular access. The access connects to existing pedestrian infrastructure on Ford Road and dropped kerbs across the site's vehicular access will be provided. A pedestrian crossing featuring dropped kerbs c.3m north of the proposed pedestrian access point on Ford Road will aid pedestrian crossing safety and connects the site to the bus stops, as shown in **Appendix D**. Pedestrian movements are also supported by PRowS adjacent to the site.

5. TRIP GENERATION

5.1 Utilising TRICS (v.7.5.2) data, average trip rates for sites similar to the proposed development have been calculated to predict the development's impact on the local road network. Parameters for the calculation include:

- Land use: '03 - RESIDENTIAL/C –FLATS PRIVATELY OWNED;
- Surveys taken: Weekdays only;
- Range of dwelling numbers: 20-60;
- 'Edge of Town' and 'Suburban' locations used; and
- Survey locations; England (excluding Greater London) and Wales only.

5.2 The resultant trip rate averages have been used to calculate the proposed vehicle trip generation for a 38 unit development, with a summary of the trip rates at peak traffic periods provided in **Table 3**. The full TRICS data output is provided as **Appendix E**.

	AM (08:00-09:00)			PM (17:00-18:00)			Daily
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (per unit)	0.073	0.208	0.281	0.214	0.109	0.323	3.318
Trip Generation (38 units)	3	8	11	8	4	12	126

Table 3: Proposed Trip Generation During Peak Periods

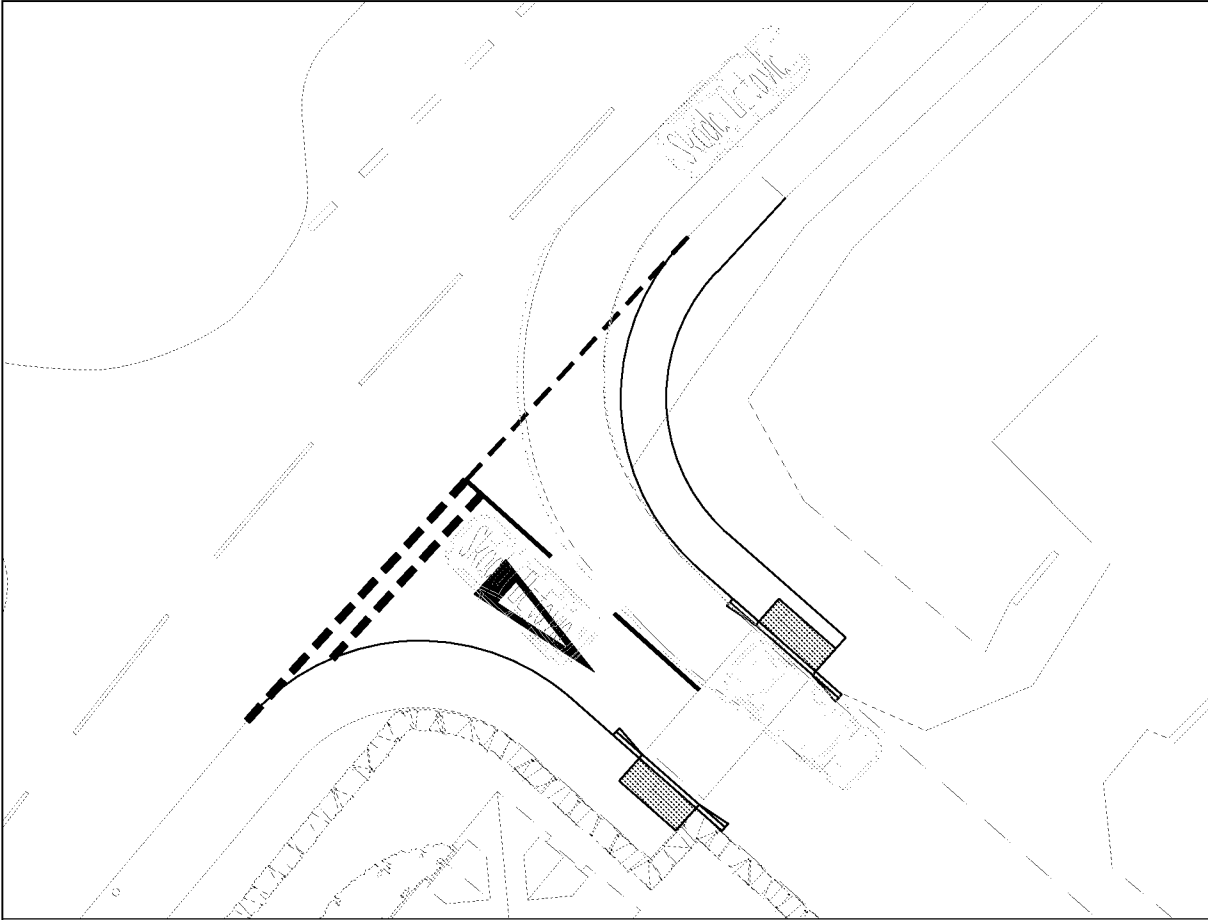
5.3 The proposed site is predicted to generate 11 vehicle trips in the AM peak (08:00-09:00), 12 vehicle trips in the PM peak (17:00-18:00) and 126 daily vehicle trips. The predicted trips generated from the site would have negligible impact on the local road network and current traffic flows as it is anticipated to be able to accommodate the additional traffic.

5.4 Anticipated trip generation from the proposed development was agreed with West Sussex County Council during pre-app advice and is not considered to be a severe impact.

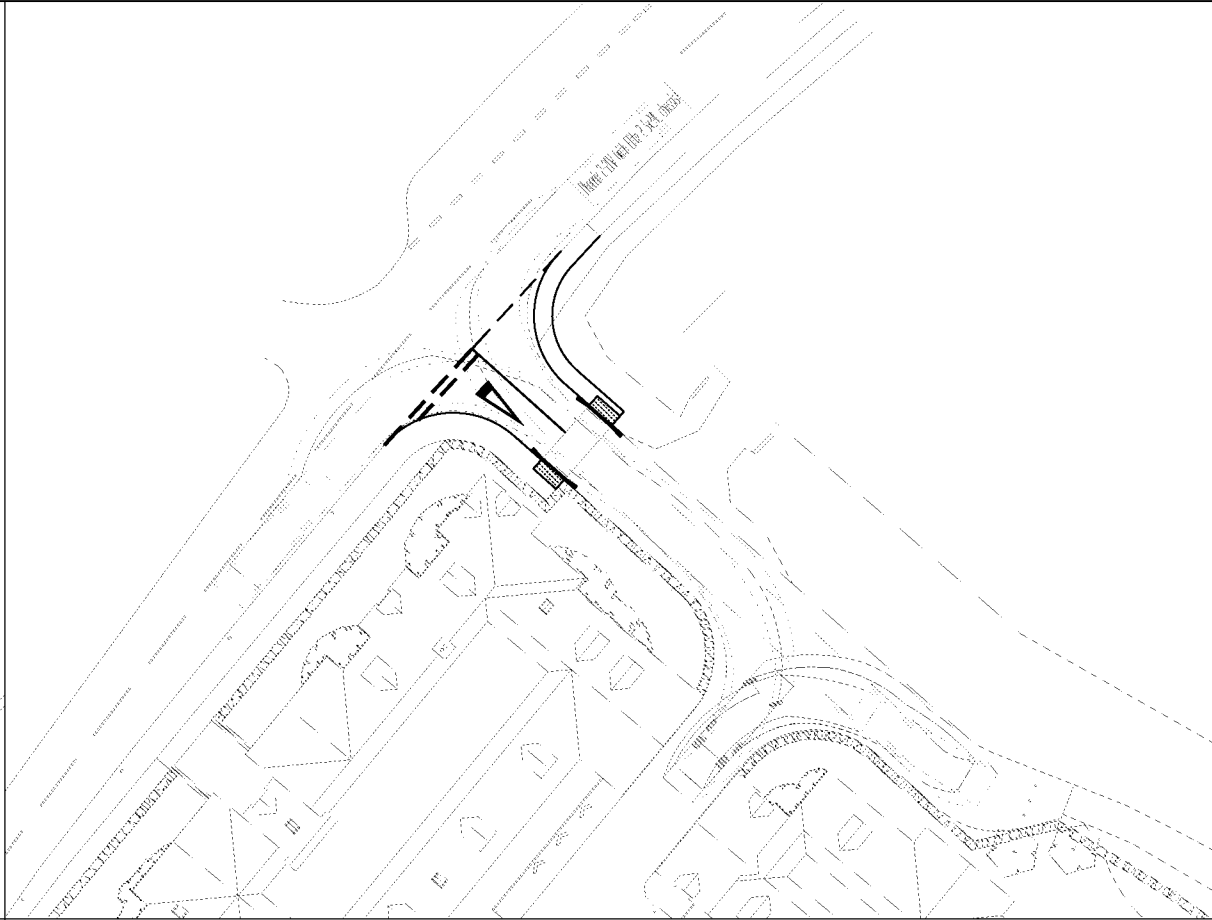
6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Oakford Homes to support a planning application for a residential development comprising of 38 apartments (10no. x 1 bedroom and 28no. x 2 bedroom) at Ford Road, Arundel.
- 6.2 The application site is an accessible location on the edge of Arundel town centre with sustainable travel opportunities available to future residents. An assessment of PIA data within the vicinity of the site does not indicate any safety concerns that would be exacerbated as a result of the proposed development or pose a concern for future site users.
- 6.3 Local public bus services provide links to destinations within Arundel and West Sussex. Southern Railway services from Arundel Railway Station provide access to the Southern Railway network including direct services to London Victoria via Gatwick Airport and Bognor Regis via Barnham. Public transport services present a great opportunity for potential residents to utilise sustainable transport modes.
- 6.4 Vehicular access to the site is achieved via a priority bellmouth junction designed to a minimum width of 4.8m and 6m radii, allowing for refuse vehicles to safely access the site.
- 6.5 Excellent visibility from the site access is achieved in excess of visibility distances required for a 30mph road in accordance with Manual for Streets guidance.
- 6.6 Vehicular trip rates for the proposed development have been identified using the TRICS database, indicating a minor impact of 126 daily trips on the local road network with additional usage having negligible impact on the conditions of the local road network at traditional AM (08:00-09:00) and PM (17:00-18:00) peak periods during the day.
- 6.7 This Transport Statement has demonstrated that the proposed development would not have a severe impact on the local road network and would represent a great opportunity for sustainable residential development. We would therefore encourage West Sussex County Council to look favourably upon this application from a highway's perspective.

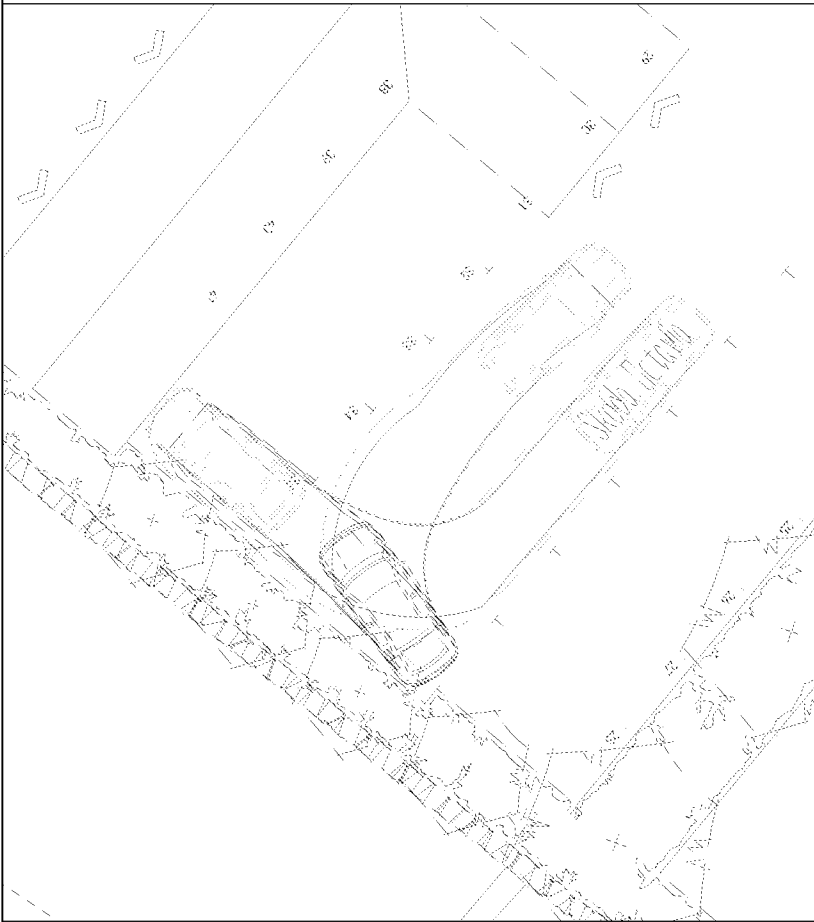
Appendix A



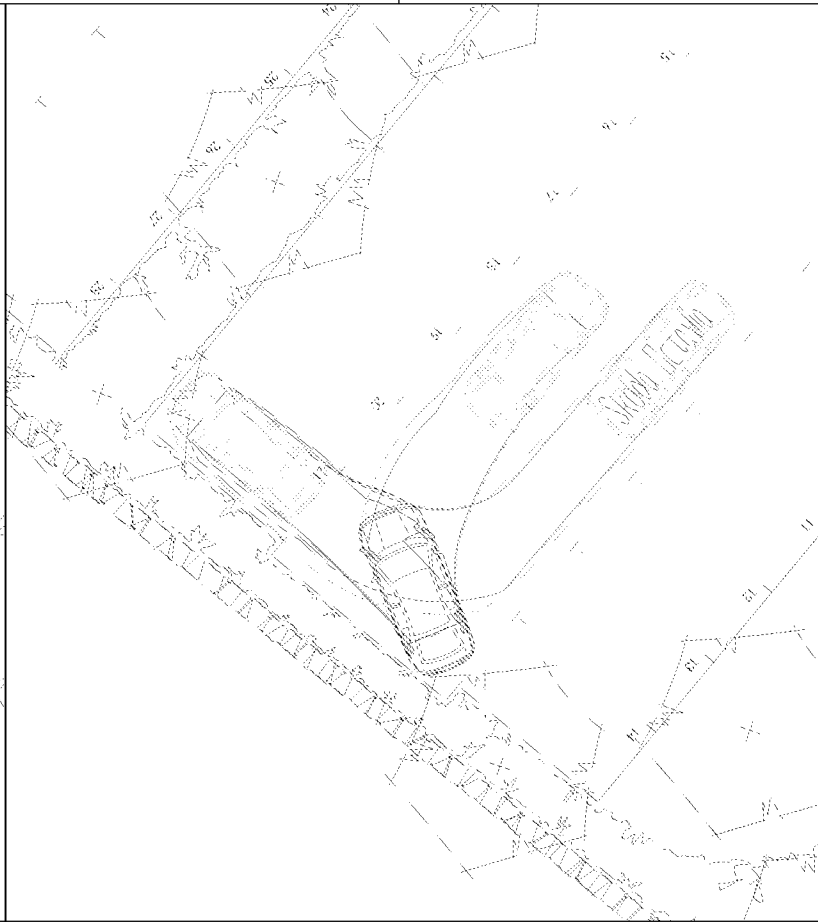
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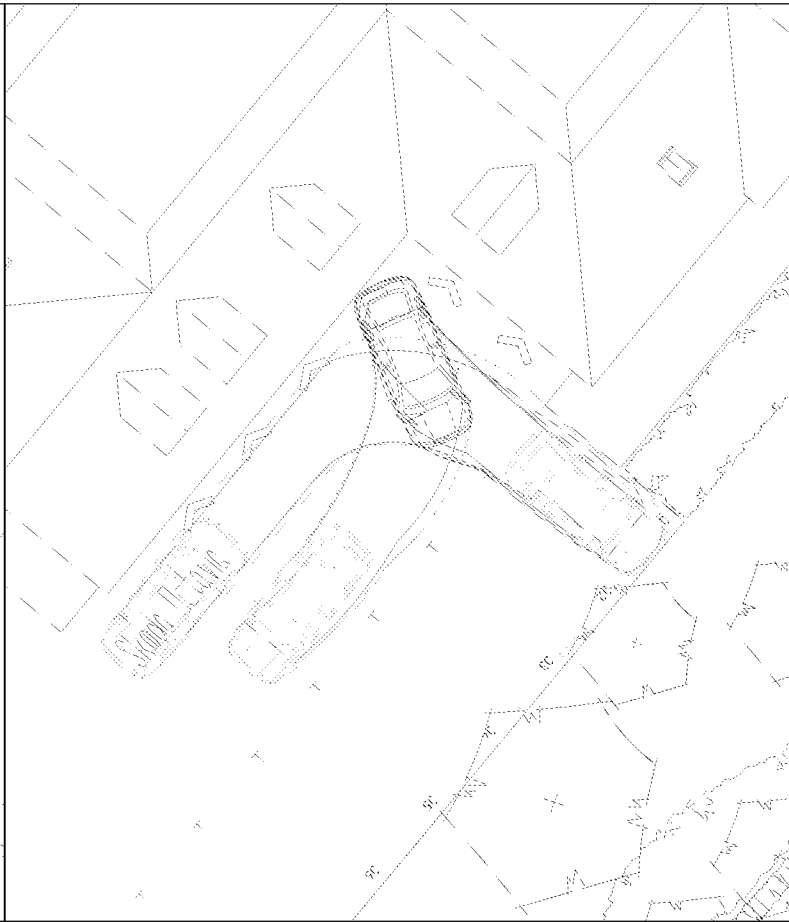
REFUSE VEHICLE TRACKING (SCALE 1:500)



CAR PARKING SPACE NO.35 TRACKING (SCALE 1:200)



CAR PARKING SPACE NO.21 TRACKING (SCALE 1:200)

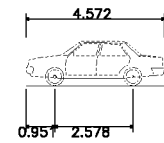


CAR PARKING SPACE NO.01 TRACKING (SCALE 1:200)

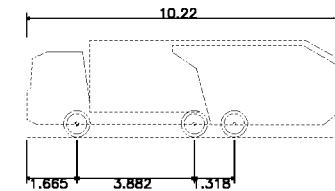
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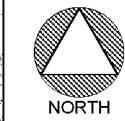
VEHICLE PROFILES



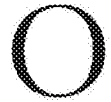
Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



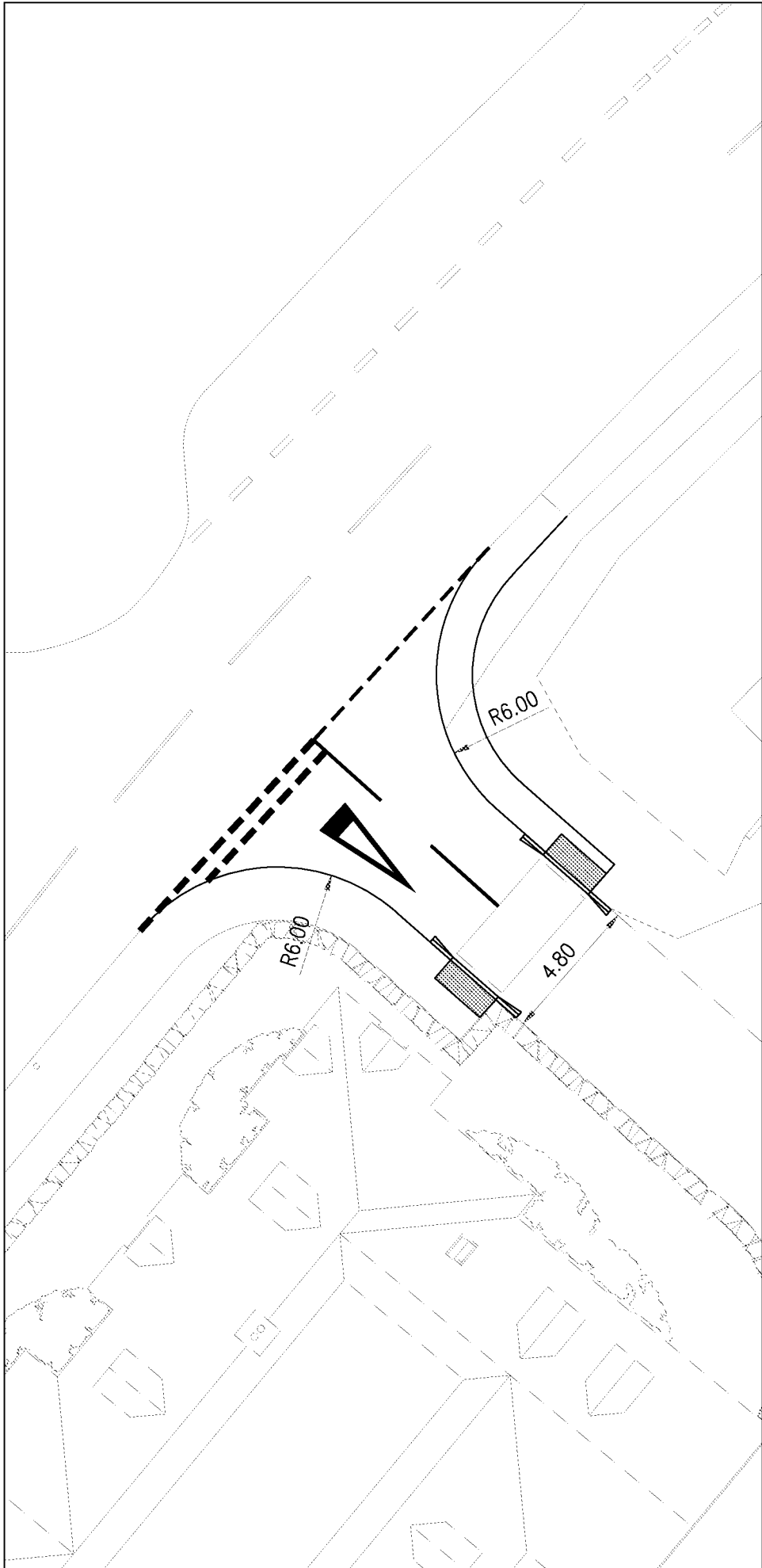
Phoenix 2-20W (with Elite 2 6x2ML chassis)	
Overall Length	10.220m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m



Rev	Description	Date	By	Chk
-	-	-	-	-

Project Name FORD ROAD ARUNDEL	Title REFUSE AND CAR VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 5 Balfour Works Road, Fleetwood, PO13 5TU 01495 968124 info@paulbashamassociates.com www.paulbashamassociates.com	Client  OAKFORD HOMES	Checked By JH	Checked Date 16.05.19	Scale AS SHOWN	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By HCH	Drawn Date 16.05.19	Client Drawing No. -	PBA Drawing No. 046.0005.003	Revision -	ARUN DISTRICT COUNCIL

Appendix B



GENERAL NOTES

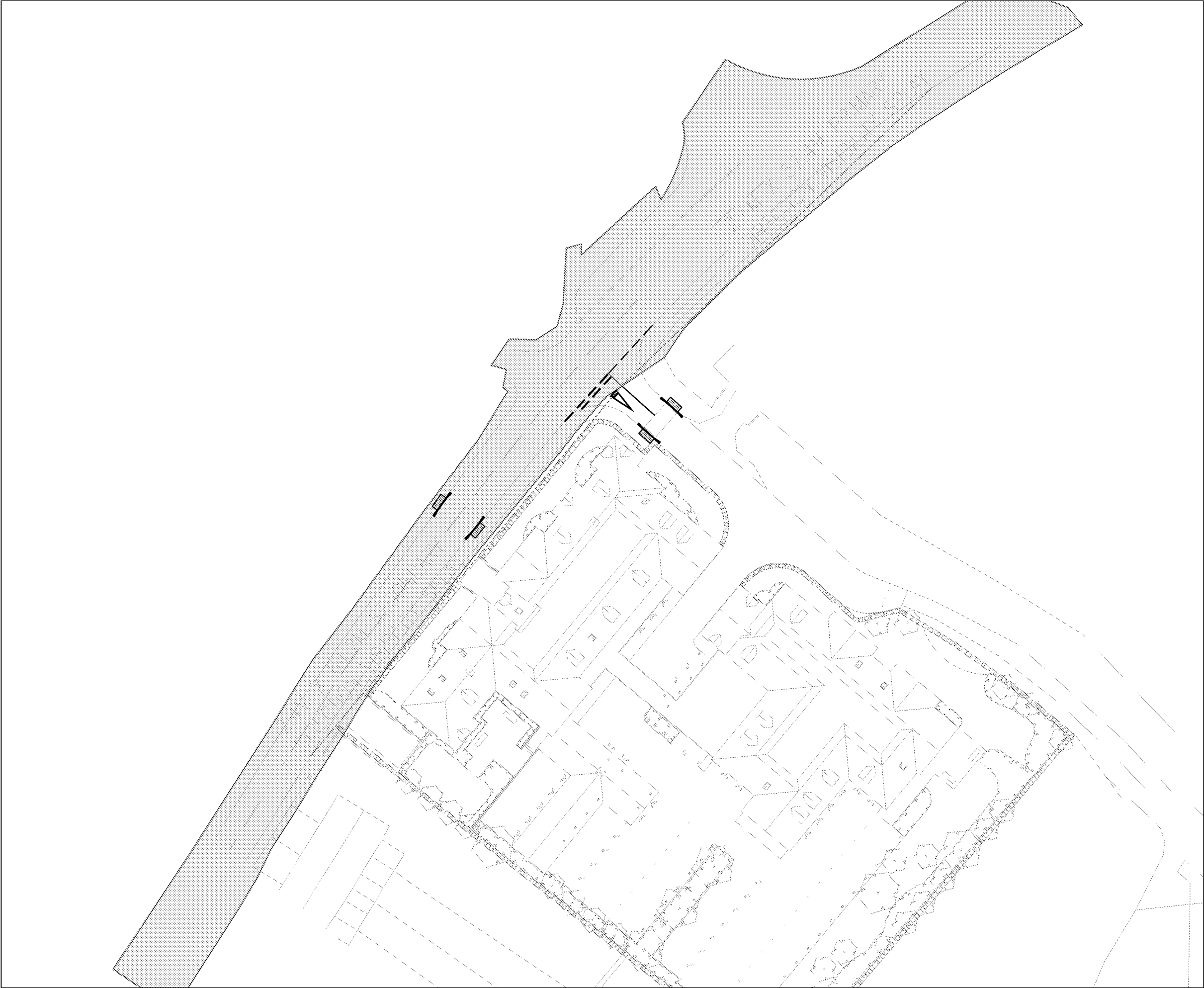
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Rev	Description	Date	By	Chkd

Project Name:	Title:	 paul basham associates Paul Basham, Solicitors Ltd Lawyers: 12pm, 5:00pm-5:00pm, 10:00pm, 10:15-11:15 01459 966154 info@paulbashamassociates.com www.paulbashamassociates.co.uk	Scale:	(AT A4 SIZE)
FORD ROAD	ACCESS		1:200	
ARUNDEL	DESIGN		PBA Drawing No.	Revision
ARUN DISTRICT COUNCIL AB/88/19/PL			046.0005.002	..

Appendix C

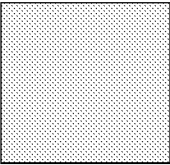


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VISIBILITY SPLAYS

- 1. VISIBILITY SPLAYS HAVE BEEN SHOWN TO MAXIMUM ACHIEVABLE DISTANCES TO THE KERBLINE OF 2.4M X 57.4M IN THE PRIMARY DIRECTION AND 2.4M X 64.2M IN THE SECONDARY DIRECTION.



INDICATIVE HIGHWAY BOUNDARY



C	UPDATED LAYOUT	15.05.19	HCH	JH
B	UPDATED LAYOUT	01.08.18	HC	JH
A	CLIENT COMMENT	05.01.18	SN	PE
Rev	Description	Date	By	Chk

Project Name	Project Phase
FORD ROAD, ARUNDEL	PRELIMINARY

Title
ACCESS VISIBILITY SPLAY



paulbasham
associates

Paul Basham Associates Ltd
Lancaster Court, 8 Domes Road, Fareham PO15 3PZ
01496 360124
info@paulbashamassociates.com www.paulbashamassociates.com

Client



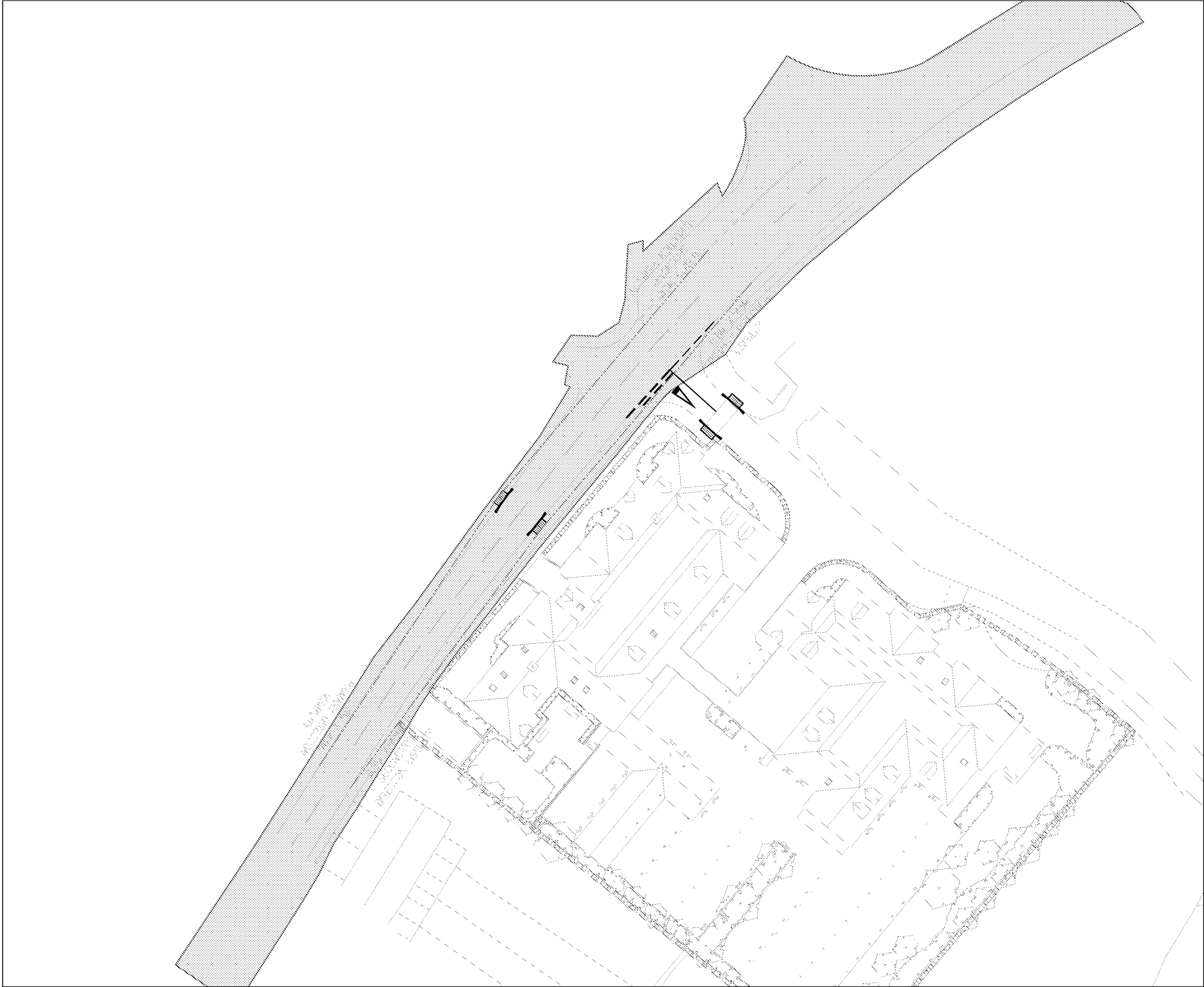
OAKFORD
HOMES

Checked By	Checked Date
JH	20.12.17
Drawn By	Drawn Date
SN	20.12.17

Scale	(AT A3 SIZE)		
1:500	Client Drawing No.	PBA Drawing No.	Revision
	-	046.0005.001	C

ARUN DISTRICT COUNCIL ARUN DISTRICT COUNCIL

Appendix D

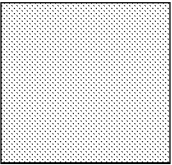


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VISIBILITY SPLAYS

- 1. VISIBILITY SPLAYS ARE BASED ON MANUAL FOR STREETS GUIDANCE FOR A 30MPH ROAD.



INDICATIVE HIGHWAY BOUNDARY



Project Name FORD ROAD, ARUNDEL		Title PROPOSED PEDESTRIAN CROSSING	 Paul Basham Associates Ltd Lancaster Court, 8 Domes Road, Fareham PO15 3PZ 01496 360124 info@paulbashamassociates.com www.paulbashamassociates.com	Client  OAKFORD HOMES	Checked By JH	Checked Date 17.05.19	Scale 1:500			(AT A3 SIZE)
Project Phase PRELIMINARY					Drawn By HCH	Drawn Date 17.05.19	Client Drawing No. -	PBA Drawing No. 046.0005.004	Revision ---	

Appendix E

Calculation Reference: AUDIT-247601-180807-0829

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: Number of dwellings
 Actual Range: 20 to 56 (units:)
 Range Selected by User: 20 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/07/17

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:

Tuesday	2 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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	2
Built-Up Zone	1
No Sub Category	2

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 5 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:

1,001 to 5,000 1 days
 10,001 to 15,000 4 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
 50,001 to 75,000 3 days
 250,001 to 500,000 1 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 1 days
 1.1 to 1.5 4 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-02	BLOCK OF FLATS	CUMBRIA
	BRIDGE LANE		
	PENRITH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
2	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
3	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
4	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
5	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	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/C - FLATS PRIVATELY OWNED

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	5	38	0.141	5	38	0.214	5	38	0.355
08:00 - 09:00	5	38	0.073	5	38	0.208	5	38	0.281
09:00 - 10:00	5	38	0.156	5	38	0.198	5	38	0.354
10:00 - 11:00	5	38	0.125	5	38	0.146	5	38	0.271
11:00 - 12:00	5	38	0.141	5	38	0.120	5	38	0.261
12:00 - 13:00	5	38	0.109	5	38	0.104	5	38	0.213
13:00 - 14:00	5	38	0.120	5	38	0.156	5	38	0.276
14:00 - 15:00	5	38	0.120	5	38	0.099	5	38	0.219
15:00 - 16:00	5	38	0.115	5	38	0.104	5	38	0.219
16:00 - 17:00	5	38	0.125	5	38	0.104	5	38	0.229
17:00 - 18:00	5	38	0.214	5	38	0.109	5	38	0.323
18:00 - 19:00	5	38	0.182	5	38	0.135	5	38	0.317
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.621			1.697			3.318

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:	20 - 56 (units:)
Survey date range:	01/01/10 - 10/07/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.005	5	38	0.000	5	38	0.005
08:00 - 09:00	5	38	0.000	5	38	0.000	5	38	0.000
09:00 - 10:00	5	38	0.005	5	38	0.005	5	38	0.010
10:00 - 11:00	5	38	0.000	5	38	0.005	5	38	0.005
11:00 - 12:00	5	38	0.005	5	38	0.005	5	38	0.010
12:00 - 13:00	5	38	0.005	5	38	0.005	5	38	0.010
13:00 - 14:00	5	38	0.000	5	38	0.010	5	38	0.010
14:00 - 15:00	5	38	0.000	5	38	0.000	5	38	0.000
15:00 - 16:00	5	38	0.010	5	38	0.005	5	38	0.015
16:00 - 17:00	5	38	0.005	5	38	0.005	5	38	0.010
17:00 - 18:00	5	38	0.005	5	38	0.000	5	38	0.005
18:00 - 19:00	5	38	0.000	5	38	0.000	5	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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.