

Transport Technical Note

Introduction

- 1.1 This note has been prepared by Mayer Brown Ltd (MBL) on behalf of Domusea Developments to assess the proposed development details, access arrangements, parking requirements and trip generation in relation to land at Ryefields Farmhouse, Oak Tree Lane, Woodgate.
- 1.2 The proposals include the construction of three 4-bed and two 3-bed detached houses, with associated access, parking and landscaping.
- 1.3 The site falls within the administrative boundary of Arun District Council (ADC) and West Sussex County Council (WSCC). ADC do not set out any specific thresholds for a Transport Assessment, however WSCC guidance refers to the Department for Transport 'Guidance on Transport Assessment' 2007 document which provides indicative thresholds for Transport Statements, Transport Assessments and Travel Plans. This guidance states that for C3 schemes <50 units, no assessment is required. However, this technical note has been prepared to outline the associated transport matters relating to the proposals.
- 1.4 A previous planning application was made for the site in 2019 [Ref: AL/72/19/PL]. This application was for the erection of 10 dwellings and was refused at appeal [Ref: APP/C3810/W/19/3243619]. Two highways concerns were raised by the inspector, these were the following:
 - » Access to the development would be over a relatively short section of unmade track which would not be accessible to all users other than by vehicle and would not meet the needs of vulnerable users.
 - » The proposal fails to demonstrate that kerbside collection of waste bins from the proposed residential development would be possible for waste collection vehicles of 12 metres in length.
- 1.5 This note will therefore seek to address the highways concerns raised at this appeal.

Domusea Developments

Ryefields Farmhouse, Oak Tree Lane, Woodgate

Transport Technical Note

Development Proposals

Site Location and Existing Conditions

- 1.6 The site is located on the southern side of Oak Tree Lane and is presently located within the garden land of Ryefields Farmhouse, however, is surplus to requirements. Ryefields Farmhouse is situated on the south-eastern fringe of the village of Woodgate, approximately 7.5km east from the centre of Chichester.
- 1.7 The site in relation to the regional and local highway network is illustrated in **Figure 1.1** and **Figure 1.2** appended hereto respectively.
- 1.8 Access to the site is gained from Oak Tree Lane, a quiet residential street subject to a 30mph speed limit. In proximity of the site, Oak Tree Lane is a no through road and thus access and egress is from the A29 to the west.
- 1.9 The A29 connects Woodgate with Bognor Regis in the south and Westergate and the A27 in the north. The A27 stretches west into Chichester and east passing through Arundel, Worthing, Brighton and ultimately Eastbourne.
- 1.10 Presently, the site is surplus garden land associated with Ryefields Farmhouse and is partly used for livestock grazing. If the proposals come forward, Ryefields Farmhouse will be retained with a reduced but still substantial curtilage.
- 1.11 Existing site access is gained directly from Oak Tree Lane onto an unmade track and subsequently through a set of gates.

Proposals

- 1.12 The proposals comprise the demolition of existing outbuildings and the erection of five detached houses, comprising three 4-bed and 2-3-bed dwellings.
- 1.13 **Figure 1.3** below shows the proposed site layout:

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Ryefields Farmhouse, Oak Tree Lane, Woodgate
Transport Technical Note

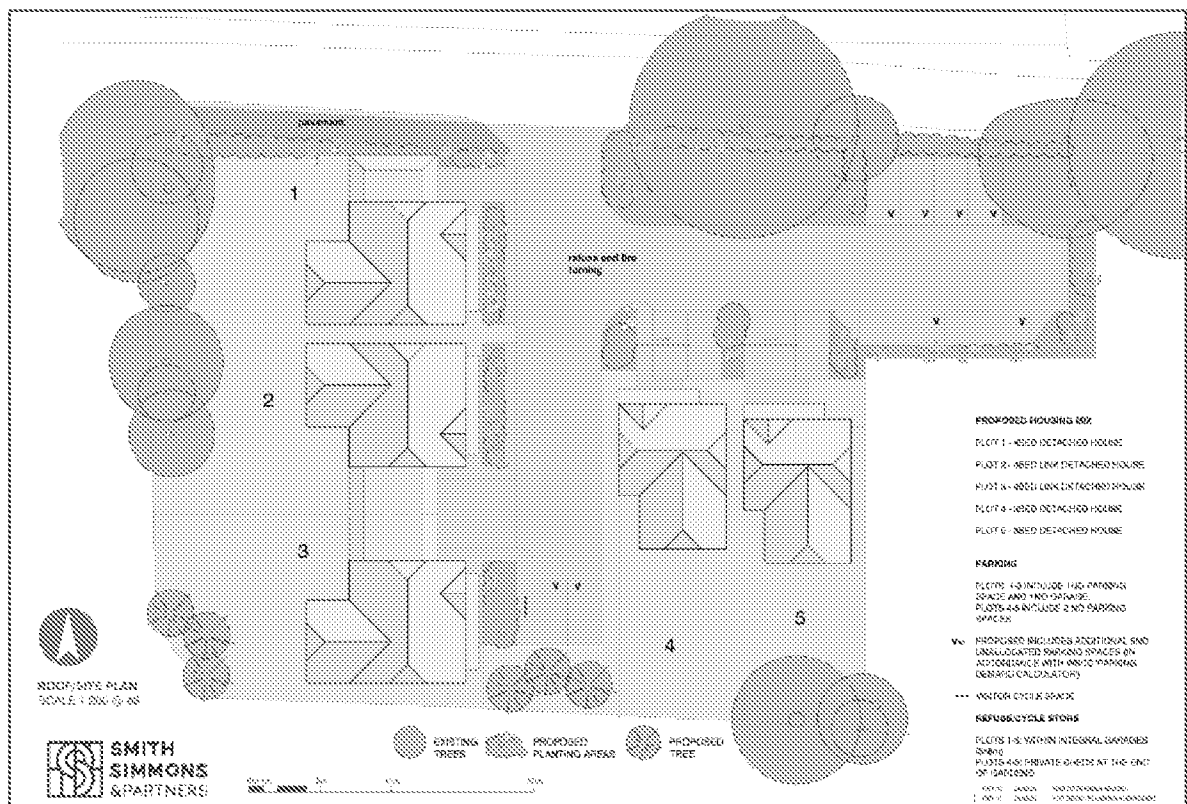


Figure 1.3: Proposed Site Layout

- 1.14 The proposals include provision of a 2m wide footway along the western frontage of the site, ensuring the development is accessible to all users by providing a safe access onto the highway network.
- 1.15 Dwellings 1 to 3 include one on-plot parking space and a garage. Dwellings 4 and 5 include 2 on-plot parking spaces. Eight unallocated parking spaces are also provided for additional and/or visitor use, in accordance with the WSCC parking guidance and parking calculator. Arun District Council (ADC) recognises the same residential parking standards as WSCC.
- 1.16 ADC published a Parking Standards Supplementary Planning Document in January 2020. This guidance sets out that for houses with a driveway and garage, 100% of parking spaces should have an active EV charging point. All other development will need to provide active EV charging points in 20% of parking spaces.
- 1.17 WSCC also provide guidance that all remaining spaces should be provided with passive EV provision.

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Ryefields Farmhouse, Oak Tree Lane, Woodgate

Transport Technical Note

- 1.18 The proposals include providing each house with an active EV charging point, meeting ADC requirements, and all remaining spaces will be provided with passive EV provision, meeting WSCC requirements.
- 1.19 ADC and WSCC guidance on parking at new developments also sets out a requirement for 2 cycle spaces per 3+ bed unit. These will be accommodated within the garages for dwellings 1-3 and in private sheds provided at the end of gardens for dwellings 4 and 5.
- 1.20 A visitor cycle space is also provided adjacent to the visitor parking spaces at the south of the site.

Refuse Collection Strategy

- 1.21 Guidance from Arun District Council (ADC) states that when a through road is not present on site, a turning area must exist and a 12-metre vehicle must be able to turn around in 3 manoeuvres or less.
- 1.22 The layout of the proposed development includes a turning area and **Figure 1.4** appended hereto provides tracking to demonstrate a 12-metre vehicle servicing the site and turning in 3 manoeuvres.

Trip generation Methodology

- 1.23 The site currently comprises garden land at Ryefields Farmhouse and is used partly for livestock grazing, therefore the present traffic generation is zero.
- 1.24 The proposed development is for 5 dwellings, therefore the expected trip attraction is small.

Proposed Trip Generation

- 1.25 When considering the highways and transportation impact of any development, it is important to assess the associated potential trip generation.
- 1.26 The TRICS database is a well-recognised method of establishing the traffic attraction of various land uses. The following projections are based on models derived from this database.
- 1.27 Trip generation during the weekday morning peak (0800-0900) and weekday evening peak (1700-1800) was assessed, the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest.

Domusea Developments

Ryefields Farmhouse, Oak Tree Lane, Woodgate

Transport Technical Note

- 1.28 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.
- 1.29 A TRICS assessment has therefore been done based on a comparison with sites that meet the following criteria:
- ✧ Survey's carried out from 1st January 2013 for TRICS category '03 – Residential, A – Houses Privately Owned';
 - ✧ Located within the South East or South West;
 - ✧ Neighbourhood Centre Location; and
 - ✧ Between 8 and 100 units.
- 1.30 **Table 1.1** below sets out the peak hour trip rates associated with the proposed residential development. The full TRICS outputs and calculations are attached in **Appendix A** of this report.

5 Units	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday Total 07:00 – 19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	2	2	1	10	11

Table 1.1: Proposed Trip Generation

- 1.31 **Table 1.1** indicates that the proposed houses will likely generate just three vehicle movements in the weekday peak hours, which equates to an additional movement every 20 minutes if the movements are spread evenly across the hour. Across the entire day, the proposals are likely to generate an additional 21 movements on the local highway network. This level of trip generation is likely to have a negligible impact on the local highway network.

Site Access Arrangements

- 1.32 Vehicular and pedestrian access to the site will be achieved from Oak Tree Lane. The proposals include the provision of a 2m wide footway along the western section of the site frontage that will tie in with existing footway provisions on Oak Tree Lane. This will ensure that the development is accessible to all road users.
- 1.33 **Figure 1.5 below** indicates how the proposed footway ties in with the existing provision on Oak Tree Lane to provide pedestrian continuity.

Domusea Developments
Ryefields Farmhouse, Oak Tree Lane, Woodgate
Transport Technical Note



Figure 1.5: Pedestrian Footway Continuity

- 1.34 Visibility splays are provided in **Figure 1.6** appended to this note that show 2m x 15m can be achieved to the west and 23m to the east. These splays are identical to those submitted with the original planning application for this site and no issues were raised regarding these.
- 1.35 The internal layout provides appropriate aisle widths and parking space dimensions to enable unfettered manoeuvring for vehicles.

Summary and Conclusions

- 1.36 This note has been prepared by Mayer Brown Ltd (MBL) on behalf of Domusea Developments to assess the proposed development details, access arrangements, parking requirements and trip generation in relation to land adjacent to Ryefields Farmhouse, Oak Tree Lane, Woodgate.
- 1.37 The proposals include the construction of three 4-bed and two 3-bed detached houses, with associated access, parking and landscaping.

Domusea Developments

Ryefields Farmhouse, Oak Tree Lane, Woodgate

Transport Technical Note

1.38 This Transport Note finds that:

- ✧ The proposals provide vehicle and cycle parking in line with ADC and WSCC standards;
- ✧ The proposals include the provision of a 2m wide footway along the western section of the site frontage that will tie in with existing footway provisions on Oak Tree Lane, ensuring that the development is accessible to all road users.
- ✧ Tracking demonstrates that a 12-metre servicing vehicle can turn within the site in 3 manoeuvres; and
- ✧ The proposals result in a very small number of trips generated from the site that will likely have a negligible impact on the operation of local highways.

1.39 On the basis of these findings, the development is unlikely to result in any adverse impacts on the operation of the local transport network and therefore, it is considered that there is no reason why the scheme should be refused on transport grounds.

Author: Rebecca Kingston

Date: 29th October 2021



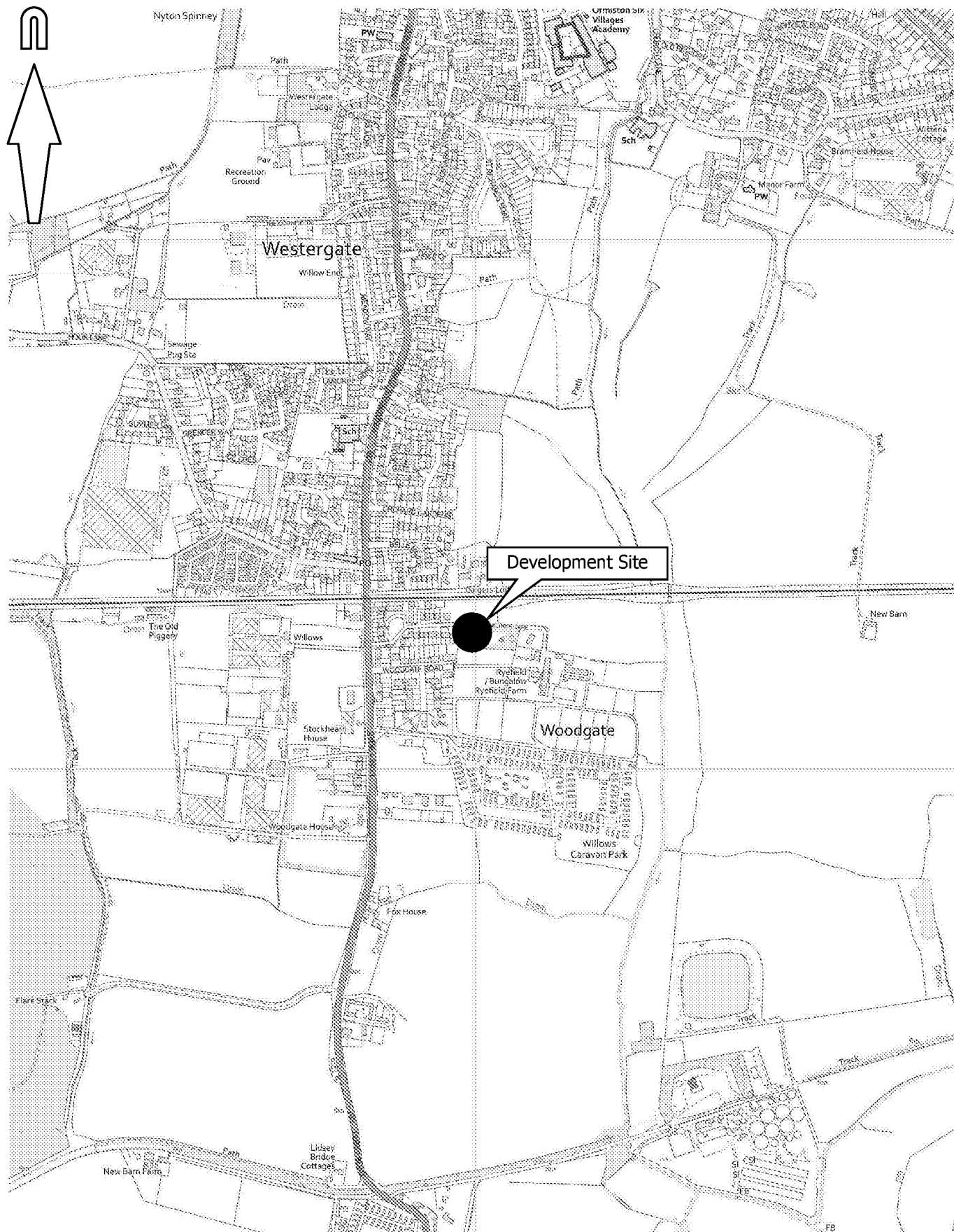
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



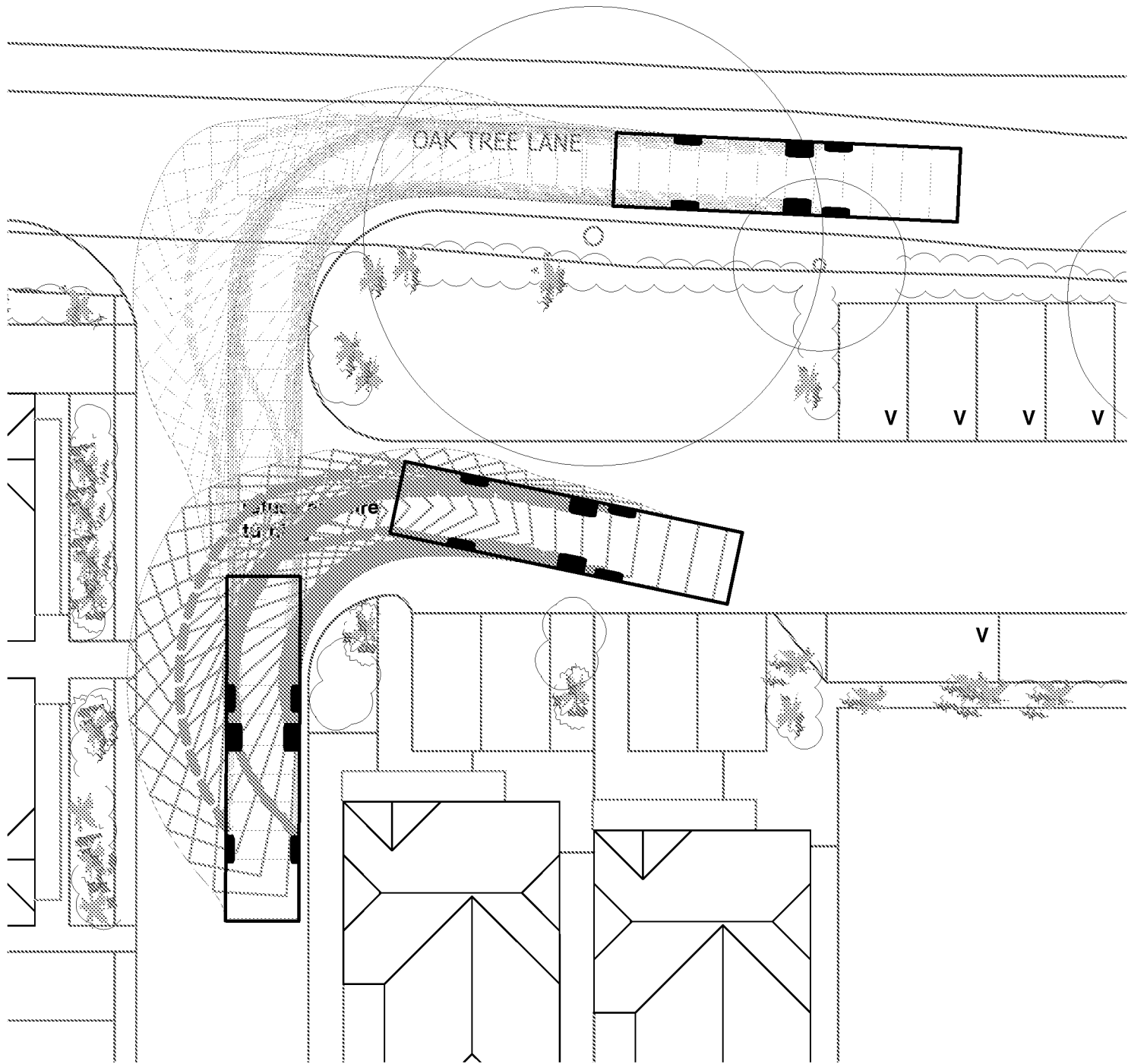
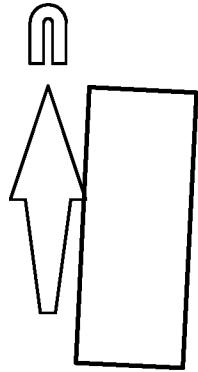
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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



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client

DOMUSEA DEVELOPMENTS

project

OAK TREE LANE, WOODGATE

title

SWEPT PATH ANALYSIS
12M REFUSE VEHICLE TURNING ON SITE

scale

1:200 @ A3

drawn by

JB

checked by

AP/RK

date

OCTOBER 2021

cad file

MBSK211029

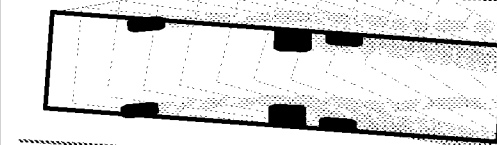
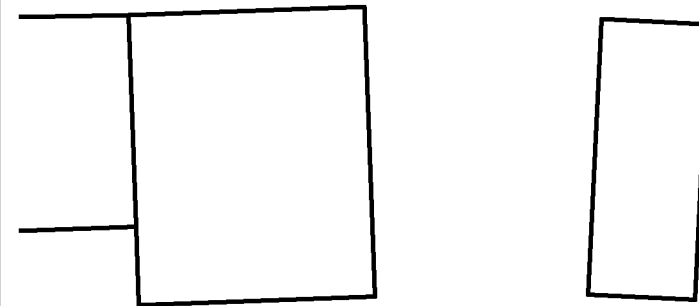
suitability

rev.

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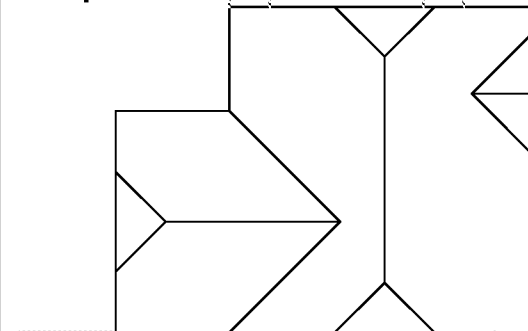
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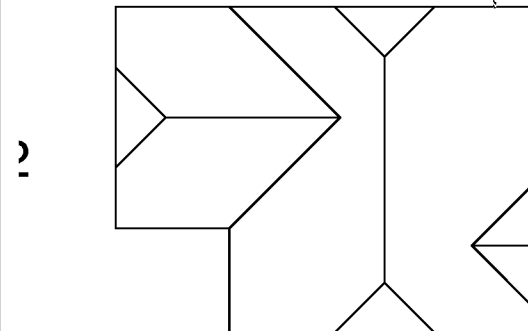


pavement

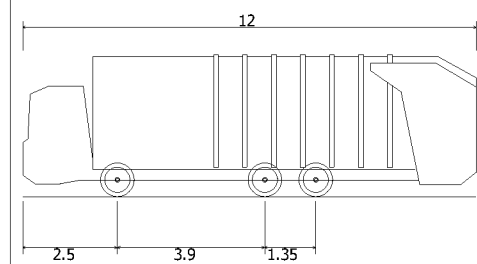
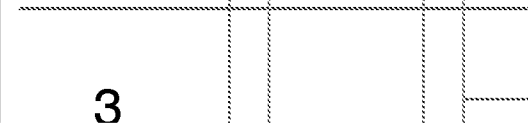
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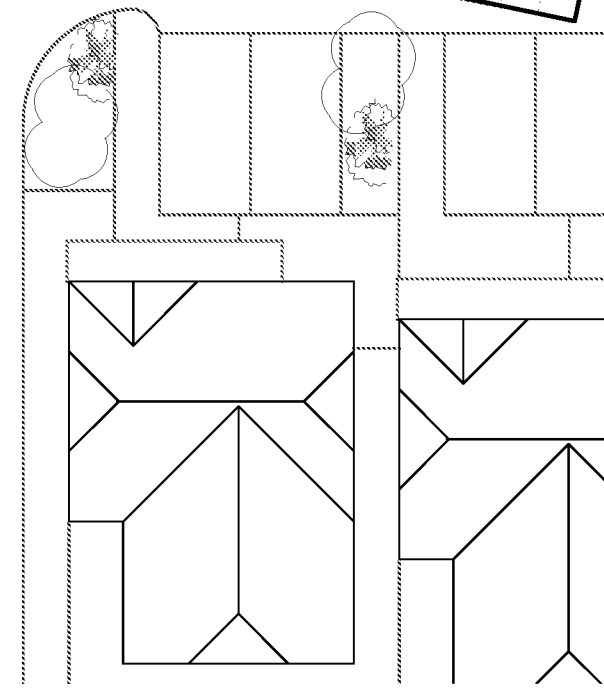
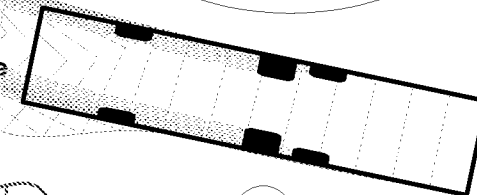
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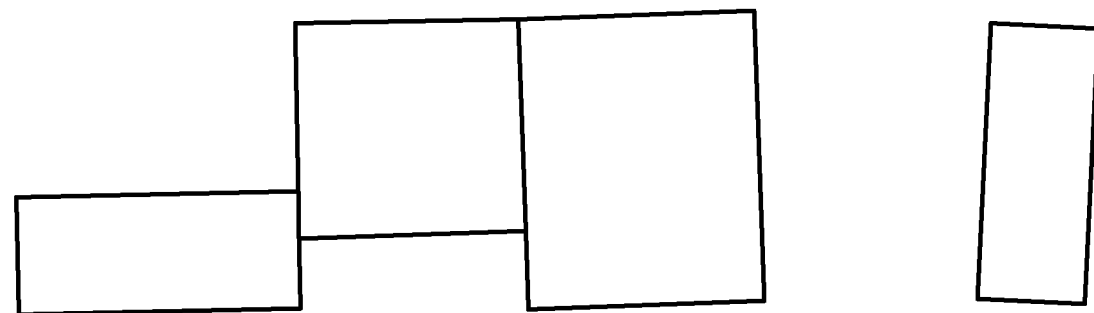


Mercedes Econic 26t RCV
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.050m

OAK TREE LANE

refuse and fire
turning





OAK TREE LANE, WOODGATE

VISIBILITY SPLAYS
2M X 15M AND 2M X 23M

P1

MBSK211029-2

APPENDIX A: TRICS Output

Calculation Reference: AUDIT-807401-210513-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	2 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 57 (units:)
 Range Selected by User: 8 to 100 (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: 01/01/13 to 15/10/20

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
Thursday	1 days
Friday	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 undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4
--	---

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
---------	---

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:

1,001 to 5,000 4 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 2 days

1.6 to 2.0 2 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

1	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
2	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
3	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
4	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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	37	0.095	4	37	0.291	4	37	0.386
08:00 - 09:00	4	37	0.182	4	37	0.304	4	37	0.486
09:00 - 10:00	4	37	0.155	4	37	0.230	4	37	0.385
10:00 - 11:00	4	37	0.142	4	37	0.142	4	37	0.284
11:00 - 12:00	4	37	0.108	4	37	0.162	4	37	0.270
12:00 - 13:00	4	37	0.149	4	37	0.149	4	37	0.298
13:00 - 14:00	4	37	0.149	4	37	0.149	4	37	0.298
14:00 - 15:00	4	37	0.216	4	37	0.203	4	37	0.419
15:00 - 16:00	4	37	0.135	4	37	0.128	4	37	0.263
16:00 - 17:00	4	37	0.243	4	37	0.149	4	37	0.392
17:00 - 18:00	4	37	0.318	4	37	0.122	4	37	0.440
18:00 - 19:00	4	37	0.203	4	37	0.115	4	37	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			2.144			4.239

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 - 57 (units:)
Survey date range:	01/01/13 - 15/10/20
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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

TAXIS**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	37	0.000	4	37	0.000	4	37	0.000
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.000	4	37	0.007	4	37	0.007
11:00 - 12:00	4	37	0.000	4	37	0.000	4	37	0.000
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.000	4	37	0.000	4	37	0.000
17:00 - 18:00	4	37	0.007	4	37	0.000	4	37	0.007
18:00 - 19:00	4	37	0.000	4	37	0.000	4	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

OGVS**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	37	0.007	4	37	0.000	4	37	0.007
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.007	4	37	0.007
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.007	4	37	0.000	4	37	0.007
12:00 - 13:00	4	37	0.000	4	37	0.007	4	37	0.007
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.000	4	37	0.000	4	37	0.000
17:00 - 18:00	4	37	0.000	4	37	0.000	4	37	0.000
18:00 - 19:00	4	37	0.000	4	37	0.000	4	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

PSVS**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	37	0.007	4	37	0.007	4	37	0.014
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.000	4	37	0.000	4	37	0.000
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.007	4	37	0.007	4	37	0.014
16:00 - 17:00	4	37	0.000	4	37	0.000	4	37	0.000
17:00 - 18:00	4	37	0.007	4	37	0.007	4	37	0.014
18:00 - 19:00	4	37	0.000	4	37	0.000	4	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	4	37	0.000	4	37	0.000	4	37	0.000
08:00 - 09:00	4	37	0.014	4	37	0.041	4	37	0.055
09:00 - 10:00	4	37	0.000	4	37	0.007	4	37	0.007
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.000	4	37	0.000	4	37	0.000
12:00 - 13:00	4	37	0.014	4	37	0.000	4	37	0.014
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.007	4	37	0.000	4	37	0.007
15:00 - 16:00	4	37	0.020	4	37	0.014	4	37	0.034
16:00 - 17:00	4	37	0.020	4	37	0.007	4	37	0.027
17:00 - 18:00	4	37	0.027	4	37	0.054	4	37	0.081
18:00 - 19:00	4	37	0.014	4	37	0.000	4	37	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.123			0.239

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

CARS**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	37	0.061	4	37	0.243	4	37	0.304
08:00 - 09:00	4	37	0.142	4	37	0.284	4	37	0.426
09:00 - 10:00	4	37	0.122	4	37	0.189	4	37	0.311
10:00 - 11:00	4	37	0.128	4	37	0.122	4	37	0.250
11:00 - 12:00	4	37	0.081	4	37	0.128	4	37	0.209
12:00 - 13:00	4	37	0.122	4	37	0.115	4	37	0.237
13:00 - 14:00	4	37	0.128	4	37	0.135	4	37	0.263
14:00 - 15:00	4	37	0.169	4	37	0.176	4	37	0.345
15:00 - 16:00	4	37	0.122	4	37	0.108	4	37	0.230
16:00 - 17:00	4	37	0.209	4	37	0.095	4	37	0.304
17:00 - 18:00	4	37	0.257	4	37	0.088	4	37	0.345
18:00 - 19:00	4	37	0.189	4	37	0.108	4	37	0.297
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.730			1.791			3.521

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

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

Mayer Brown Oriental Road Woking

Licence No: 807401

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

LGVS**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	37	0.020	4	37	0.041	4	37	0.061
08:00 - 09:00	4	37	0.041	4	37	0.020	4	37	0.061
09:00 - 10:00	4	37	0.034	4	37	0.027	4	37	0.061
10:00 - 11:00	4	37	0.014	4	37	0.014	4	37	0.028
11:00 - 12:00	4	37	0.020	4	37	0.034	4	37	0.054
12:00 - 13:00	4	37	0.027	4	37	0.027	4	37	0.054
13:00 - 14:00	4	37	0.020	4	37	0.014	4	37	0.034
14:00 - 15:00	4	37	0.047	4	37	0.027	4	37	0.074
15:00 - 16:00	4	37	0.007	4	37	0.014	4	37	0.021
16:00 - 17:00	4	37	0.034	4	37	0.054	4	37	0.088
17:00 - 18:00	4	37	0.047	4	37	0.027	4	37	0.074
18:00 - 19:00	4	37	0.014	4	37	0.007	4	37	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.325			0.306			0.631

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

MOTOR CYCLES**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	37	0.000	4	37	0.000	4	37	0.000
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.007	4	37	0.007
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.000	4	37	0.000	4	37	0.000
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.000	4	37	0.000	4	37	0.000
17:00 - 18:00	4	37	0.000	4	37	0.000	4	37	0.000
18:00 - 19:00	4	37	0.000	4	37	0.000	4	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.007			0.007

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

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