

**WOODGATE CENTRE, OAK TREE
LANE, WOODGATE**

**Proposed B1 Commercial Re-
development**

Transport Planning Statement

**Prepared on behalf of Builtform
Developments Limited**

CMB/PJC/BFDL/2011/1307/TN02

April 2011

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PLANS

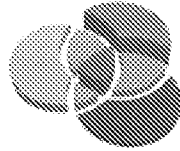
Plan 01	Site Location Plan
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2011/1307/101	Existing Road Layout
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APPENDICES

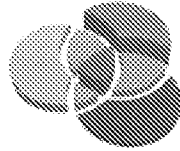
Appendix A	Accident Data
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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP (Russell Giles Partnership) has been retained by Builtford Developments Limited (BDL) and PPC Planning & Property Consultants (PPC) to provide advice on Highways and Transportation matters in respect of proposed redevelopment of land known as the Woodgate Centre in Woodgate. The site is located at the eastern end of Oak Tree Lane, a private cul-de-sac which takes access from the A29 Lidsey Road, south of the railway level crossing in Woodgate, West Sussex.
- 1.1.2 This Transport Planning Statement has been prepared to address the key Highway and Transportation related aspects of the proposed re-development of the site to provide new commercial premises of 940 sqm GFA with associated parking for bicycles, cars and larger service vehicles.
- 1.1.3 The effect of the proposals is to rationalise the existing premises, however there would be no increase in the overall Gross Floor Area of the buildings. Similarly, the existing buildings have a commercial use class, and hence there would not be a change of use for the buildings.
- 1.1.4 This TPS has been produced with reference to the Department for Transport's (DfT) "Guidance on Transport Assessment" document and WSCC's "Transport Assessment Methodology" document. These documents influence the structure and scope of this report.
- 1.1.5 This report has also been compiled with consideration of government Planning Policy Guidance in PPG13 'Transport', which highlights the Government's policies and targets for transportation. PPG13 sets out the framework for achieving sustainable development in relation to transport issues.
- 1.1.6 The DfT guidance sets out thresholds above which formal Transport Statements, Transport Assessments and Travel Plans are required for development, and WSCC policy is to apply these thresholds in normal circumstances.
- 1.1.7 The threshold applied for B1 land uses is 2500 sqm GFA, above which a full Transport Assessment and Travel Plan are required. A GFA of above 1,500 sqm would require Transport Statement, or similar document.



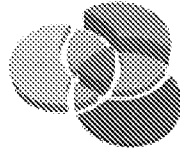
- 1.1.8 The proposals are for 940 sqm of B1 land use and would replace the existing facility of a similar size, and hence there would be no net increase in development. It is considered therefore that a simple Transport Planning Statement (TPS) would suffice. It is also considered that a formal Travel Plan document would not be necessary for this level of development although, as set out later within this TPS, certain measures would be incorporated within the scheme design to encourage the use of alternative modes of transport to the private car where practical to do so.

1.2 The Site and Development Proposals

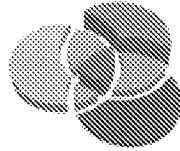
- 1.2.1 The site currently comprises a selection of buildings which form the Woodgate Centre, with an overall GFA of around 940sqm. These existing buildings would be demolished and replaced by the new development.
- 1.2.2 The site is located at the eastern end of Oak Tree Lane, which is a private cul-de-sac. Oak Tree Lane forms a priority junction with the A29, Lidsey Road, approximately 85 metres to the south level crossing. Oak Tree Lane serves around 37 dwellings, of which 34 are located within a residential estate adjacent to Lidsey Road (A29) whilst a further three dwellings are served by the continuation of Oak Tree Lane, which also serves the development site.
- 1.2.3 Plan 01 attached hereto illustrates the location of the site, relative to the local highway network. The site is on the southern side of the main south-coast railway line, to the south-east of the main village of Woodgate. The site is also within a short walk from bus facilities travelling along the A29 Lidsey Road.
- 1.2.4 The development proposals are for the replacement of existing buildings to provide 940sqm GFA of B1 Office land use. The proposals include a total of 40 car parking spaces, 2 HGV lorry parking bays and a cycle store capable of accommodating up to 10 bicycles. In addition, a suitable turning area would be provided to accommodate all anticipated vehicles such that all vehicles can arrive at and leave the site in a forward gear.

1.3 Scope of Report

- 1.3.1 The main highways and transportation issues relating to the proposals are considered within the following sections of this report:
- (i) Section 2 describes the accessibility credentials of the site by non-car modes of transport and considers the highway safety implications of the proposals in relation to the current Personal Injury Accident data;



- (ii) Section 3 highlights the access, layout and servicing arrangements and discusses the parking proposals with reference to current West Sussex County Council residential parking standards;
- (iii) Section 4 highlights the traffic generation potential of the proposed development and its impact on the local highway network;
- (iv) Section 5 details the Travel Planning opportunities for the site, and
- (v) Section 6 contains a summary of conclusions of the report.



2 ACCESSIBILITY CREDENTIALS AND ACCIDENT REVIEW

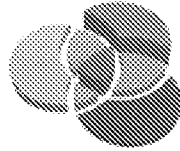
2.1 Accessibility Credentials of the Site

Walking

- 2.1.1 Planning Policy Guidance 13 (PPG 13) – Transport, offers Central Government policy on the potential for residents to walk to their place of work or to fulfil their retail, recreational and educational needs. PPG 13 states that:

...“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres”...

- 2.1.2 With regard to the accessibility credentials of the site, the site is located within easy access on foot to the main residential areas of Woodgate and Westergate to the north of the site. Plan 02 attached hereto illustrates the residential areas which are within a 2 kilometre walk from the development site. In addition, public footpaths are provided between Woodgate (north of level crossing) and Eastergate providing connections between the site and other residential areas. Based on the Census 2001 data it is evident that around 2,800 people reside within a 2km catchment of which around 1,300 are of working age (assumed to be between 16 and 60 years).
- 2.1.3 It is considered therefore that there is an opportunity for some of the prospective employees of the site to walk to and from the site.
- 2.1.4 The A29 Lidsey Road benefits from good quality footways on both sides of the carriageway, and Oak Tree Lane also benefits from footways on both sides of the carriageway, linking the site to the public highway network. The access road beyond Oak Tree Lane takes the form of a shared surface road. Given the level of traffic using the road it is not considered to be particularly hazardous for prospective employees to walk along the shared access road.
- 2.1.5 The site is also located within close proximity to the following local amenities, which could be visited by prospective employees during the day:
- (i) Post-Office, post-box and Local Store (540 metres);
 - (ii) Public House (420 metres).



Cycling

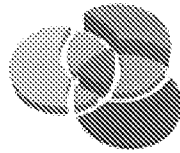
- 2.1.6 Planning Policy Guidance 13 (PPG 13) – Transport, also offers Central Government policy on the potential for residents to cycle to their place of work or to fulfil their retail, recreational and educational needs. PPG 13 states that:

...“Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”...

- 2.1.7 Plan 02 also illustrates potential cycle routes to and from the site. It is identified that the additional villages of Eastergate and Barnham are located within 5 kilometres of the site, as well as some areas to the north of Bognor Regis.
- 2.1.8 The local topography is flat and conducive to cycling and hence it is anticipated that some potential employees of the proposed development could feasibly cycle to and from the site and their principle mode of travel for their commute.
- 2.1.9 In addition, Barnham Railway station is the closest railway station being located approximately 4 kilometres (by road) from the site, which is a distance suitable for cycling.
- 2.1.10 It is understood from WSCC that there are proposals / aspirations to facilitate improved off-road connections between Aldingbourne Primary School and Westergate Community School and on towards Barnham which would improve levels of accessibility to Barnham which provides wider facilities and amenities, including the station, and would generally encourage cycling locally.

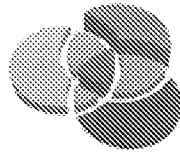
Public Transport

- 2.1.11 With regard to bus travel, the number 66/66A service passes along the A29 between Bognor Regis and Yapton, via Barnham with 9 services throughout the day between 08:00 and 18:30 on Monday through to Saturday. These services pass Barnham railway station providing a good quality link between the site and more extensive public transport provision along the south coast.
- 2.1.12 Plan 02 also illustrates the typical frequency and operation of the bus services.
- 2.1.13 Barnham railway station is the closest mainline station to the site, located approximately 4km (by road) north-east of the site. It is considered that the topography of the route between Woodgate and Barnham is conducive to encouraging cycling to and from the railway station.



Cycle Parking Facilities at Barnham Railway Station

- 2.1.14 From Barnham railway station, direct services are provided north to London (Victoria) and east and west along the south coast to major cities including Chichester, Brighton and Portsmouth.
- 2.1.15 These services operate regularly and provide access to further employment and retail services in alternative destinations. It is considered that the good transport facilities in the area provide potential for employees of the proposed development to travel by non-car means, for regular commuting trips.
- 2.1.16 The typical journey times from Barnham Railway Station to likely destinations are as follows:
- | | | |
|-------|-----------------------|------------------|
| (i) | Bognor Regis | 6 - 7 minutes; |
| (ii) | Worthing | 16 - 21 minutes; |
| (iii) | Havant | 18 - 22 minutes; |
| (iv) | Horsham | 27 - 37 minutes; |
| (v) | Portsmouth & Southsea | 31 - 47 minutes; |
| (vi) | Brighton | 40 - 45 minutes; |
| (vii) | Gatwick Airport | 48 minutes. |



- 2.1.17 Overall, it is considered that the development is located in a reasonably sustainable location with the potential for some prospective employees choosing to travel to and from the site by alternative modes of transport to the private car.

2.2 Accident Review

- 2.2.1 RGP has obtained basic accident data from WSCC for the local area, and detailed accident descriptions from Sussex Police.

- 2.2.2 The accident data is attached hereto at **Appendix A**. The original data identifies that there have been 10 Personal Injury Accidents (PIAs) within the last five years across the assessment area, which extends along the A29 Lidsey Road / Westergate Street, from its junction with Meadow Way, in the north, to Headhone Farm, in the south, a distance of 1.5 kilometres. The more detailed data identifies a total of 12 accidents within the study period of which 8 resulted in slight injury whilst 4 resulted in serious injury.

- 2.2.3 It is noteworthy that one of the accidents for which detailed information is available occurred on 25th January 2011, at a time after the original data was requested from WSCC.

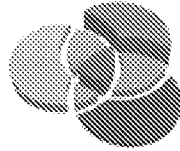
- 2.2.4 Within the assessment area, there is no identifiable pattern of PIAs, with accidents occurring along the length of the A29. One slight PIA occurred at the junction of Oak Tree Lane with the A29 Lidsey Road during the five year period, which represents a rate of 0.2 PIAs per year, which is not significant.

- 2.2.5 A serious accident occurred at the junction of Woodgate Road with A29, Lidsey Road within the five year period which is around 50 metres to the south of the junction with Oak Tree Lane. The remaining 8 PIAs occurred some distance from the site, and there is no identifiable pattern of accidents.

- 2.2.6 The serious accident which occurred at Woodgate Road (south of Oak Tree Lane) is described as follows:

Motorcycle travelling northbound on A29, filtering past slowing traffic (due to level crossing queue), was struck when a car turned right into Woodgate Road from the stationary queue.

- 2.2.7 This accident occurred on a Saturday morning in dry good conditions. It is considered that the driver of the car simply did not look correctly when emerging from the queue in order to turn right, and did not observe the overtaking motorcyclist.

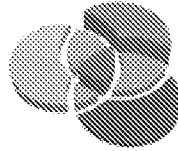


2.2.8 The slight accident which occurred at Oak Tree Lane is described as follows:

Motorcycle travelling southbound on A29 was struck by vehicle turning left from Oak Tree Lane and was pushed into northbound vehicles on A29.

2.2.9 This accident occurred during dark and wet conditions and it is considered that the driver of the emerging vehicle did not look properly to assess whether it was safe to proceed and hence did not observe the approaching motorcycle.

2.2.10 It is evident however that the data does not demonstrate a distinct pattern of accidents or identifiable problems associated with the local roads or nearby level crossing. It is also noteworthy that there were no recorded accidents on the level crossing.



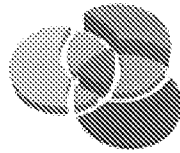
3 ACCESS, LAYOUT, SERVICING AND PARKING

3.1 Access Arrangements

- 3.1.1 Access to the site would be retained as existing following the re-development of the site. All vehicular and pedestrian access would be provided along Oak Tree Lane, the layout of which is provided on Drawing Number 2011/1307/101 attached hereto. Oak Tree Lane is a private cul-de-sac however the development site benefits from access rights over it.
- 3.1.2 Oak Tree Lane has a carriageway width of 5.5 metres, allowing all vehicles to pass other vehicles along its length. Oak Tree Lane also benefits from a footway, 2.0 metres in width, on both sides of the carriageway. On-street parking is also provided within lay-bys along the length of Oak Tree Lane, providing space for visitors to the houses within the cul-de-sac, and traffic calming is provided by way of rumble strips and two bends in the alignment which ensure that low vehicle speeds are retained.
- 3.1.3 Access into the development is provided by the continuation of Oak Tree Lane, which continues eastwards from the main residential area in the form of a shared track / access road. This second section of road would access the site, three further existing dwellings and also provides gated accesses to adjacent fields.
- 3.1.4 Drawing number 2011/1307/102 demonstrates that the access road / Oak Tree Lane are of sufficient width to allow all vehicles anticipated to access the site safely.
- 3.1.5 WSCC policy required that a Stage 1 Road Safety Audit is undertaken of proposals which result in a net change of traffic in excess of that equivalent to around 10 dwellings. Since the proposed development is a replacement of the previous use of the site; hence potential traffic generation would not change, and the fact that no highway changes are proposed, it is not considered necessary for a Stage 1 Road Safety Audit to be undertaken.

3.2 Layout and Servicing

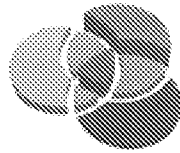
- 3.2.1 The layout of the site is as illustrated on the plan attached at **Appendix B** to this report. The internal layout provides 40 parking spaces and 2 HGV parking spaces, which are formally marked at 12 metres by 4.0 metres, however there is sufficient space to accommodate an Articulated HGV without obstructing the main operation of the site.
- 3.2.2 Drawing number 2011/1307/103 demonstrates that an articulated HGV is capable of turning safely within the site, and parking within a loading / unloading space on the site, before leaving the site in a forward gear.



- 3.2.3 Based upon the TRICS database, details of which are provided at **Appendix C**, the proposed development is likely to generate in the order of 3 visits per day by HGV's, on average, of which the majority would be small OGV1 classification (two axle) whilst a small proportion would be OGV2 classification, of which the largest vehicle would most likely be an FTA Rigid vehicle. It is not anticipated that a full Articulated HGV would need to access the site regularly, although it is capable of doing so.

3.3 Parking Provision

- 3.3.1 Local Parking Standards are set out within the West Sussex County Council SPG entitled "REVISED COUNTY PARKING STANDARDS AND TRANSPORT CONTRIBUTIONS METHODOLOGY", adopted in November 2003 and updated in September 2010.
- 3.3.2 According to the parking standards the maximum parking provision for B1 land uses is 1 space per 30sqm GFA. Therefore, for the development proposals of 940sqm, the maximum provision should be 32 spaces.
- 3.3.3 The location of the site, is such that there is no opportunity for displaced parking locally, in the event that, from time to time, the demand for parking exceeded the maximum parking provision according to standards. Since any overflow parking would cause an obstruction to the access, or a private residential road, it is considered necessary to ensure that the provision could accommodate an infrequent peak in parking demand.
- 3.3.4 Therefore, it is considered that the proposed parking provision of 40 car parking spaces is sufficient to cope with peaks in demand and would be appropriate given the location and nature of the proposals.
- 3.3.5 In addition, a total of 2 HGV parking spaces would be provided on site, as discussed earlier within this report.
- 3.3.6 In accordance with Parking Standards SPG a total of 2 spaces would be allocated for disabled use (i.e. 5% of total provision). In addition, space would be provided for the parking of up to 5 motorcycles on site.
- 3.3.7 In addition a cycle store, which would be secure and sheltered, would be provided on site with a capacity of 10 bicycles. This provision accords with the SPG minimum standards which identifies that provision should be made up of 1 space per 150sqm for staff and 1 space per 500 sqm for visitors to the site.



4 TRAFFIC GENERATION

- 4.1.1 The proposed re-development of the site would result in the retention of around 940sqm of B1 land use on the site. Overall therefore, it is anticipated that the net traffic impact of the proposals, against that which could be generated currently, would be zero.
- 4.1.2 It is considered therefore that the net impact of the proposals would not result in the need for financial contributions to be sought by WSCC, in accordance with the Total Access Demand (TAD) methodology. Similarly, it is considered that a detailed assessment of the local highway network is not warranted since the re-development of the site would not lead to a net increase in vehicular traffic.
- 4.1.3 This section therefore considers the likely traffic generation for 940 sqm of B1 office land use, in this location, for information purposes only and in order to put the proposals into context.
- 4.1.4 RGP has interrogated the TRICS database for similar B1 office land uses, the results of which are contained within **Appendix C** attached hereto. The TRICS database provides trip rate data for different land uses classifications and locations across the UK allowing comparable sites to the proposed development to be determined.
- 4.1.5 Two specific sites have been identified from TRICS, which are located within the south of England and are free standing / edge of town. Although both sites are defined as being a B1 office land use, one is identified as a Council Office (Guildford) whilst the other is defined as an Industrial Unit (Dorset).
- 4.1.6 It is considered that the proposed development could accommodate similar occupiers to those at both comparable TRICS sites, and hence these represent a range of traffic generation for the proposed site.
- 4.1.7 Tables 4.1 and 4.2 below provide a summary of the trip rate and anticipated traffic generation for the proposed development expressed as a range.



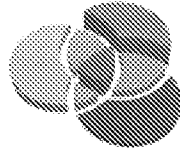
	Arrivals		Departures		Two-Way	
	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic
AM Peak Hour (08:00 to 09:00 hrs)	0.923	9	0.185	2	1.108	11
PM Peak Hour (17:00 to 18:00 hrs)	0.062	1	0.677	6	0.739	7
Daily	3.328	31	3.141	30	6.469	61

Table 4.1 Anticipated Traffic Generation (Low)

	Arrivals		Departures		Two-Way	
	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic
AM Peak Hour (08:00 to 09:00 hrs)	2.79	26	0.558	5	3.348	31
PM Peak Hour (17:00 to 18:00 hrs)	0.186	2	1.581	15	1.767	17
Daily	14.415	136	14.415	136	28.830	271

Table 4.2 Anticipated Traffic Generation (High)

- 4.1.8 It is anticipated therefore that in a worst case scenario the proposed re-development of the site would result in around 31 two-way vehicle movements during the morning peak hour associated with the site, which represents one movement every two minutes or so. In reality, this is likely to be significantly reduced and would lie somewhere between 11 and 31 two-way vehicle movements during the morning peak hour.
- 4.1.9 It is considered that this level of traffic would not affect the condition of safety on Oak Tree Lane or the adjacent public highway.
- 4.1.10 The site specific TRICS data, part of the information at **Appendix C**, confirms that the level of HGV activity would be less than 6 two-way movements per day (3 visits) for the proposed level of development, and also the data identifies that most would be OGV 1 classification of vehicles, which includes two-axle vehicles only.

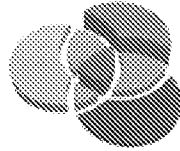


5 TRAVEL PLANNING

5.1.1 As identified above it is considered that the site is located in a reasonable location in order to encourage the use of alternative modes of transport to the private car.

5.1.2 Although a formal Travel Plan is not required by policy, it is proposed that certain measures would be incorporated into the design of the scheme in order to encourage the use of non car modes. These measures would include the following:

- (i) Secure and sheltered cycle store for up to 10 bicycles;
- (ii) Motorcycle parking for up to 5 motorbikes;
- (iii) An employed Administrative individual to assume the role of Travel Plan Coordinator who would keep information up-to-date and would be the point of contact for all members of staff on travel matters;
- (iv) Travel Noticeboard to be erected with reception(s) to include up to date public transport timetables, route maps, pricing structure as well as maps showing safe walking and cycle routes;
- (v) An informal car sharing scheme including a 'find a sharer' section on the Noticeboard.



6 SUMMARY AND CONCLUSIONS

6.1.1 RGP has investigated the transport planning considerations relating to the proposed B1 office re-development of the Woodgate Centre, Oak Tree Lane, Woodgate to provide a new 940 sqm B1 premises with associated parking.

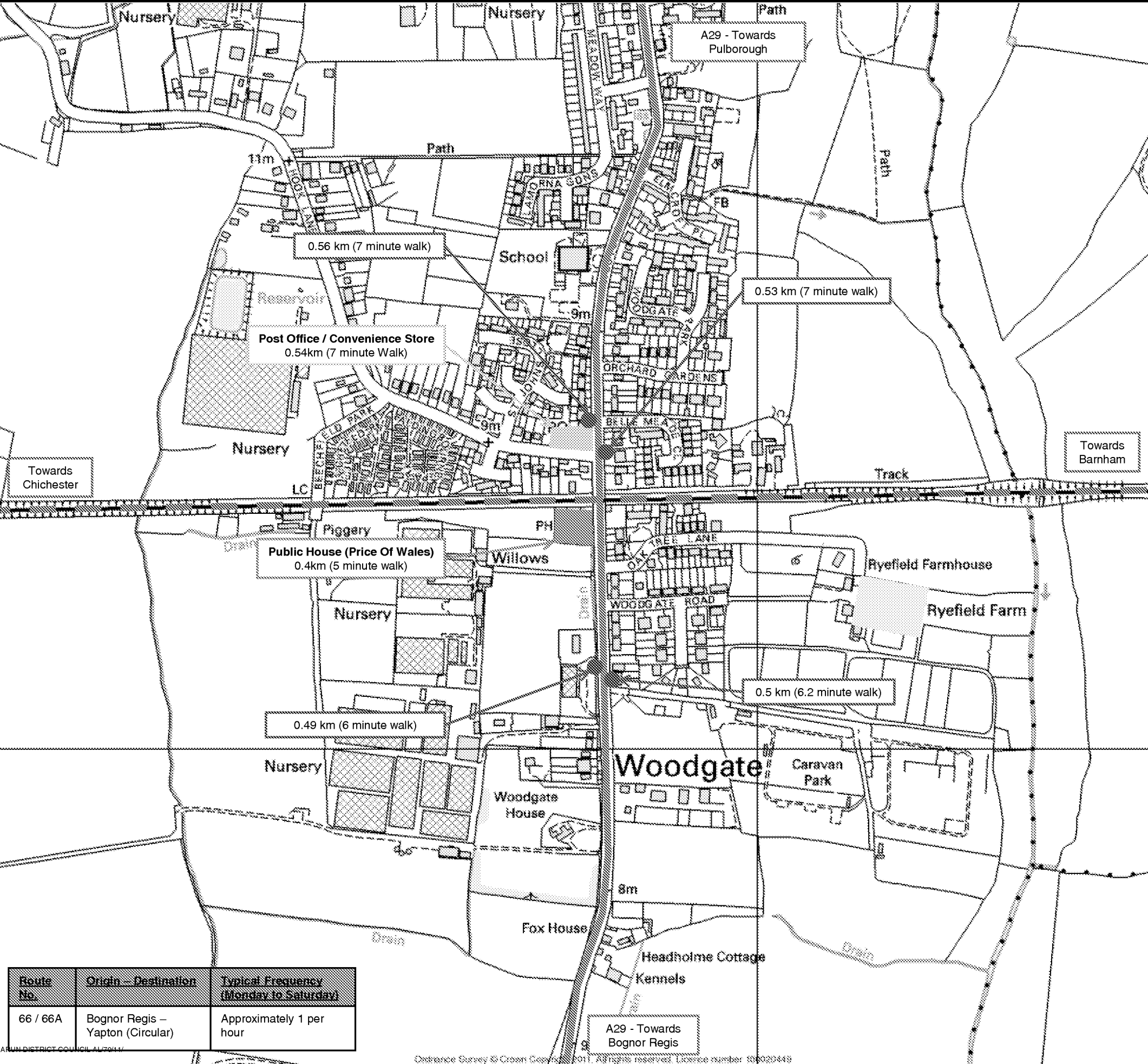
6.1.2 The conclusions of this report are as follows:

- (i) The site is within a reasonably accessible area allowing some employees the potential to walk or cycle to and from the site. Local public transport provision is reasonable with bus stops within a short walk providing connections to Bognor Regis and Barnham, which benefits from a railway station with good quality services along the south coast;
- (ii) The site layout is designed to accommodate all vehicles anticipated to visit the site and allow these vehicles to turn safely;
- (iii) The proposals provide sufficient car parking to cater for all anticipated vehicles on site in accordance with current guidance;
- (iv) The development proposed would not generate a net increase in traffic on the local highway network, when considered against the existing traffic potential and would not result in a material impact in the safe operation of local highway;
- (v) The proposals would include informal Travel Planning measures which would encourage the use of sustainable modes of transport.

6.1.3 In light of this report, West Sussex County Council Highways are respectfully asked to confirm that the proposals are acceptable from a highway and transportation point of view.



PLANS



Legend

- Site Location
- Bus Stops
- Railway

Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
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Project:

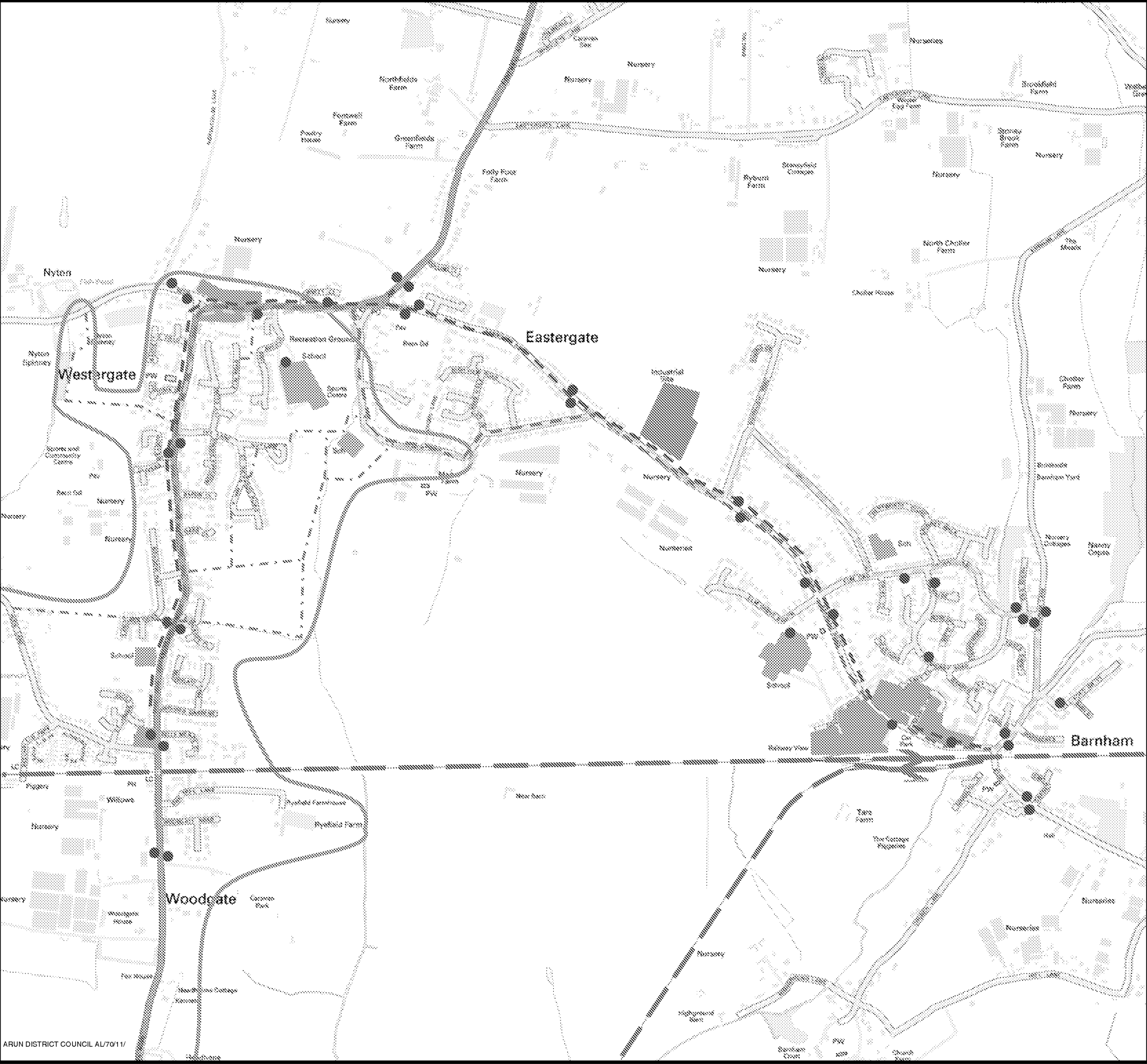
Woodgate Centre,
Woodgate

Title:

Site Location Plan

Plan No:	Date:	Scale:
Plan 01	Apr 2011	NTS

Drawn By:	Checked By:	Approved By:	Rev:
GSE	KFM	CMB	-



Legend

- Site Location
- Bus Stops
- Rail Station
- Railway
- Quietest Cycle Route (Woodgate to Barnham)
- Balanced Cycle Route (Woodgate to Barnham)
- Fastest Cycle Route (Woodgate to Barnham)
- Local Footpaths
- Educational
- Retail
- Industrial
- 2km Walk Isochrone

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Project:

Woodgate Centre, Woodgate

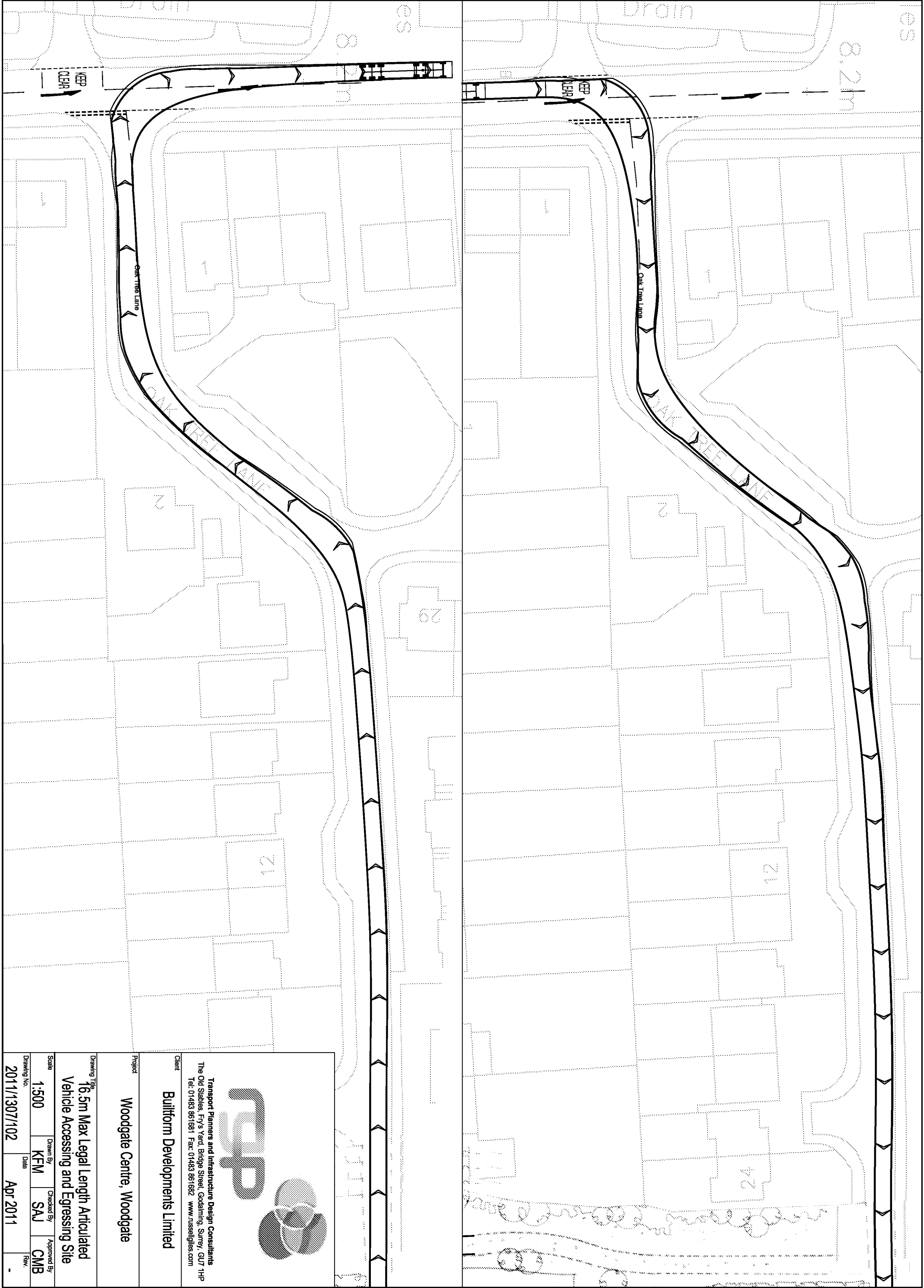
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Accessibility Plan

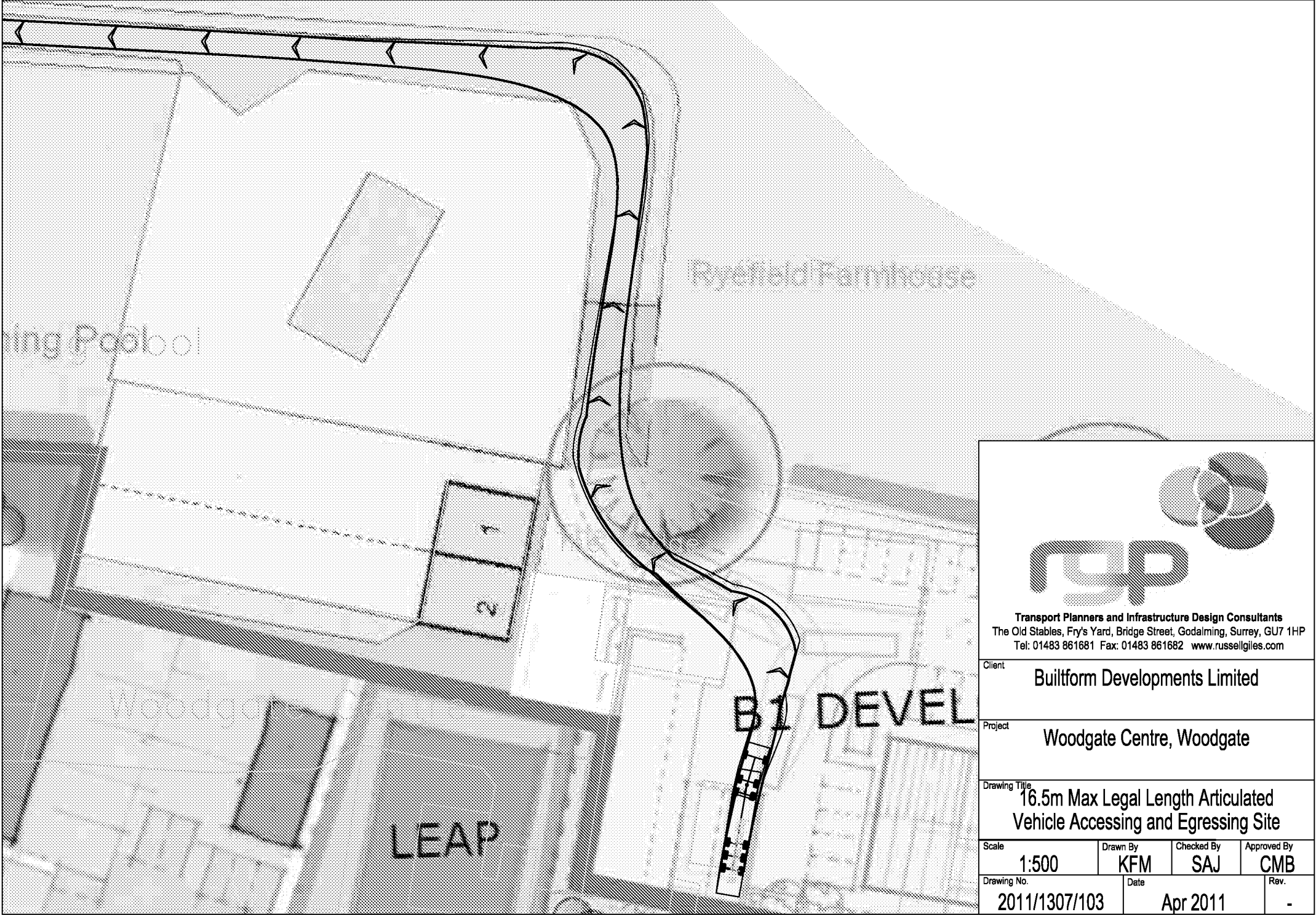
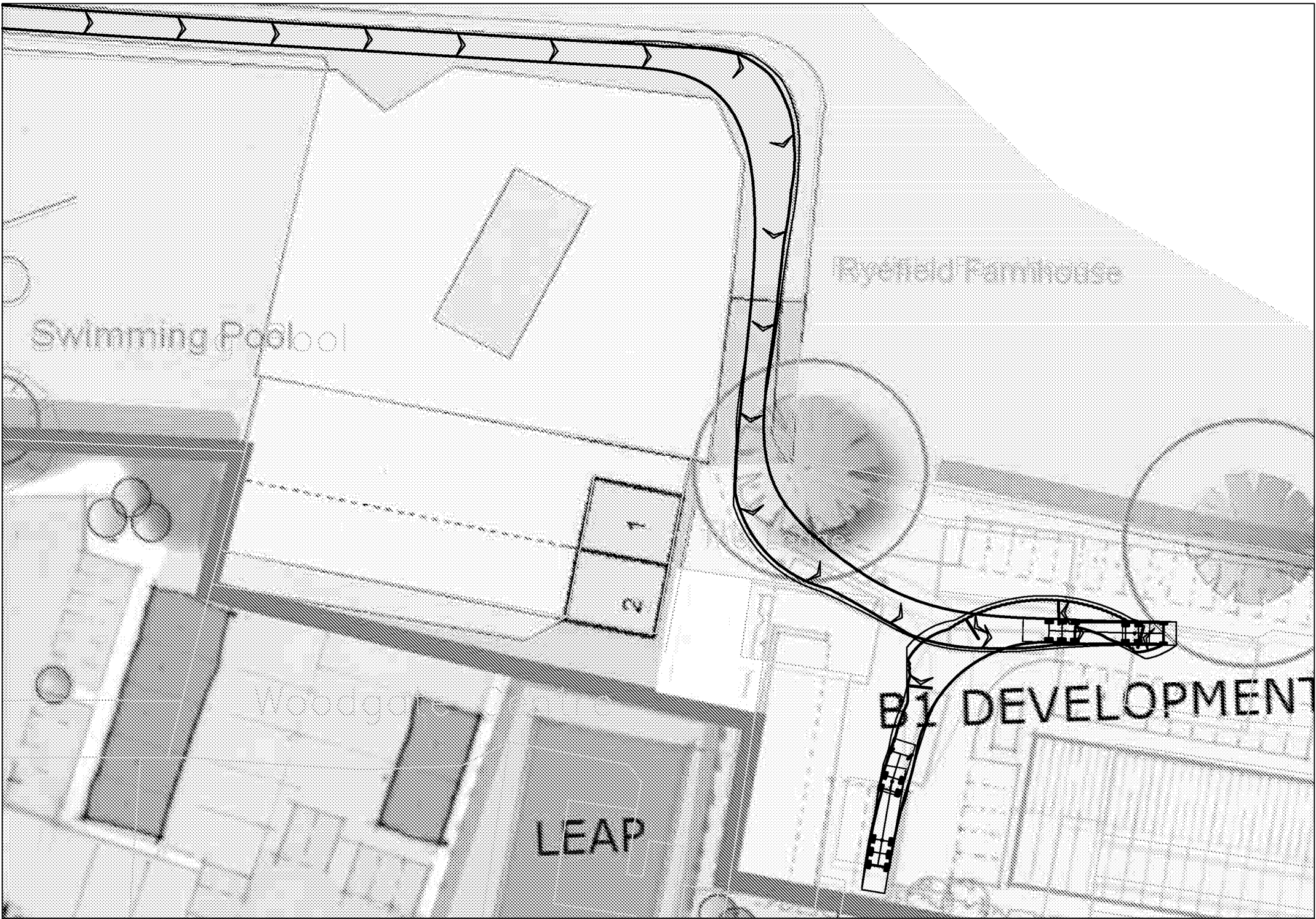
Plan No: Plan 02	Job No: 11/1307	Date: Apr 2011	Scale: NTS
Drawn By: GSE	Checked By: KFM	Approved By: CMB	Rev: -



DRAWINGS

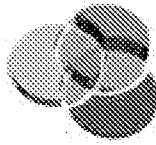


Transport Planners and Infrastructure Design Consultants The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP Tel: 01483 861681 Fax: 01483 861682 www.russelgiles.com			
Client Builtform Developments Limited			
Project Woodgate Centre, Woodgate			
Drawing Title 16.5m Max Legal Length Articulated Vehicle Accessing and Egressing Site			
Scale 1:500	Drawn By KFM	Checked By SAJ	Approved By CMB
Drawing No. 2011/1307/102	Date Apr 2011	Rev. -	



Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russellgiles.com

Client				Builtform Developments Limited			
Project				Woodgate Centre, Woodgate			
Drawing Title				16.5m Max Legal Length Articulated Vehicle Accessing and Egressing Site			
Scale	1:500	Drawn By	KFM	Checked By	SAJ	Approved By	CMB
Drawing No.	2011/1307/103	Date	Apr 2011	Rev.	-		



APPENDIX A

Accidents between dates 01/03/2006 and 28/02/2011 (60) months

Selection: Notes:
Selected using Pre-defined Query : * Exclude damage only Woodgate

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
0604856	14/06/2006	1	Serious	0	0	0	0	Light	No turn	Dry	1300	A29 WESTERGATE STREET M OF U HOOK LANE
0605370	02/07/2006	2	Slight	0	0	0	2	Light	No turn	Dry	1224	A29 LIDSEY ROAD 50M NORTH OF U TO LANDFILL SITE
0606508	06/08/2006	2	Serious	0	0	0	0	Light	Right	Dry	1300	A29 LIDSEY ROAD, WOODGATE M OF U ENTRANCE TO STOCKHEAR
0606824	14/08/2006	1	Slight	1	0	0	0	Light	Left	Dry	0715	A29 WESTERGATE STREET M OF MEADOW WAY
0705263	27/06/2007	2	Slight	0	0	0	0	Dark	No turn	Dry	0148	A29 WESTERGATE STREET M OF U HOOK LANE
0801163	11/02/2008	1	Slight	1	0	1	0	Light	No turn	Dry	1456	A29 WESTERGATE STREET M OF U LAMORNA GARDENS
0802706	05/04/2008	1	Serious	0	0	0	0	Light	Right	Dry	1136	A29 LIDSEY ROAD M OF U WOODGATE ROAD
0808322	29/10/2008	1	Serious	0	0	0	0	Dark	Right	Dry	1710	A29 WESTERGATE STREET M OF U BELLE MEAD CLOSE
0905980	15/08/2009	2	Slight	0	0	0	0	Light	No turn	Dry	1555	A29 WESTERGATE STREET m of U ELMCROFT PLACE
1002497	19/04/2010	1	Slight	1	0	1	0	Light	No turn	Dry	0820	U ELMCROFT PLACE of A29 WESTERGATE STREET HOUSE NUMBER 4
1007824	19/11/2010	1	Slight	0	0	0	0	Dark	Left	Wet/Damp	1837	A29 SHRIPNEY ROAD of U OAK TREE LANE
1100534	25/01/2011	1	Slight	1	0	0	0	Light	No turn	Dry	1306	A29 LIDSEY ROAD 645m South of U HOOK LANE
Column Totals		16		4	0	2	2					
No. of Accidents				4	0	2	1					

Total number of accidents listed: 12

Details of Personal Injury Accidents for Period - 01/03/2006 to 28/02/2011 (60) months

Selection:

Selected using Pre-defined Query : * Exclude damage only

Notes:

Woodgate

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Mov	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

0604856 Wednesday A29 WESTERGATE STREET M OF U Veh 1 Car Going ahead S to N
A 29 14/06/2006 HOOK LANE Veh 2 Car Wait go ahead held S to N Dri M 48 Serious
 1300hrs
 Daylight: no street lighting
E 493,790 Dry
N 104,356 Fine without high winds
 30 mph

VEHICLE 2 WAS STATIONARY AFTER CROSSING THE LEVEL CROSSING WAITING FOR TRAFFIC TO TURN RIGHT WHEN VEHICLE 1 HIT VEHICLE 2 AT THE REAR - CAUSED DAMAGE TO VEHICLE 2 AND SUSPECTED BROKEN BACK.

0605370 Sunday A29 LIDSEY ROAD 50M NORTH OF U Veh 1 Car Going ahead N to S
A 29 02/07/2006 TO LANDFILL SITE Veh 2 Car Going ahead S to N Dri F 74 Slight
 1224hrs Veh 2 Car Going ahead S to N FSP M 82 Slight
 Daylight: no street lighting
E 493,752 Dry
N 103,614 Fine without high winds
 50 mph

V1 WITH TRAILER, TRAVELLING SOUTH ON THE A29. V2 TRAVELLING NORTH ON THE A29. TRAILER FROM V1 CAME LOOSE, CROSSING CARRIAGEWAY, COLLIDING WITH V2.

0606508 Sunday A29 LIDSEY ROAD, WOODGATE M Veh 1 Car Turning right NW to S
A 29 06/08/2006 OF U ENTRANCE TO STOCKHEARN Veh 2 M/C > 500 cc O/take s/veh o/side S to N Dri M 26 Serious
 1300hrs NURSERY Veh 2 M/C > 500 cc O/take s/veh o/side S to N F 16 Slight
 Daylight:street lights present Veh 3 Goods < 3.5t Wait go ahead held S to N
E 493,797 Dry
N 104,027 Fine without high winds
 30 mph

LINE OF STATIONARY VEH'S HELD UP FOR WOODGATE LEVEL CROSSING. VEH 1 EXITING PRIVATE ENTRANCE/PROPERTY ONTO MAIN ROAD AND WAS AFFORDED ACCESS BY VEH 3 WITHIN QUEUE. VEH 2, MOTORCYCLE TRAVELLING WITH GROUP OF OTHERS BEGAN TO CARRY OUT OFFSIDE OVERTAKE ON QU

0606824 Monday A29 WESTERGATE STREET M OF Veh 1 Car Turning left S to W
A 29 14/08/2006 MEADOW WAY Veh 2 Pedal cycle Going ahead E to W Dri M 20 Slight
 0715hrs
 Daylight: no street lighting
E 493,854 Dry
N 104,869 Fine without high winds
 30 mph

V1 TL INTO WESTERGATE STREET CW V2(PEDAL CYCLE). RIDER CAME OFF V2 & HAD SLIGHT INJURIES. V2 DECLINED BEING TAKEN TO HOSPITAL BUT V1 TOOK HIM TO PLACE OF WORK & GAVE HIM +50 FOR CYCLE REPAIRS.

Details of Personal Injury Accidents for Period - 01/03/2006 to 28/02/2011 (60) months

Selection:

Selected using Pre-defined Query : * Exclude damage only

Notes:

Woodgate

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Mov	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

0705263 Wednesday A29 WESTERGATE STREET M OF U Veh 1 Car Going ahead W to E Dri M 20 Slight
27/06/2007 HOOK LANE Veh 2 Car Going ahead N to S Dri M 20 Slight
A 29 0148hrs
Darkness: street lights present a
E 493,791 Dry
N 104,375 Fine without high winds
30 mph

VEHICLE 1 TRAVELLING EAST HOOK LANE VEHICLE 2 TRAVELLING SOUTH A29. VEHICLE 1 FAILS TO GIVE WAY AT JUNCTION COLLIDES WITH VEHICLE 2 CAUSING EXTENSIVE DAMAGE AND SLIGHT INJURIES

0801163 Monday A29 WESTERGATE STREET M OF U Veh 1 Pedal cycle Change lane to right N to SW Dri M 12 Slight
11/02/2008 LAMORNA GARDENS Veh 2 Car O/take m/veh o/side N to S
A 29 1456hrs
Daylight:street lights present
E 493,863 Dry
N 104,864 Fine without high winds
30 mph

VEHICLE 2 TRAVELLEING SOUTH ON A29. OVERTAKES VEHICLE 1 PEDAL CYCLE WHEN VEHICLE 1 WITHOUT WARNING MAKES A RIGHT HAND TURN INTO PATH OF VEHICLE 2.

0802706 Saturday A29 LIDSEY ROAD M OF U Veh 1 M/C > 500 cc Going ahead S to N Dri M 44 Serious
05/04/2008 WOODGATE ROAD Veh 2 Car Turning right S to E
A 29 1136hrs
Daylight:street lights present
E 493,799 Dry
N 104,185 Fine without high winds
30 mph

VEHICLE ONE WAS NORTHBOUND ON A29 FILTERING PAST SLOWING TRAFFIC, VEHICLE TWO WAS IN SLOW MOVING TRAFFIC NORTHBOUND WHEN IT TURNED RIGHT AT THE JUNCTION OF WOODGATE ROAD, VEHICLE ONE COLLIDED OFFSIDE OF VEHICLE TWO. RIDER OF VEHICLE ONE SUFFERED INJURIE

0808322 Wednesday A29 WESTERGATE STREET M OF U Veh 2 M/C < 125 cc Going ahead N to S Dri M 17 Serious
29/10/2008 BELLE MEAD CLOSE Veh 1 Car Turning right S to E
A 29 1710hrs
Darkness: street lights present a
E 493,800 Dry
N 104,422 Fine without high winds
30 mph

V1 TURNING INTO BELLEMEAD CLOSE, FAILED TO SEE ONCOMING V2 AND COLLIDED WITH V2.

Details of Personal Injury Accidents for Period - 01/03/2006 to 28/02/2011 (60) months

Selection:

Selected using Pre-defined Query : * Exclude damage only

Notes:

Woodgate

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

0905980 Saturday A29 WESTERGATE STREET m of U Veh 2 Car Stopping S to N FSP F 20 Slight
15/08/2009 ELMCROFT PLACE Veh 2 Car Stopping S to N Dri M 20 Slight
A 29 1555hrs Veh 1 Car Going ahead S to N
Daylight:street lights present
E 493,847 Dry
N 104,745 Fine without high winds
30 mph

VEHICLE 2 DRIVING NORTH ON WESTERGATE STREET, SLOWED SLIGHTLY FOR A BEND IN THE ROAD AND ALLEGES THAT VEHICLE 1 RAN INTO THE BACK OF HIM. SAYS THAT HE PULLED INTO THE NEXT STREET ON THE LEFT AND VEHICLE ONE DROVE OFF AT SPEED. DRIVER VEHICLE 2 AND FEMALE PASSENGER REPORT SLIGHT INJURY (WHIPLASH) TO NECK AND BACK RESPECTIVELY.

1002497 Monday U ELMCROFT PLACE of A29 Veh 2 Car Going ahead E to W
19/04/2010 WESTERGATE STREET HOUSE Veh 1 Pedal cycle Going ahead S to N Dri M 10 Slight
U 0820hrs NUMBER 49
Daylight:street lights present
E 493,871 Dry
N 104,733 Fine without high winds
30 mph

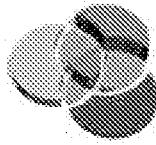
V1 PEDAL CYCLIST EMERGED ONTO ROAD FROM BEHIND PARKED VEHICLE INTO PATH OF ONCOMING VEHICLE 2. VEHICLE 2 UNABLE TO STOP IN TIME COLLIDING WITH V1 AT VERY SLOW SPEED CAUSING INJURY TO RIDER OF V1.

1007824 Friday A29 SHRIPNEY ROAD of U OAK TREE Veh 2 M/C > 500 cc Going ahead N to S Dri M 34 Slight
19/11/2010 LANE Veh 3 Car Wait go ahead held S to N
A 29 1837hrs Veh 1 Car Turning left E to S
Darkness: street lights present a
E 493,798 Wet/Damp
N 104,237 Fine without high winds
30 mph

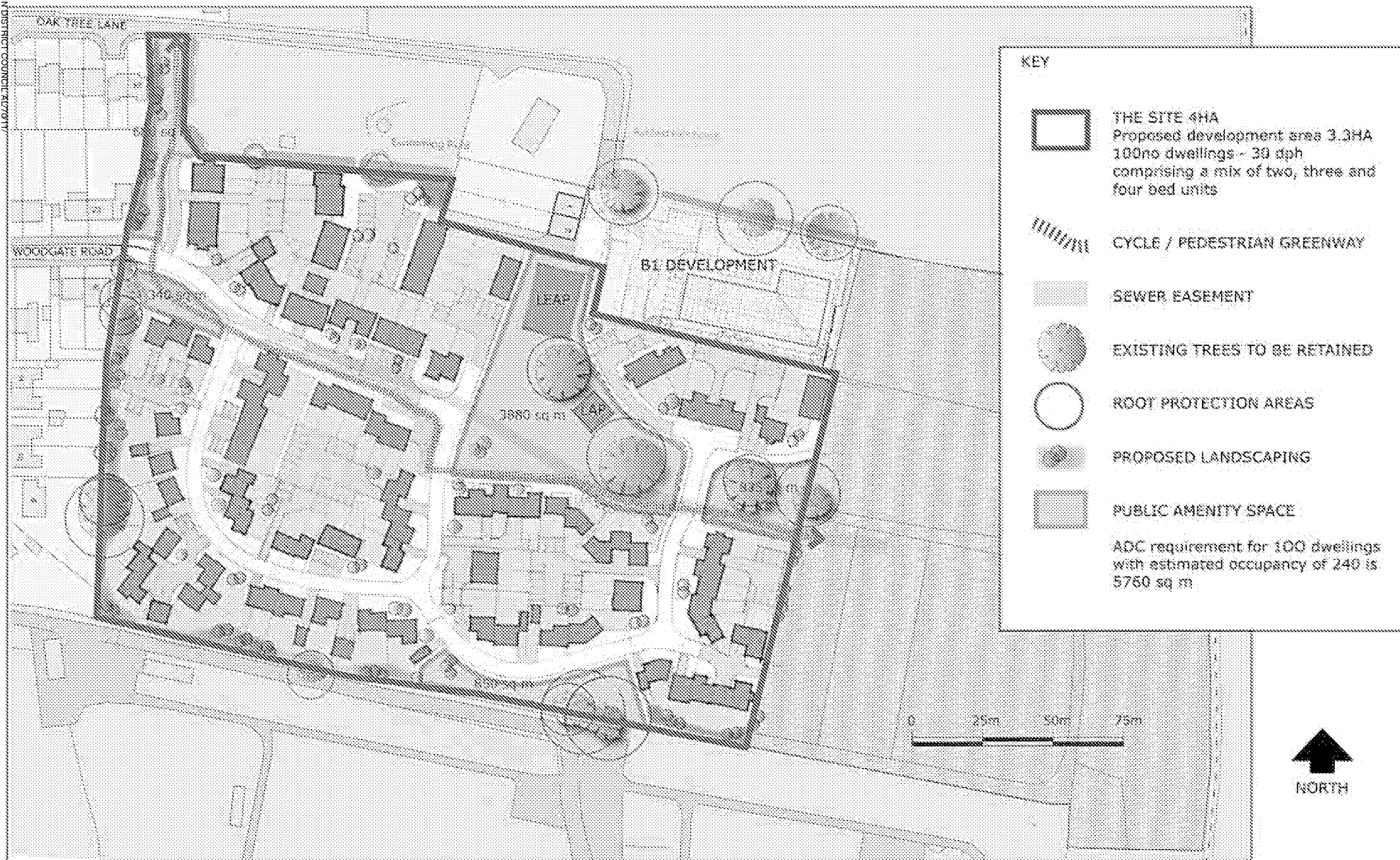
VEHICLE ONE PULLED OUT OF SIDE ROAD STRIKING VEHICLE TWO WHICH IN TURN CROSSED INTO OPPOSING CARRIAGEWAY AND STRUCK VEHICLE THREE. RIDER OF VEHICLE TWO SUFFERED INJURY.

1100534 Tuesday A29 LIDSEY ROAD 645m South of U Veh 2 Pedal cycle Going ahead S to N Dri M 51 Slight
25/01/2011 HOOK LANE Veh 1 Car Going ahead S to N
A 29 1306hrs
Daylight: no street lighting
E 493,776 Dry
N 103,671 Fine without high winds
40 mph

V2, PEDAL CYCLE, HEADING NORTH, V1, PMC, HEADING NORTH. DRIVER 1 HAS SEEN V2 TOO LATE TO TAKE AVOIDING ACTION AND STRUCK REAR OF PEDAL CYCLE CAUSING DAMAGE. RIDER HAS BEEN PROPELLED INTO AIR AND LANDED ON VERGE. VERY MINOR INJURY TO RIGHT ELBOW.



APPENDIX B



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SCALE 1:1250 @ A3



APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02 SOUTH EAST

SC SURREY

1 days

Filtering Stage 2 selection:

Parameter: Gross floor area

Range: 1075 to 1075 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/99 to 05/10/10

Selected survey days:

Tuesday

1 days

Selected survey types:

Manual count

1 days

Directional ATC Count

0 days

Selected Locations:

Edge of Town

1

Selected Location Sub Categories:

Industrial Zone

1

LIST OF SITES relevant to selection parameters

1	SC-02-A-11	COUNCIL OFFICES, GUILDFORD	SURREY
	NEW INN LANE		
	MERROW		
	GUILDFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1075 sqm	
	Survey date: TUESDAY	10/10/00	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 940 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
00:30 - 01:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:00 - 01:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:30 - 02:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:00 - 02:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:30 - 03:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:00 - 03:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:30 - 04:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:00 - 04:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:30 - 05:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:00 - 05:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:30 - 06:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:00 - 06:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:30 - 07:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
07:00 - 07:30	1	1075	0.279	2.623	1	1075	0.000	0.000	1	1075	0.279	2.623
07:30 - 08:00	1	1075	1.488	13.991	1	1075	0.000	0.000	1	1075	1.488	13.991
08:00 - 08:30	1	1075	1.488	13.991	1	1075	0.279	2.623	1	1075	1.767	16.614
08:30 - 09:00	1	1075	1.302	12.242	1	1075	0.279	2.623	1	1075	1.581	14.865
09:00 - 09:30	1	1075	1.116	10.493	1	1075	0.186	1.749	1	1075	1.302	12.242
09:30 - 10:00	1	1075	1.860	17.488	1	1075	0.744	6.995	1	1075	2.604	24.483
10:00 - 10:30	1	1075	0.465	4.372	1	1075	0.279	2.623	1	1075	0.744	6.995
10:30 - 11:00	1	1075	0.186	1.749	1	1075	0.186	1.749	1	1075	0.372	3.498
11:00 - 11:30	1	1075	0.093	0.874	1	1075	0.186	1.749	1	1075	0.279	2.623
11:30 - 12:00	1	1075	0.279	2.623	1	1075	0.558	5.247	1	1075	0.837	7.870
12:00 - 12:30	1	1075	0.279	2.623	1	1075	0.651	6.121	1	1075	0.930	8.744
12:30 - 13:00	1	1075	0.465	4.372	1	1075	1.023	9.619	1	1075	1.488	13.991
13:00 - 13:30	1	1075	1.302	12.242	1	1075	0.651	6.121	1	1075	1.953	18.363
13:30 - 14:00	1	1075	1.674	15.740	1	1075	1.302	12.242	1	1075	2.976	27.982
14:00 - 14:30	1	1075	0.837	7.870	1	1075	0.651	6.121	1	1075	1.488	13.991
14:30 - 15:00	1	1075	0.465	4.372	1	1075	1.209	11.367	1	1075	1.674	15.739
15:00 - 15:30	1	1075	0.186	1.749	1	1075	0.744	6.995	1	1075	0.930	8.744
15:30 - 16:00	1	1075	0.186	1.749	1	1075	0.558	5.247	1	1075	0.744	6.996
16:00 - 16:30	1	1075	0.186	1.749	1	1075	1.116	10.493	1	1075	1.302	12.242
16:30 - 17:00	1	1075	0.000	0.000	1	1075	1.488	13.991	1	1075	1.488	13.991
17:00 - 17:30	1	1075	0.000	0.000	1	1075	1.116	10.493	1	1075	1.116	10.493
17:30 - 18:00	1	1075	0.186	1.749	1	1075	0.465	4.372	1	1075	0.651	6.121
18:00 - 18:30	1	1075	0.093	0.874	1	1075	0.558	5.247	1	1075	0.651	6.121
18:30 - 19:00	1	1075	0.000	0.000	1	1075	0.186	1.749	1	1075	0.186	1.749
19:00 - 19:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
19:30 - 20:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
20:00 - 20:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
20:30 - 21:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
21:00 - 21:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
21:30 - 22:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
22:00 - 22:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
22:30 - 23:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
23:00 - 23:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
23:30 - 24:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
Total Rates:			14.415	135.535			14.415	135.536			28.830	271.071

Parameter summary

Trip rate parameter range selected:	1075 - 1075 (units: sqm)
Survey date date range:	01/01/99 - 05/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

RGP Fry's Yard Godalming

Licence No: 728001

Site Reference: SC-02-A-11
 Latitude/Longitude: 51.25749, -0.53017
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTSURREY

Description: COUNCIL OFFICES, GUILDFORD
 Street: NEW INN LANE
 District: MERROW
 Town: GUILDFORD
 Post Code: GU4 7BQ

Location: Edge of Town
 Location Sub Category: Industrial Zone
 Use Class: B1

Population within 500m: 770
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Buses/Trains per day (both directions): 80+ per day
 Is site associated with a travel plan:
 Is the location of the site hilly or flat:
 Urban Regeneration:
 Sixth Form at site?:

Gross floor area: 1075 sqm
 Total Full Time Employees: 98
 Total Part Time Employees: 20

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the north-eastern edge of Guildford, in an industrial/business park close to residential areas off the B2234 Park Lane. This road heads south to the junction with the A25 (west into the centre of Guildford and east away from the town), and west to the junction of the A3100 (south-west into the centre of Guildford and north-east to the A3(T) and then away from the town).

A railway line runs in and out of Guildford at the site's northern boundary, followed by open land, whilst to the south and south-east is a residential area and at the western boundary is Perram Works.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0800 and 1800) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Guildford town centre	6	25

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Merrow is at the extremities of two circular bus routes, each of which has 3 services per hour running to Guildford town centre. The bus services are good, with a frequent, reliable service using modern vehicles. Despite this, patronage is very low - probably because of the level of on-site parking available.

Design features encouraging non-car modes

12. Pedestrians

Footpath links are present.

13. Pedal cycles

Although there is no purpose-made cycle parking available, ad-hoc railings are available.

14. Public transport

Bus stops with regular service are located close to the site.

RGP Fry's Yard Godalming

Licence No: 728001

Site reference:	SC-02-A-11
Trade name:	WEST HOUSE (SURREY CC ENVIRONMENT DEPT.)
Site area (h/a):	0.45
Gross floor area (sqm)	1075
Open since	1980
Total Employees	118
Full Time Employees	98 83%
Part Time Employees	20 17%
GFA per employee	9.110
Number of units	3
Name of nearest site	
Distance to nearest similar site	1 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:30 to 19:00
Friday	07:30 to 19:00
Saturday	00:00 to 00:00
Sunday	00:00 to 00:00

Total no. of parking spaces	60
Spaces Per 100m2 GFA	5.581
Visitor/Customer spaces	5
Employee spaces	55
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Mother & Toddler spaces	0

Parking charges	No
Surface parking	Yes

Off-Site parking available	No
----------------------------	----

Comments

In addition to the parking spaces shown there is an overflow area for around 40 vehicles, normally used by around 10. There is also a large unmarked area in front of the offices in which OGV's visiting the site park and turn around, although there are no specific OGV parking spaces/loading bays.
 The nearest similar site is located 0.5 kilometres away.

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: SC-02-A-11 Survey date: 10/10/00 Day of week: Tuesday

Survey type: Manual Count

AM weather: Mild and Light Rain

PM weather: Mild and Heavy Rain

Initial car park occupancy: 5 Final car park occupancy: 5

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	88	Motor cycles	0	Public service	0
Light goods	9	OGV (1)	3	OGV (2)	0

Taxis are included as cars in this survey

Time	Arrivals 155	Departures 155	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	3	0	3	8
07:30-08:00	16	0	16	24
08:00-08:30	16	3	19	37
08:30-09:00	14	3	17	48
09:00-09:30	12	2	14	58
09:30-10:00	20	8	28	70
10:00-10:30	5	3	8	72
10:30-11:00	2	2	4	72
11:00-11:30	1	2	3	71
11:30-12:00	3	6	9	68
12:00-12:30	3	7	10	64
12:30-13:00	5	11	16	58
13:00-13:30	14	7	21	65
13:30-14:00	18	14	32	69
14:00-14:30	9	7	16	71
14:30-15:00	5	13	18	63
15:00-15:30	2	8	10	57
15:30-16:00	2	6	8	53
16:00-16:30	2	12	14	43
16:30-17:00	0	16	16	27
17:00-17:30	0	12	12	15
17:30-18:00	2	5	7	12
18:00-18:30	1	6	7	7
18:30-19:00	0	2	2	5
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSVs entered or exited the site during this survey.

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that when the car park is full vehicles park in the additional overflow parking area.

Only 1 person walked to the site during this survey, at 1000-1030, with 1 person walking away from the site during the same time period.

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: SC-02-A-11

Survey date: 10/10/00

Day of week: Tuesday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 4	Departures 4	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	1	2	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	1	1	2	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	1	1	2	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: SC-02-A-11

Survey date: 10/10/00

Day of week: Tuesday

Vehicles surveyed: Cycles

Time	Arrivals 2	Departures 2	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	1	0	1	(1)
09:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	1	1	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	1	0	1	(1)
16:30-17:00	0	1	1	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

VEHICLES

Selected regions and areas:

03 SOUTH WEST

DC DORSET

1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1626 to 1626 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 14/10/10

Selected survey days:

Tuesday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Free Standing (PPS6 Out of Town) 1

Selected Location Sub Categories:

Industrial Zone 1

LIST OF SITES relevant to selection parameters

1	DC-02-C-03	INDUSTRIAL UNIT, NR WIMBORNE	DORSET
	NIMROD WAY		
	STAPEHILL		
	NEAR WIMBORNE MINSTER		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	1626 sqm	
	Survey date: TUESDAY	15/05/01	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
07:30 - 08:00	1	1626	0.185	1	1626	0.000	1	1626	0.185
08:00 - 08:30	1	1626	0.431	1	1626	0.185	1	1626	0.616
08:30 - 09:00	1	1626	0.492	1	1626	0.000	1	1626	0.492
09:00 - 09:30	1	1626	0.185	1	1626	0.062	1	1626	0.247
09:30 - 10:00	1	1626	0.123	1	1626	0.185	1	1626	0.308
10:00 - 10:30	1	1626	0.000	1	1626	0.062	1	1626	0.062
10:30 - 11:00	1	1626	0.308	1	1626	0.062	1	1626	0.370
11:00 - 11:30	1	1626	0.000	1	1626	0.123	1	1626	0.123
11:30 - 12:00	1	1626	0.062	1	1626	0.062	1	1626	0.124
12:00 - 12:30	1	1626	0.062	1	1626	0.123	1	1626	0.185
12:30 - 13:00	1	1626	0.185	1	1626	0.369	1	1626	0.554
13:00 - 13:30	1	1626	0.062	1	1626	0.369	1	1626	0.431
13:30 - 14:00	1	1626	0.492	1	1626	0.062	1	1626	0.554
14:00 - 14:30	1	1626	0.185	1	1626	0.000	1	1626	0.185
14:30 - 15:00	1	1626	0.062	1	1626	0.000	1	1626	0.062
15:00 - 15:30	1	1626	0.185	1	1626	0.123	1	1626	0.308
15:30 - 16:00	1	1626	0.062	1	1626	0.000	1	1626	0.062
16:00 - 16:30	1	1626	0.000	1	1626	0.062	1	1626	0.062
16:30 - 17:00	1	1626	0.062	1	1626	0.369	1	1626	0.431
17:00 - 17:30	1	1626	0.000	1	1626	0.308	1	1626	0.308
17:30 - 18:00	1	1626	0.062	1	1626	0.369	1	1626	0.431
18:00 - 18:30	1	1626	0.123	1	1626	0.246	1	1626	0.369
18:30 - 19:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.328			3.141			6.469

Parameter summary

Trip rate parameter range selected:	1626 - 1626 (units: sqm)
Survey date date range:	01/01/00 - 14/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
07:30 - 08:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
08:00 - 08:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
08:30 - 09:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
09:00 - 09:30	1	1626	0.062	1	1626	0.062	1	1626	0.124
09:30 - 10:00	1	1626	0.062	1	1626	0.000	1	1626	0.062
10:00 - 10:30	1	1626	0.000	1	1626	0.062	1	1626	0.062
10:30 - 11:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
11:00 - 11:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
11:30 - 12:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
12:00 - 12:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
12:30 - 13:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
13:00 - 13:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
13:30 - 14:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
14:00 - 14:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
14:30 - 15:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
15:00 - 15:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
15:30 - 16:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
16:00 - 16:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
16:30 - 17:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
17:00 - 17:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
17:30 - 18:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
18:00 - 18:30	1	1626	0.062	1	1626	0.062	1	1626	0.124
18:30 - 19:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.186			0.186			0.372

Parameter summary

Trip rate parameter range selected:	1626 - 1626 (units: sqm)
Survey date date range:	01/01/00 - 14/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
07:30 - 08:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
08:00 - 08:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
08:30 - 09:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
09:00 - 09:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
09:30 - 10:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
10:00 - 10:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
10:30 - 11:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
11:00 - 11:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
11:30 - 12:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
12:00 - 12:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
12:30 - 13:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
13:00 - 13:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
13:30 - 14:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
14:00 - 14:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
14:30 - 15:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
15:00 - 15:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
15:30 - 16:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
16:00 - 16:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
16:30 - 17:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
17:00 - 17:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
17:30 - 18:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
18:00 - 18:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
18:30 - 19:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000	0.000			0.000		

Parameter summary

Trip rate parameter range selected:	1626 - 1626 (units: sqm)
Survey date date range:	01/01/00 - 14/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
07:30 - 08:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
08:00 - 08:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
08:30 - 09:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
09:00 - 09:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
09:30 - 10:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
10:00 - 10:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
10:30 - 11:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
11:00 - 11:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
11:30 - 12:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
12:00 - 12:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
12:30 - 13:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
13:00 - 13:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
13:30 - 14:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
14:00 - 14:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
14:30 - 15:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
15:00 - 15:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
15:30 - 16:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
16:00 - 16:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
16:30 - 17:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
17:00 - 17:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
17:30 - 18:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
18:00 - 18:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
18:30 - 19:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000	0.000			0.000		

Parameter summary

Trip rate parameter range selected:	1626 - 1626 (units: sqm)
Survey date date range:	01/01/00 - 14/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

RGP Fry's Yard Godalming

Licence No: 728001

Site Reference: DC-02-C-03 Multi-Modal Site
 Latitude/ Longitude: 50.8070886837621, -1.92231796989406
 Land Use Type: 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 Region/Area: SOUTH WESTDORSET

Description: INDUSTRIAL UNIT, NR WIMBORNE
 Street: NIMROD WAY
 District: STAPEHILL
 Town: NEAR WIMBORNE MINSTER
 Post Code: BH21 7SH

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Industrial Zone
 Use Class: B1

Population within 500m: 100
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 100,001 to 125,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Buses/Trains per day (both directions): 80+ per day
 Is site associated with a travel plan:
 Is the location of the site hilly or flat:
 Urban Regeneration:
 Sixth Form at site?:

Previous survey DC-02-D-01
 Site area 1.00 hect
 Gross floor area 1626 sqm
 Total Employees 28

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located with a single access point for all modes within the Ferndown Industrial Estate (an earlier traffic survey of the estate is also available (see above). It is in a non-built up area between Wimborne and Ferndown, off the Wimborne Road West which connects the two towns.

A dismantled railway line runs north-east along the rear boundary of Ferndown Industrial Estate, an abbey, gardens and a public house are located to the south-east of the site (across the Wimborne Road West), gardens are located to the south-east of the site, also across the main road, and when approaching Ferndown on the main road (further eastwards) there is a school and a sports centre.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0800 and 1800) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Bournemouth	2	35
Poole	2	55

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Bus stops are located 400 metres from the site. The bus service to Poole shown goes via Wimborne town centre.

Design features encouraging non-car modes

12. Pedestrians

A pedestrian crossing is present at the entrance to Nimrod Way.

13. Pedal cycles

None

14. Public transport

None

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: DC-02-C-03 Multi-Modal survey site
 Trade name: DURABLE BUSINESS SYSTEMS LIMITED

Site area (h/a): 1.00
 Gross floor area (sqm) 1626

Open since 1999
 Total Employees 28
 Full Time Employees 28
 Part Time Employees 0
 GFA per employee 58.071
 Number of units 1
 Name of nearest site
 Distance to nearest similar site 15 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 08:00 to 18:00
 Friday 08:00 to 18:00
 Saturday 00:00 to 00:00
 Sunday 00:00 to 00:00

Total no. of parking spaces 63
 Spaces Per Hectare 63.000
 Spaces Per 100m2 GFA 3.875
 Visitor/Customer spaces 0
 Employee spaces 61
 Disabled spaces 1
 Cycle racks 0
 OGV loading bays 1
 OGV parking spaces 0
 Mother & Toddler spaces 0

Parking charges No
 Surface parking Yes

Off-Site parking available No

Comments

Light industry is undertaken at this site.

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: DC-02-C-03

Survey date: 15/05/01

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Hot and Clear

PM weather: Hot and Cloudy

Initial car park occupancy: 0

Final car park occupancy: 3

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	77	Motor cycles	0	Public service	0
Light goods	17	OGV (1)	3	OGV (2)	3

Taxis are included as cars in this survey

Time	Arrivals 54	Departures 51	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	0
07:30-08:00	3	0	3	3
08:00-08:30	7	3	10	7
08:30-09:00	8	0	8	15
09:00-09:30	3	1	4	17
09:30-10:00	2	3	5	16
10:00-10:30	0	1	1	15
10:30-11:00	5	1	6	19
11:00-11:30	0	2	2	17
11:30-12:00	1	1	2	17
12:00-12:30	1	2	3	16
12:30-13:00	3	6	9	13
13:00-13:30	1	6	7	8
13:30-14:00	8	1	9	15
14:00-14:30	3	0	3	18
14:30-15:00	1	0	1	19
15:00-15:30	3	2	5	20
15:30-16:00	1	0	1	21
16:00-16:30	0	1	1	20
16:30-17:00	1	6	7	15
17:00-17:30	0	5	5	10
17:30-18:00	1	6	7	5
18:00-18:30	2	4	6	3
18:30-19:00	0	0	0	3
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSV's or pedal cycles entered or exited the site during this survey. Also, no pedestrian or public transport trips took place.

During 1800-1830, an OGV(1) entered the site and picked up a trailer, technically becoming an OGV(2) before exiting the site.

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: DC-02-C-03

Survey date: 15/05/01

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 50 OGV (2) 50

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 3	Departures 3	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	1	1	2	(0)
09:30-10:00	1	0	1	(1)
10:00-10:30	0	1	1	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	1	1	2	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: DC-02-C-03

Survey date: 15/05/01

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Car/ LGV/ Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arrivals 58	Departures 55	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	3	0	3	(3)
08:00-08:30	10	4	14	(9)
08:30-09:00	9	0	9	(18)
09:00-09:30	3	1	4	(20)
09:30-10:00	2	4	6	(18)
10:00-10:30	0	1	1	(17)
10:30-11:00	5	1	6	(21)
11:00-11:30	0	2	2	(19)
11:30-12:00	1	1	2	(19)
12:00-12:30	1	2	3	(18)
12:30-13:00	3	6	9	(15)
13:00-13:30	1	6	7	(10)
13:30-14:00	8	1	9	(17)
14:00-14:30	3	0	3	(20)
14:30-15:00	1	0	1	(21)
15:00-15:30	3	2	5	(22)
15:30-16:00	1	0	1	(23)
16:00-16:30	0	1	1	(22)
16:30-17:00	1	8	9	(15)
17:00-17:30	0	5	5	(10)
17:30-18:00	1	6	7	(5)
18:00-18:30	2	4	6	(3)
18:30-19:00	0	0	0	(3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

RGP Fry's Yard Godalming

Licence No: 728001

Site reference: DC-02-C-03

Survey date: 15/05/01

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 58	Departures 55	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	3	0	3	(3)
08:00-08:30	10	4	14	(9)
08:30-09:00	9	0	9	(18)
09:00-09:30	3	1	4	(20)
09:30-10:00	2	4	6	(18)
10:00-10:30	0	1	1	(17)
10:30-11:00	5	1	6	(21)
11:00-11:30	0	2	2	(19)
11:30-12:00	1	1	2	(19)
12:00-12:30	1	2	3	(18)
12:30-13:00	3	6	9	(15)
13:00-13:30	1	6	7	(10)
13:30-14:00	8	1	9	(17)
14:00-14:30	3	0	3	(20)
14:30-15:00	1	0	1	(21)
15:00-15:30	3	2	5	(22)
15:30-16:00	1	0	1	(23)
16:00-16:30	0	1	1	(22)
16:30-17:00	1	8	9	(15)
17:00-17:30	0	5	5	(10)
17:30-18:00	1	6	7	(5)
18:00-18:30	2	4	6	(3)
18:30-19:00	0	0	0	(3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				