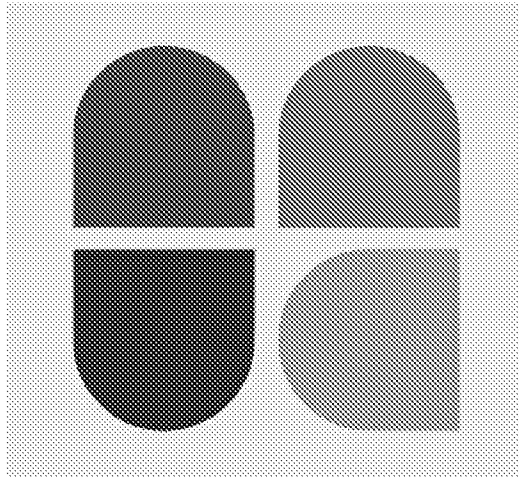




B R I G H T P L A N

GLEBE FARM, HIGH ST, ANGMERING

**CONVERSION OF AGRICULTURAL
BUILDINGS TO 2 HOLIDAY
ACCOMMODATION UNITS**

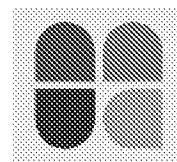
Technical Note

Prepared on Behalf of

Mr J. Lovejoy

VICK/19/6089

January 2020



DOCUMENT CONTROL

Project: Glebe Farm, High St, Angmering
Conversion of Agricultural Buildings to 2 Holiday Accommodation Units

Document: Technical Note

Client: Mr J. Lovejoy

Reference: VICK/19/6089

Document Checking:

Author: EJD _____ **Date:** 08/10/2019 _____

Checked by: ALB _____ **Date:** 08/10/2019 _____

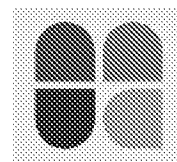
Approved by: ALB _____ **Date:** 08/10/2019 _____

Status:

Issue	Date	Status	Issued by
1.	28/08/2019	Draft	EJD
2.	08/10/2019	Draft 02	EJD
3.	20/12/2019	Final Draft	EJD
4.	06/01/2020	Final	EJD
5.			
6.			

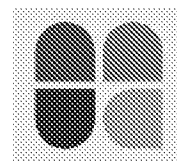
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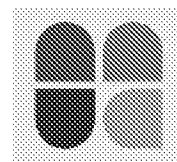


DRAWINGS

- 001** Site Overview
- 002** Emergency Vehicle Swept Path Analysis
- 003** Car Parking Swept Path Analysis

APPENDICES

- Appendix A** WSCC Pre-Application Consultation Response
- Appendix B** TRICS Data Output - Flats



1 INTRODUCTION

- 1.1.1 This Technical Note (TN) has been prepared by Bright Plan Ltd on behalf of Mr J. Lovejoy to support a planning application for a development at Glebe Farm, Angmering. The site comprises a cluster of buildings situated to the rear of residential properties on High Street. The application site location is shown in **Figure 1.1**.

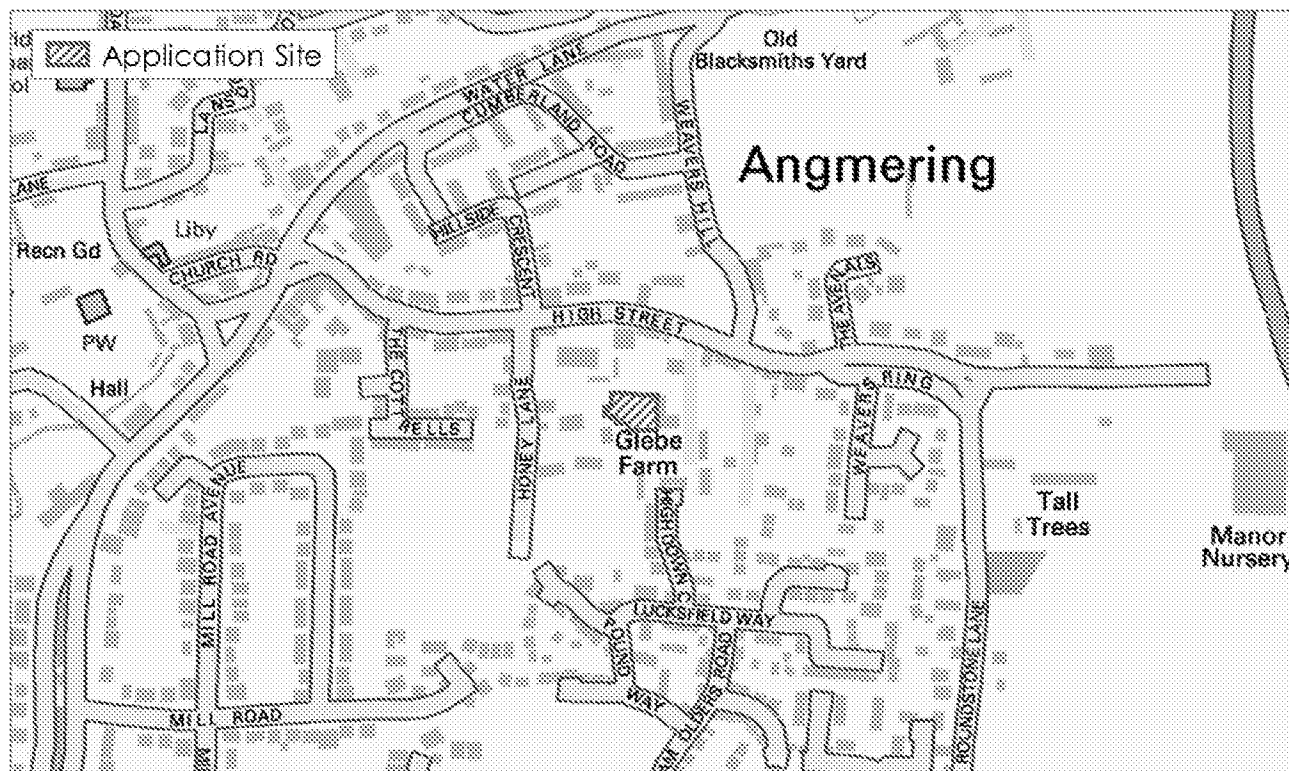


Figure 1.1: Application Site Location

- 1.1.2 The proposals seek to convert 2 agricultural buildings into 2 holiday accommodation units. The existing site layout, including the 2 buildings to be converted, is shown in **Figure 1.2**.

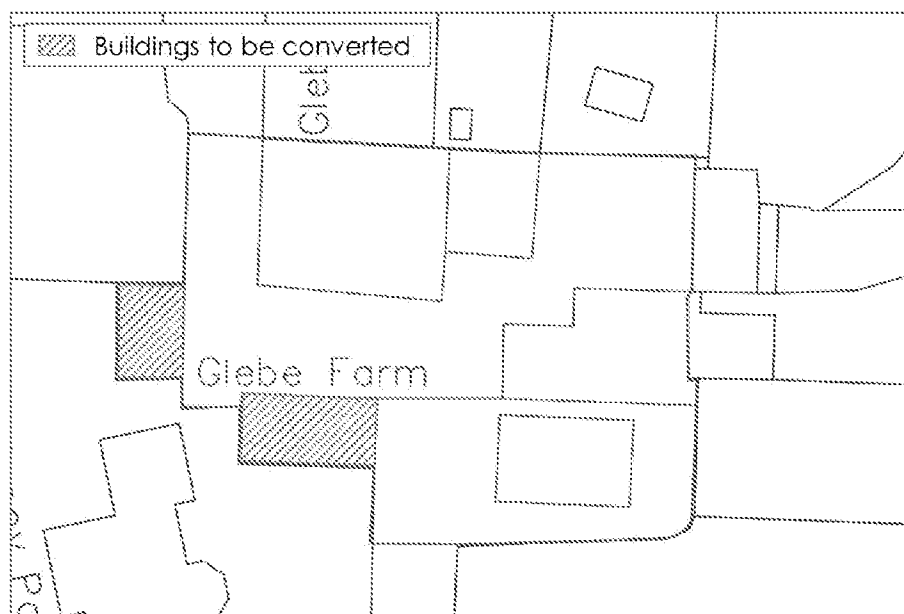
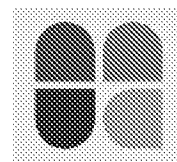


Figure 1.2: Existing Site

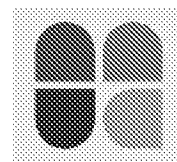


1.2 Pre-Application Consultation

- 1.2.1 The proposals were subject to pre-application consultation with West Sussex County Council (WSCC) highways in May 2019. A copy of WSCC's pre-application response is attached **Appendix A**.
- 1.2.2 The consultation response including the following key requirements:
- i. *"A site location plan scale (1:1250) with site boundary indicated*
 - ii. *Schedule of existing uses including planning history with reference numbers*
 - iii. *Description, including site layout plans, of the proposed development and schedule of uses*
 - iv. *Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated*
 - v. *A Transport note, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation*
 - vi. *Reference to supporting national, regional, and local planning documents and policies*
 - vii. *Parking strategy, including provision of parking for all modes of transport*
 - viii. *Relevant data collected to date*
 - ix. *Proposed trip rates supported with TRICS outputs and site selection methodology*
 - x. *Swept path analysis to demonstrate that a fire appliance and refuse truck can enter and turn on site."*

1.3 Planning History

- 1.3.1 The site has not been subject to any recent planning application that would impact on the proposed development.



2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site comprises a small cluster of agricultural buildings bordered by residential properties to the north, west and south, and agricultural/industrial units to the east. Vehicle access to the site is served from an access road which runs south through a neighbouring property (The Tree House) and adjoins a private road (Honey Lane) to the west. The site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.2 Accessibility Credentials

Pedestrian and Cycle Accessibility

- 2.2.1 Pedestrian access to the site is served from the access road heading south from the site, joining Honey Lane to the west. A Public Right of Way (PROW) footpath runs along Honey Lane, providing a connection to High Street to the north and Pound Way to the south. The route of the site access road and PROW footpath are demonstrated in **Figure 2.2**.

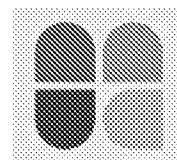
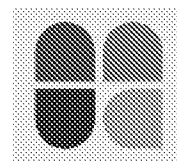


Figure 2.2: Pedestrian Access Routes

- 2.2.2 High Street is flanked by a c.2m wide footway on its northern side which connects with wider footway network. The footway provides access into Angmering village centre facilitating access to services and amenities available within the village.
- 2.2.3 A segregated footway/cycleway situated to the south of the site provides a convenient north-south route between Pound Way and Downs Way to the south. The cycleway offers a largely traffic-free cycle route to Angmering railway station c.1.5km to the south of the site.
- 2.2.4 The Chartered Institute for Highways and Transport (CIHT) guidance recommends a maximum walking distance of 2km for commuting, and a maximum cycling distance of 8km. As such, the full extent of Angmering is therefore accessible on foot from the application site, and Littlehampton, East Preston, Goring-by-Sea and the west of Worthing are accessible by cycle.

Accessibility by Public Transport

- 2.2.5 The 'Weavers Ring' bus stop is situated c.140m to the east of the site and the 'Village Green' bus stops are situated c.340m to the west of the site. The stops served the no.9 service which provides hourly services to Shoreham, Lancing, Worthing, Littlehampton and Arundel.
- 2.2.6 Angmering railway station is located c.1.5km to the south of the site and is therefore accessible on foot or by cycle. The station is operated by Southern Rail and provides services to Southampton, Portsmouth, Chichester, Littlehampton, Brighton, Worthing, and London Victoria.



2.3 Accident Data

- 2.3.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from August 2014 to July 2019 using the Sussex Safer Partnership Data Portal. The area considered High Street including the junction with Water Lane.
- 2.3.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The location of the incidents relative to the site is displayed on **Figure 2.3**.

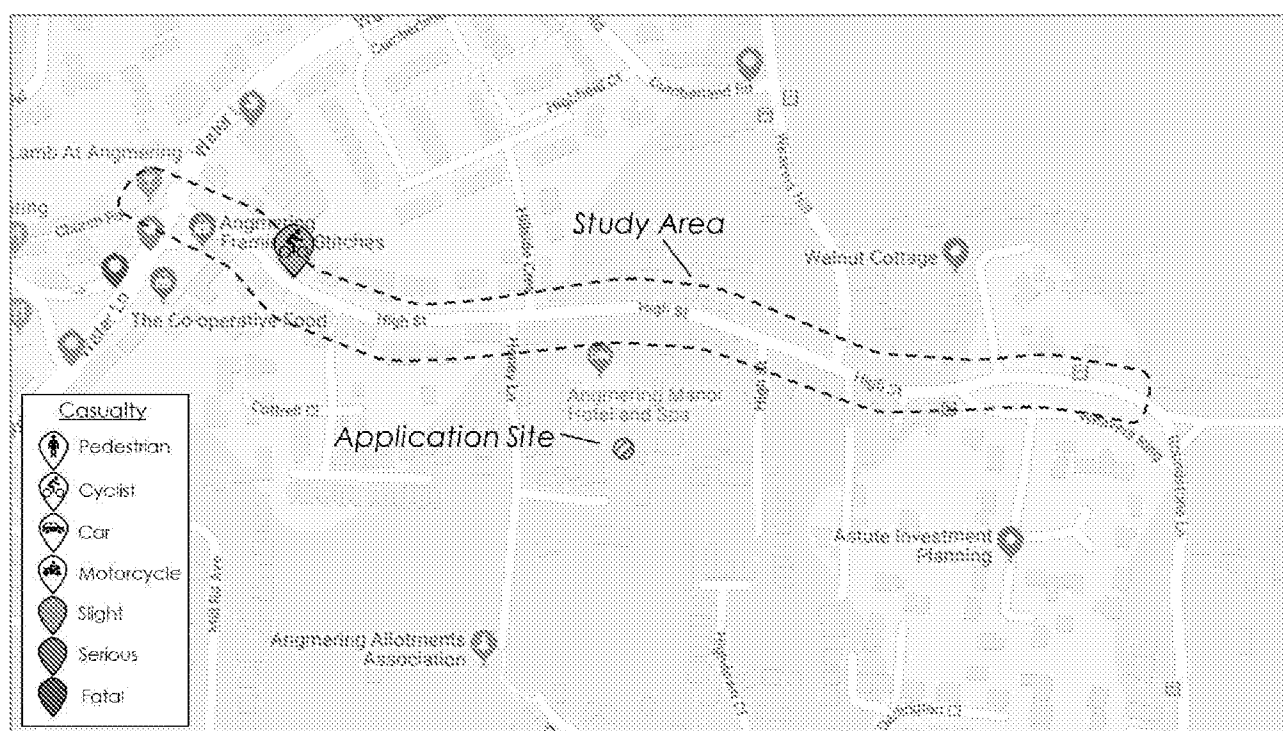
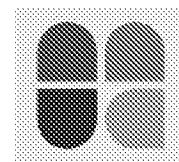


Figure 2.3: PIA Distribution

- 2.3.3 A single 'slight' PIA incident was recorded on High Street during the 5-year period. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that would be exacerbated by the proposed development.



3 PROPOSED DEVELOPMENT

3.1.1 The proposed development would involve the conversion of 2 existing buildings into 2 holiday accommodation units. The proposed layout is shown in **Drawing 2019/6089/001**.

3.2 Vehicle Access

3.2.1 Vehicle access to the proposed development would be served from Honey Lane via 'The Tree House' property to the southwest of the site. The eastern section of the existing access road would be widened to ensure emergency vehicles can access the site. The proposed access road is shown in **Drawing 2019/6089/001**.

3.2.2 The access road would allow concurrent car movements and can accommodate emergency and delivery vehicles. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2019/6089/002**.

3.3 Pedestrian Access

3.3.1 Pedestrian access to the site from the north would be provided via the vehicle access road. The low volume of vehicle movements and low vehicle speeds would ensure a safe environment for pedestrians.

3.4 Servicing Arrangements

3.4.1 Refuse collection would be undertaken from Honey Lane as per the existing arrangement for properties on Honey Lane. Managers of the holiday accommodation units would transport waste from the units to a bin collection point situated on the northern side of the access road.

3.5 Parking Provision

Car Parking

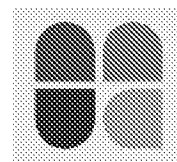
3.5.1 No parking standards are available for holiday accommodation and as such the site's car parking requirement has been based on WSCC's residential parking standards for 1-bedroom dwellings as set out in "Guidance on Parking at New Developments" (August 2019). A summary of the required and proposed provision is shown in **Figure 3.1**.

Unit Type	No. of Units	WSCC Car Parking Standards (Zone 2)			Proposed Car Parking Provision
		Resident Parking	Visitor Parking	Total	
1	2	1.4 per dwelling	0.2 per dwelling	2.8 allocated + 0.4 visitor	3 spaces + 1 visitor space

Figure 3.1: Car Parking Provision

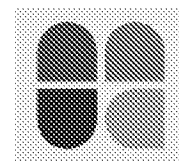
3.5.2 The site would provide 1 car parking space for each unit within spaces adjacent to each unit, as well as 2 additional spaces to the south of the access road. The provision is considered appropriate as it is expected the majority of guests would arrive within a single car but a parking for a second car would be required on occasion.

3.5.3 All spaces would use bay dimensions of 2.4m x 4.8m in accordance with minimum dimensions set out in MfS guidance. A vehicle swept path analysis demonstrating car parking manoeuvres is provided in **Drawing 2019/6089/003**.



Cycle Parking

- 3.5.4 The development would provide 1 cycle parking space per dwelling in accordance with WSCC's cycle parking standards as set out in "*Guidance on Parking at New Developments*" (August 2019). Cycle parking would take place within secure cycle stores within the curtilage of the properties.



4 VEHICLE TRIP GENERATION

4.1 Existing Site

4.1.1 The existing site was previously owned by a horticultural nursery and was used for storage associated with the nursery operations. The buildings would have generated in excess of 10 daily two-way vehicle movements during peak season.

4.1.2 The building on the site have subsequently been used informally as art/craft studios. Trip information has been obtained from the owners of the site identifying that the studio use generated c.10 two-way vehicle movements per day, along with 6 two-way trips by 3.5T delivery vehicles per week. The buildings therefore generated a total of 10-11 daily two-way vehicle movements

4.2 Proposed Development

4.2.1 The TRICS database (version 7.6.3) has been interrogated to anticipate the likely traffic volumes associated with the proposed site use. the database does not include comparable holiday accommodation units so for robustness, the units have been assessed as privately owned flats.

4.2.2 To establish the number of the trips generated by the proposed development, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

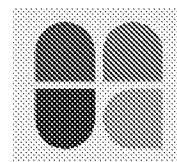
TRICS (Version 7.6.3)	
Filtering Parameter:	Criteria Selected:
i. Land Use	Residential – Flats (Privately Owned)
ii. Regions	England (excluding Greater London)
iii. Scale of Development	6 – 30 Dwellings
iv. Date Range	01/01/11 to 13/11/18
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	- Suburban Area - Edge of Town

Figure 4.1: TRICS Filtering Parameters

4.2.3 The TRICS output is provided at **Appendix B**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements is provided in **Figure 4.2**.

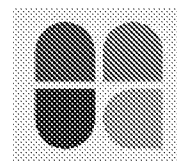
TRICS Trip Rate per Flat (2 Flats)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.109	0.234	0.343
PM Peak Hour	0.250	0.078	0.328
Daily Traffic	1.514	1.640	3.154
TRICS Vehicle Trip Generation			
AM Peak Hour	0	0	1
PM Peak Hour	1	0	1
Daily Traffic	3	3	6

Figure 4.2: Anticipated Trip Generation



4.3 Net Trip Generation

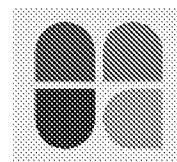
- 4.3.1 The proposed development is expected to result in a net reduction of 4-5 daily vehicle movements when compared with the permitted land use and recent informal uses. The development and would therefore provide a betterment to the local road network in terms of highway capacity and safety.



5 SUMMARY AND CONCLUSIONS

5.1.1 This TS has been prepared by Bright Plan Ltd on behalf of Mr J. Lovejoy to support a planning application for a development at Glebe Farm, Angmering. The findings from this report are as follows:

- i. The site comprises a cluster of buildings situated to the rear of residential properties on High Street. The proposals seek to convert 2 agricultural buildings into 2 holiday accommodation units.
- ii. The application site is readily accessible on foot, by cycle and by public transport. There is a range of services and amenities available with walking and cycling distance of the site.
- iii. The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposed development.
- iv. Vehicle access to the site would be served from Honey Lane via a widened access route through 'The Tree House' property. The access road can comfortably accommodate delivery and emergency vehicles.
- v. Pedestrian access to the site would be served from the vehicle access road, adjoining Honey Lane to the west.
- vi. Car and cycle parking would be provided in line with WSCC's parking standards.
- vii. The proposed development would result in a net reduction of 4-5 daily vehicle trips, providing a betterment to the local road network in terms of highway capacity and safety.



DRAWINGS

- 001** Site Overview
- 002** Emergency Vehicle Swept Path Analysis
- 003** Car Parking Swept Path Analysis

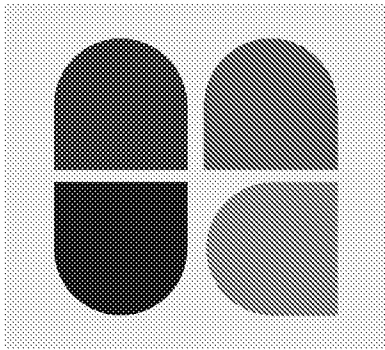


NOTES

A3

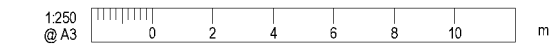
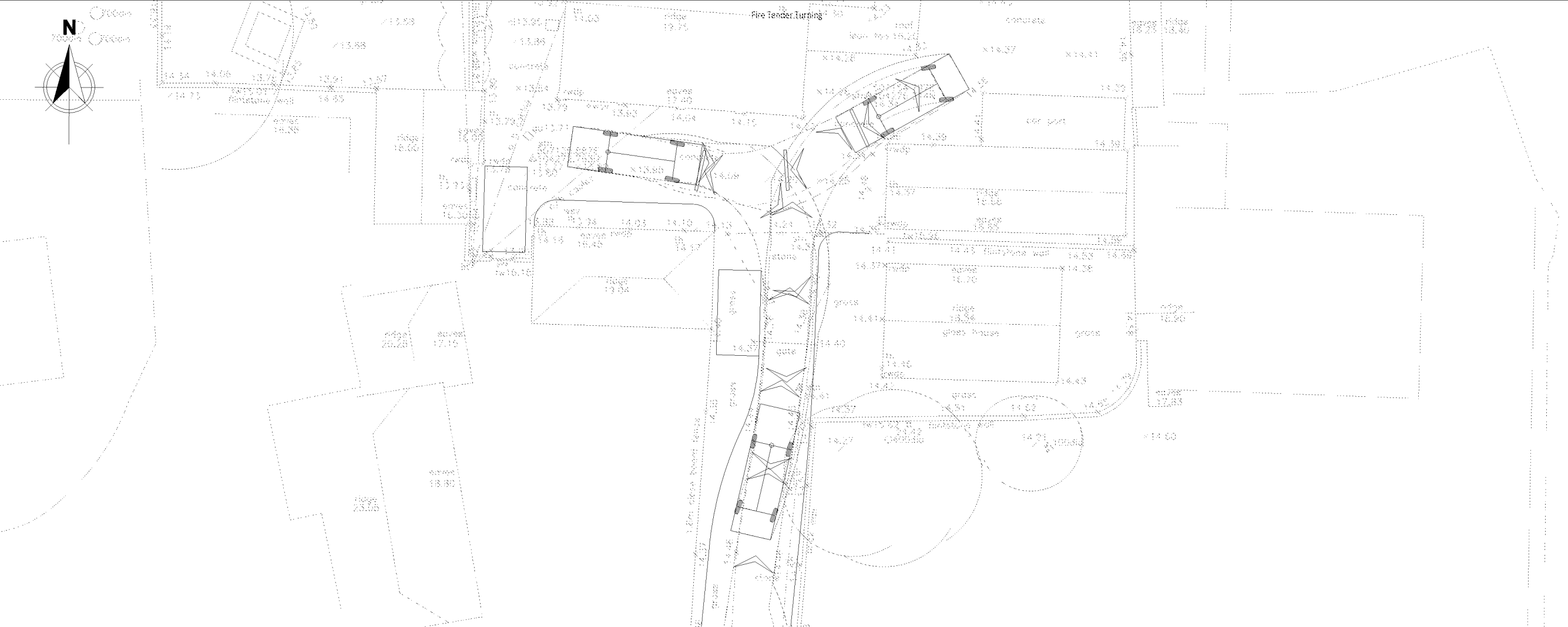
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2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Rev.	Amendments	Date
A	Revised Access Road	12/11/2019
-	Draft issue	08/10/2019



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2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Fax: 01483 861682
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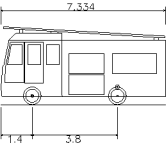
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Client	Mr J. Lovejoy		
Project	Glebe Farm, Angmering		
Drawing Title	Site Overview		
Scale	1:500	Date	Nov 19
Drawn By	SMO	Checked By	ALB
Drawing No.	2019-6089-001		Rev.
		A	



NOTES

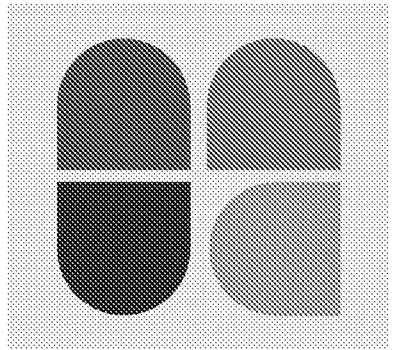
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Fire Tender	7.334m
Overall Length	2.266m
Overall Width	3.495m
Overall Body Height	0.380m
Min Body Ground Clearance	2.266m
Track Width	5.00s
Lock to lock time	8.000m
Kerb to Kerb Turning Radius	

Rev.	Amendments	Date
A	Revised Access Road	12/11/2019
-	Draft issue	08/10/2019



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Drawing Status	DRAFT
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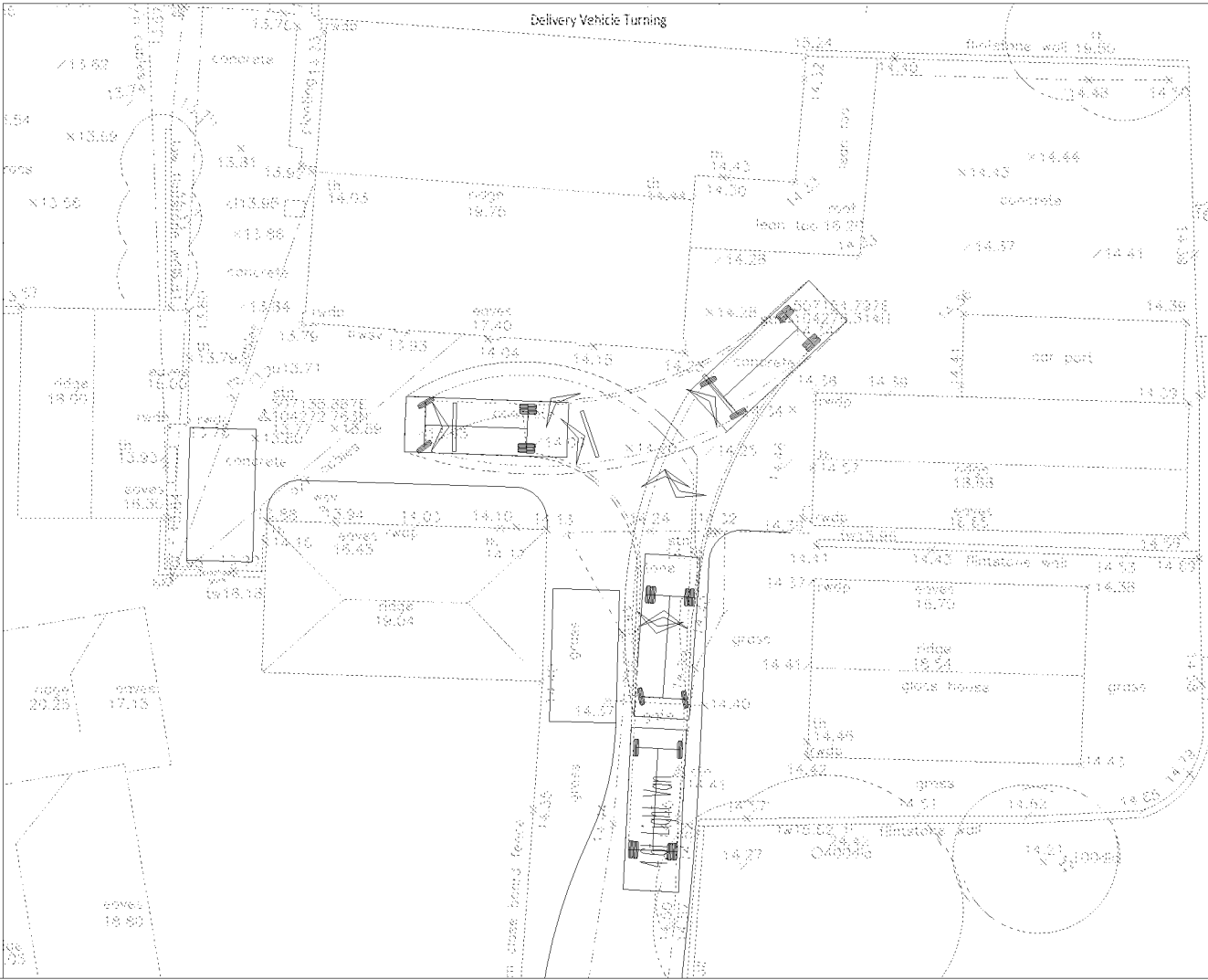
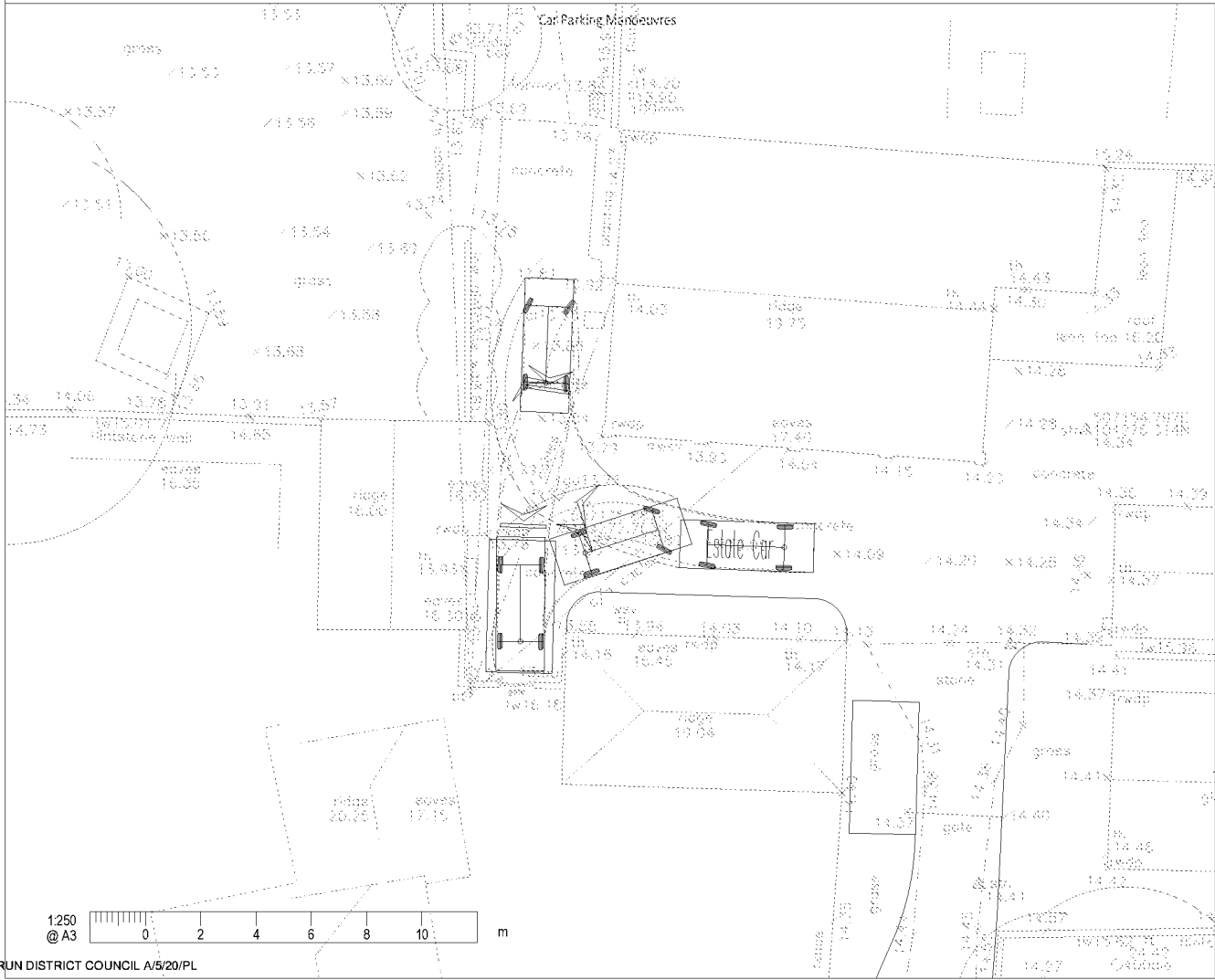
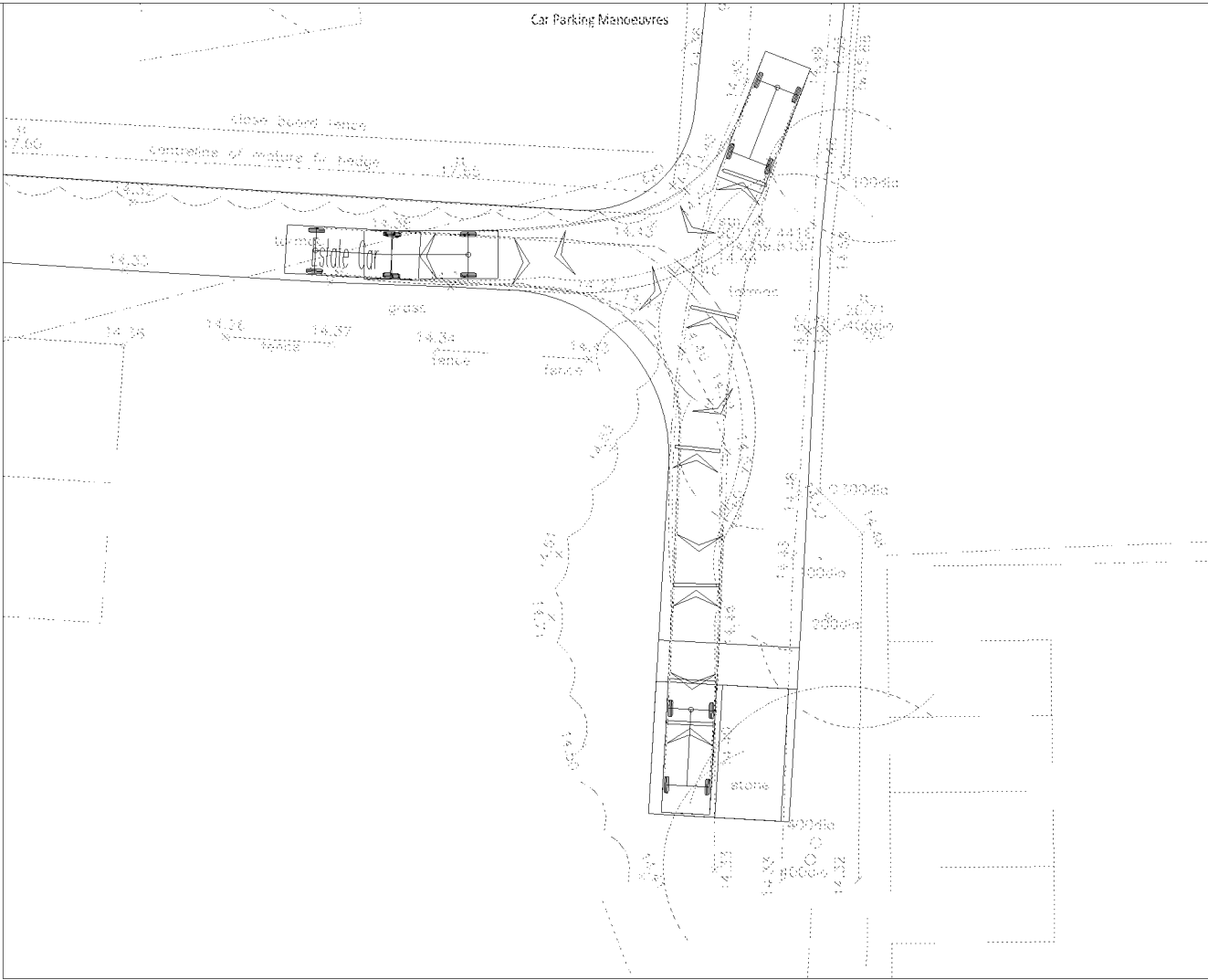
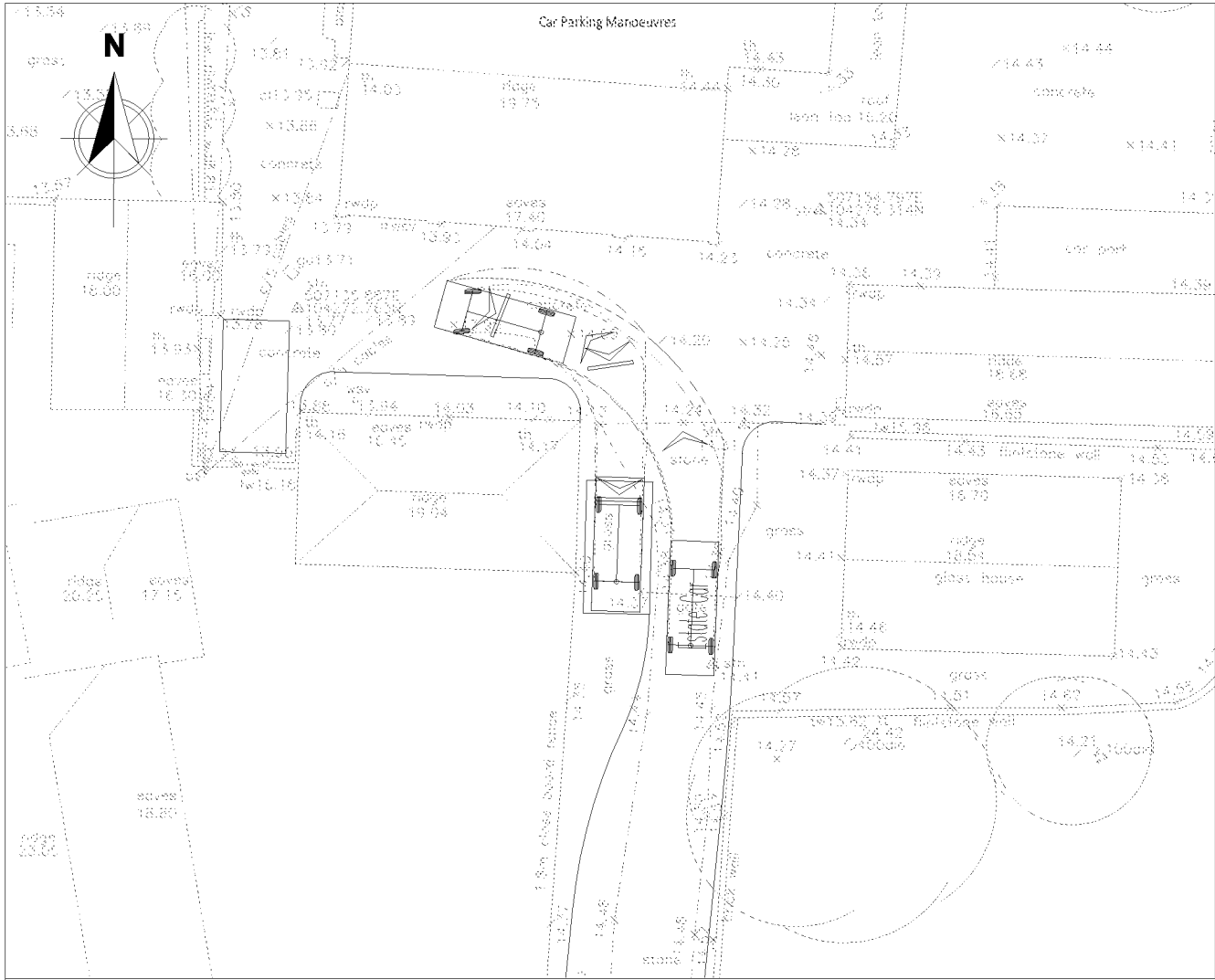
Client	Mr J. Lovejoy
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Project	Glebe Farm, Angmering
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Drawing Title	Fire Tender Turning Swept Path Analysis
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Scale	Date	Drawn By	Checked By
1:250	Nov 2019	SMO	ALB

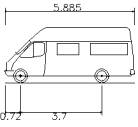
Drawing No.	Rev.
2019-6089-002	A



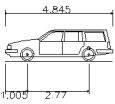
NOTES

A3

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- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

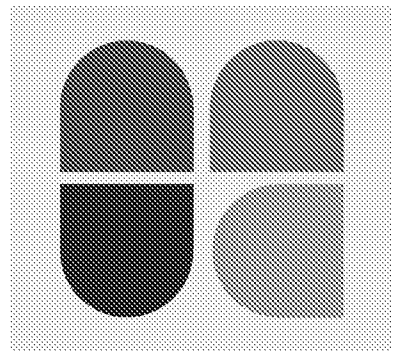


4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

A	Revised Access Road	12/11/2019
-	Draft issue	08/10/2019
Rev.	Amendments	Date



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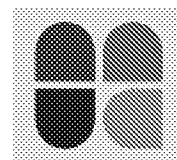
Drawing Status	DRAFT
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Client
Mr J. Lovejoy

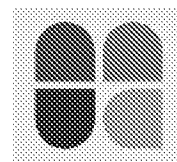
Project
Glebe Farm, Angmering

Drawing Title
**Swept Path Analysis
Parking and Deliveries**

Scale 1:250	Date Nov 2019	Drawn By SMO	Checked By ALB
Drawing No. 2019-6089-003	Rev. A		



APPENDICES



Appendix A WSCC Pre-Application Consultation Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

DATE: 7 May 2019

FROM: Emma Avis **TO:** RDVaDesign
FAO: Richard Vickery

SUBJECT: PRE-37-19
Glebe Farm
High Street
Littlehampton
BN16 4AG

The conversion of 3 No existing disused farm buildings to 5 No one bed residential units.

RECOMMENDATION:

Advice

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Glebe Farm. As per the submitted plans this advice is given on the basis of access being taken from Honey Lane. Honey Lane is a privately maintained road off of the highway network (High Street). It is an established access/road that serves a number of dwellings/buildings and the allotments. The proposal would not be expected to raise a network capacity concern; however it will need to be demonstrated that safe and suitable access to and from the site from the highway can be achieved.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- A Transport note, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

- Swept path analysis to demonstrate that a fire appliance and refuse truck can enter and turn on site.

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex. I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents TD/93:

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section1/td993.pdf>

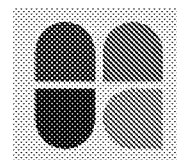
Local Design Guide:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/local_design_guide.aspx

WSCC Car Parking standards:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/parking/parking_standards.aspx

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Planning Services



Appendix B TRICS Data Output - Flats

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 150 to 1475 (units: sqm)
 Range Selected by User: 150 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/11/18

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

Selected survey days:

Tuesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

B1	4 days
B2	1 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
3	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
4	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
5	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 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									
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	5	864	0.093	5	864	0.046	5	864	0.139
07:30 - 08:00	5	864	0.324	5	864	0.023	5	864	0.347
08:00 - 08:30	5	864	0.278	5	864	0.093	5	864	0.371
08:30 - 09:00	5	864	0.255	5	864	0.069	5	864	0.324
09:00 - 09:30	5	864	0.162	5	864	0.116	5	864	0.278
09:30 - 10:00	5	864	0.301	5	864	0.093	5	864	0.394
10:00 - 10:30	5	864	0.255	5	864	0.162	5	864	0.417
10:30 - 11:00	5	864	0.069	5	864	0.162	5	864	0.231
11:00 - 11:30	5	864	0.116	5	864	0.046	5	864	0.162
11:30 - 12:00	5	864	0.208	5	864	0.231	5	864	0.439
12:00 - 12:30	5	864	0.278	5	864	0.231	5	864	0.509
12:30 - 13:00	5	864	0.208	5	864	0.255	5	864	0.463
13:00 - 13:30	5	864	0.301	5	864	0.255	5	864	0.556
13:30 - 14:00	5	864	0.208	5	864	0.139	5	864	0.347
14:00 - 14:30	5	864	0.185	5	864	0.139	5	864	0.324
14:30 - 15:00	5	864	0.324	5	864	0.347	5	864	0.671
15:00 - 15:30	5	864	0.139	5	864	0.093	5	864	0.232
15:30 - 16:00	5	864	0.231	5	864	0.278	5	864	0.509
16:00 - 16:30	5	864	0.162	5	864	0.347	5	864	0.509
16:30 - 17:00	5	864	0.069	5	864	0.255	5	864	0.324
17:00 - 17:30	5	864	0.023	5	864	0.602	5	864	0.625
17:30 - 18:00	5	864	0.046	5	864	0.231	5	864	0.277
18:00 - 18:30	5	864	0.023	5	864	0.116	5	864	0.139
18:30 - 19:00	5	864	0.023	5	864	0.000	5	864	0.023
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									
Total Rates:			4.281			4.329			8.610

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:	150 - 1475 (units: sqm)
Survey date range:	01/01/11 - 06/11/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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