

TRANSPORT STATEMENT

West Sussex Property Development LLP

Former Bartons Infant School, North Bersted

March 2022

Transport Statement

vectos.co.uk

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1 Introduction

- 1.1 Vectos has been appointed by West Sussex Property Developments LLP to provide highways and transport advice in relation to the redevelopment of the Former Bartons Infant School, North Bersted. Arun District Council (ADC) are the local planning authority and West Sussex County Council (WSCC) are the local highway authority. A site location plan is included at **Figure 2.1**.
- 1.2 The site is located at the Former Bartons Infant School off Romney Broadwalk and is bound by residential areas to the north, south and west of the site, and is bound by Aldingbourne Rife to the east of the site.
- 1.3 The development proposes the demolition of the existing school building and the creation of 21 new residential dwellings with associated car parking and public open space. Vehicular, pedestrian and cycle access will be provided via a new site access on Romney Broadwalk and the current site access to the vacant school will be closed.
- 1.4 This Transport Statement has been prepared to consider the potential transport effects of the development proposals in support of the Full planning application. This document has been prepared with reference to relevant guidance and based on experience of comparable sites.
- 1.5 The remainder of this report is structured as follows:
- **Section 2** - Existing Conditions
 - **Section 3** - Policy Context
 - **Section 4** - Development Proposals
 - **Section 5** - Transport Effects of the Development
 - **Section 6** - Summary & Conclusions

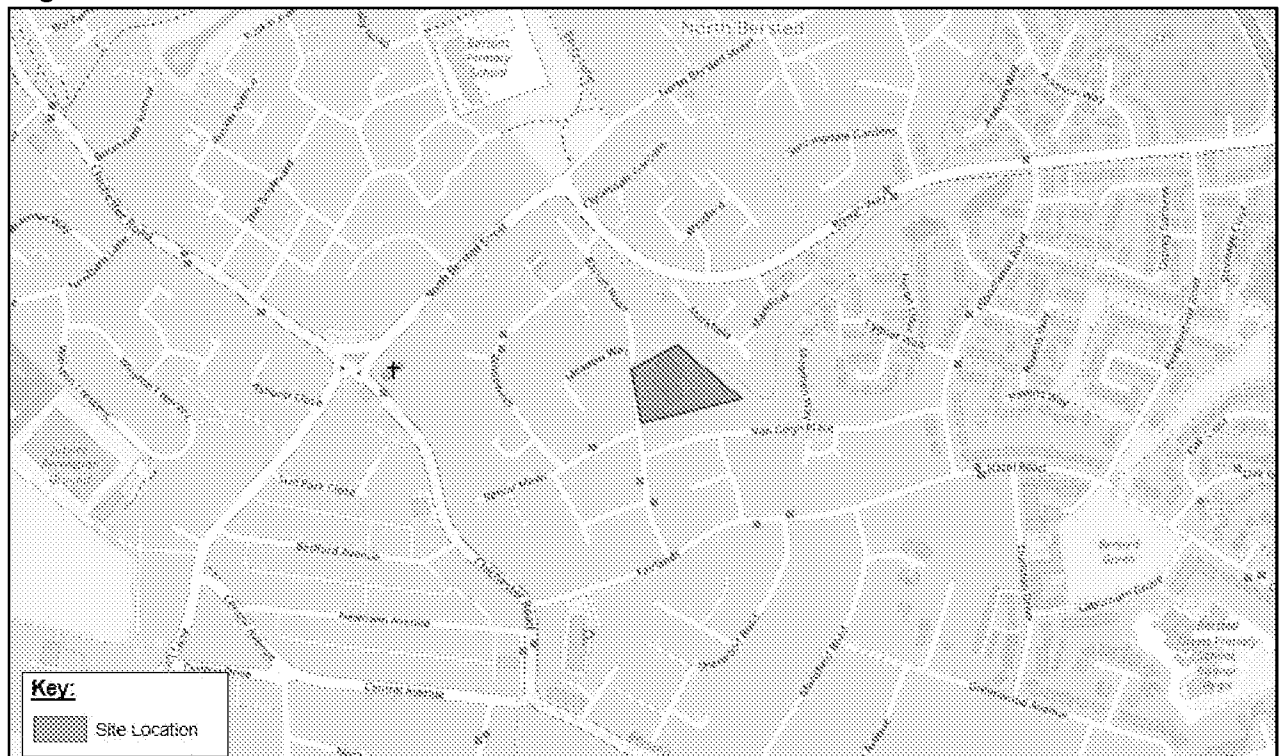
2 Existing Conditions

- 2.1 This section of the report provides an overview of the current accessibility of the site in terms of sustainable travel, and a high-level review of the local transport network.

Site Location

- 2.2 The site comprises the Former Bartons Infant School on the eastern side of Romney Broadwalk in North Bersted, West Sussex.
- 2.3 The site is situated within the administrative boundaries of Arun District Council and (ADC) The site is located approximately 1.9km north of Bognor Regis town centre. The site is situated within a primarily residential area.
- 2.4 The site is bound by residential sites to the north and southwest. Romney Broadwalk comprises the western boundary of the site.
- 2.5 **Figure 2.1** shows the location of the site in a local context.

Figure 2.1: Site Location



Planning History

- 2.6 The site currently comprises the Former Bartons Primary School, which has had numerous planning applications for the temporary extension of the school with mobile classrooms. The most recent planning application on the site was application BE/137/21/WS in August 2021, for “continued siting of a single storey modular building to provide one classroom for 30 pupils for a temporary period of 2 years”.

Highway Network

Romney Broadwalk

- 2.7 Romney Broadwalk provides access to the site and is a two-way residential road with a north-south alignment. The road is a cul-de-sac which terminates by the site entrance and runs down to south where it meets Fairlands at a simple priority junction. The road is subject to 30mph speed limit restriction. Footways are provided on both sides of Romney Broadwalk and street lighting is present.
- 2.8 Romney Broadwalk in the vicinity of the site does not have parking or loading restrictions in place however there are “Keep Clear” markings in place to prevent obstruction to the now redundant vehicle access to the vacant school.

Fairlands

- 2.9 Fairlands is a two-way residential road with an east-west alignment that runs between the B2259 to the west and Orchard Way to the east. Fairlands meets the B2259 at a simple priority junction. The road is subject to a 30mph speed limit with footways and street lighting is present.

B2259

- 2.10 The B2259 runs in a north-south alignment within the vicinity of the site. The road provides the main route south-east into Bognor Regis town centre. To the north, the B2259 connects to the A259. The road is a two-way carriageway with a speed limit of 30mph.

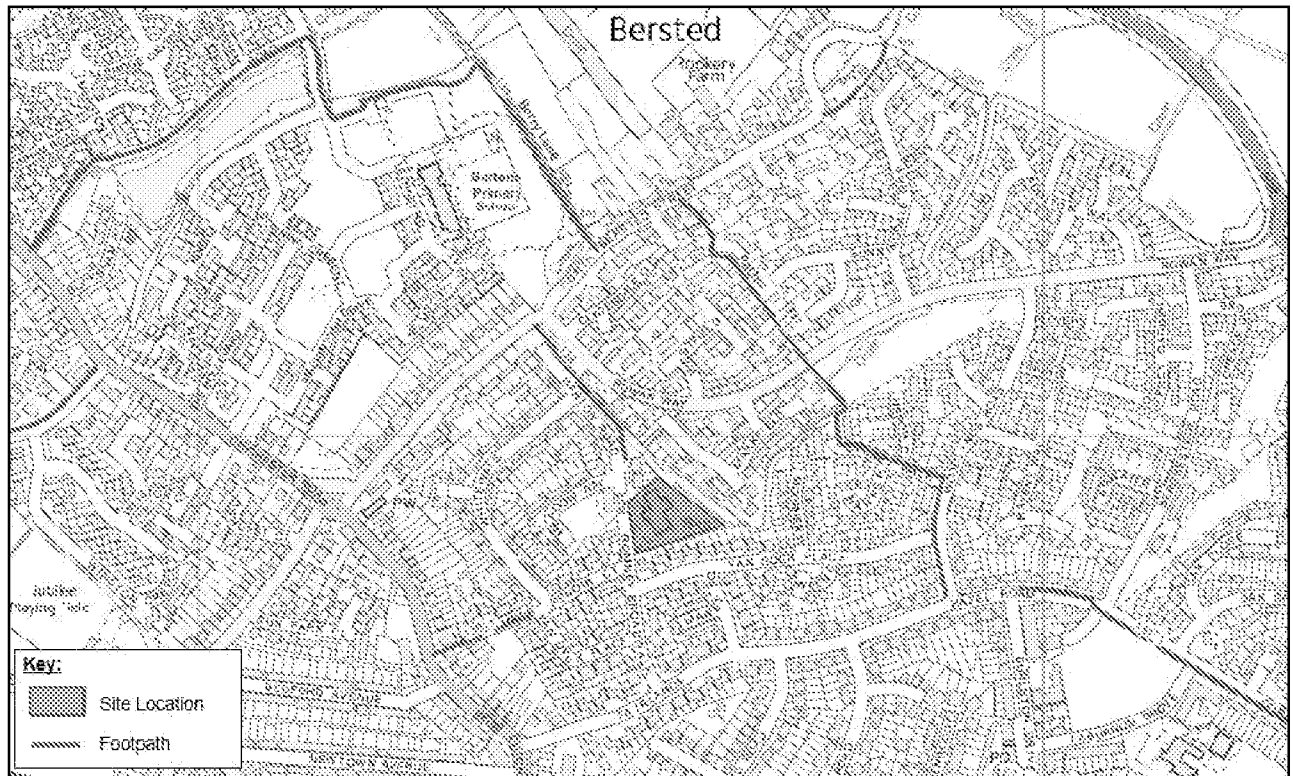
A259

- 2.11 The A259, or the North Bersted Bypass meets the B2259 at a roundabout and is a two-way carriageway. The road is subject to a speed limit of 40mph but becomes the national speed limit before it connects to the A27 to the north. To the east, the road continues on to Folkstone, providing a route to numerous settlements such as Worthing, Brighton and Eastbourne.

Walking and Cycling

- 2.12 The residential streets within the vicinity of the site provide footways and streetlighting on both sides of the road, with dropped kerbs at crossing points. A signalised pedestrian crossing is provided on the B2259, to provide access to the shops located here.
- 2.13 Footpath 138 runs from the north of the site up to Rowan Way. Footpath 1381 is located on Renoir Mews and provides a connection onto the B2259. An extract from WSCC Interactive Public Right of Way (PRoW) Map is provided in **Figure 2.2**, showing the location of PRoW within the area.

Figure 2.2: WSCC PROW Map Extract



- 2.14 There is a shared footway/cycleway to the north of the site, running along Rowan Way. This continues onto the A259 and connects to the South Bersted Business Park.
- 2.15 National Cycle Network (NCN) Route 2 is located approximately 2.8km (10-minute) cycling distance to the south of the site. This route runs along the coast and provides a connection to Littlehampton to the east.
- 2.16 It is commonly accepted that a distance of 2km is the reasonable distance over which walking might replace car trips. A plan illustrating the 2km walking isochrone from the site is provided at **Figure 2.3**.

Figure 2.3: Walking Isochrone Plan (2km)



- 2.17 **Figure 2.3** shows that a number of local residential areas and the edge of Bognor Regis town centre are located within a 2km walking distance in addition to local amenities to the south.
- 2.18 It is commonly accepted that cycling has the potential to replace short car trips, particularly those under 8 km, and to form part of a longer journey by public transport. A plan illustrating the 5km and 8km cycling isochrones from the site is provided at **Figure 2.4**.

Figure 2.4: Cycling Isochrone Plan (5km and 8km)



- 2.19 **Figure 2.3** shows that the centre of Bognor Regis and the surrounding residential areas are accessible within 5km cycle of the site. The edge of Chichester is located within an 8km cycle of the site.

Public Transport

- 2.20 The nearest bus stops to the site are located on Renoir Court, approximately 100m (1-minute) walking distance to the west of the site. These stops are served by the Star bus service.
- 2.21 Additional services are provided at the bus stops located by the shops on the B2259. These stops are approximately 450m (5-minute) walking distance to the south of the site. The northbound stop benefits from a shelter and seating.
- 2.22 A summary of the frequency of services for these stops is provided in **Table 2.1**.

Table 2.1: Local Bus Services

Number	Route	Frequency
Star	Bognor Regis – Bersted	1 per hour
700	Littlehampton – Bognor Regis – Chichester – Emsworth – Havant – Portsmouth	4 per hour
U7	Bognor Regis – Chichester	1 per hour

- 2.23 All the buses provide access to Bognor Regis town centre, in addition to neighbouring areas such as Chichester, Littlehampton and Portsmouth.

Rail Services

- 2.24 Bognor Regis Railway Station is located approximately 2.3km to the south of the site. It can be accessed by a 9-minute cycle ride, or by any of the bus services highlighted above with a journey time of approximately 10-16 minutes.
- 2.25 Bognor Regis Station is served by trains operated by Southern, providing links to key destinations such as central London, Barnham and Littlehampton.
- 2.26 A summary of the destinations reachable from this station and the services provided on a typical weekday are set out in **Table 2.2**.

Table 2.2: Bognor Regis Railway Station Services

Destination	Journey time	Frequency (per hour)
Barnham	7 mins	4
London Victoria	1 hr 48 mins	2
Littlehampton	18 mins	1

Personal Injury Accidents

- 2.27 The online database for collision statistics, CrashMap.co.uk, has been consulted and no collisions have occurred on Romney Broadwalk or the roads in the immediate vicinity of the site in the most recent 5 year period.
- 2.28 6 slight and 3 serious collisions have occurred on Chichester Road to the west of the site in the vicinity of the parade of shops in the most recent 5 year period. Pedestrian crossings are provided in this location for safe crossing of the carriageway and visibility is considered to be appropriate for the vehicle speeds and commercial nature of the area.
- 2.29 A cluster of collisions, 9 slight and 1 serious, have occurred at the double mini roundabout at the junction of Chichester Road / North Bersted Road and Chalcraft Lane. The frequency of collisions is not considered to be uncommon with this type of junction.
- 2.30 The collisions on the local highway network are considered to be typical for an urban environment such as this and the addition of vehicles associated with the proposed development is not likely to exacerbate any existing collision prone area.

3 Policy

National Policy

National Planning Policy Framework (NPPF) (July 2021)

- 3.1 The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in July 2021. This replaces the previous version of the NPPF which was updated in February 2019 after it was originally published in March 2012.
- 3.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 3.3 The three overarching objectives to achieve sustainable development outlined within the NPPF include:
- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 3.4 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 104 that transport issues should be considered in the earliest stages of plan-making and proposals, so that:
- 'a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

- 3.5 Paragraph 110 in the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

- 3.6 Guidance is provided on the consideration of proposals. It is mentioned in paragraph 111 that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

- 3.7 Within the above context it is stated in paragraph 112 that all applications for developments should:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

Regional Policy

West Sussex County Council – Guidance on Parking at New Developments (September 2020)

- 3.8 WSCC September 2020 standards replaces previous guidance: 'Standards and Transport Contributions Methodology' (2003) and 'Guidance for Parking in New Residential Developments' (2010).

- 3.9 When establishing parking standards for residential developments in West Sussex, growth factors extracted from TEMPro were applied to 2011 census data to provide expected levels of parking demand in 2033 (which broadly aligns with the end of the local plan period, though this does vary by authority). This was undertaken for different sizes of dwelling in each Parking Behaviour Zone (PBZ).
- 3.10 The standards provide a number of PBZ ranging from Zone 1 to Zone 5. The proposed development is located in PBZ Zone 2. A summary of the parking demand for PBZ 2 is provided in **Table 3.1** below.

Table 3.1 – Residential Parking Demand

Number of Bedrooms	Number of Habitable Rooms	PBZ2
1	1 to 3	1.4
2	4	1.7
3	5 to 6	2.1
4+	7 or more	2.7

- 3.11 Disabled parking spaces should be designed to Building Regulations Part M standards. A minimum of 5% of the total number of parking spaces provided for the site should be allocated for disabled parking.
- 3.12 With regard to Electric Vehicle Charging, the site will need to provide ‘Active’ Electric Vehicle Charging Points for a minimum of 20% of all parking spaces with ducting provided at all remaining spaces to provide ‘Passive’ provision to be upgraded in the future.
- 3.13 The guidance states that “To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys.”
- 3.14 The guidance also provided minimum parking levels that should be provided at new developments. A summary is provided in **Table 3.2** below.

Table 3.2 – Minimum Cycle Provision

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Local Policy

Arun Local Plan 2011-2031

- 3.15 The Arun Local Plan was adopted in July 2018 and sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011- 2031.
- 3.16 Policy T SP1 concerns Transport and Development. It states that the Council will support transport and development which:
- “a) Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
 - b) Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
 - c) Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
 - d) Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
 - e) Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
 - f) Explains how the development has been designed to:*
 - i. accommodate the efficient delivery of goods and supplies;*
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
 - v. consider the needs of people with disabilities by all modes of transport”*
- 3.17 Policy T DM1 related to Sustainable Travel and Public Rights of Way. The policy states that new development must:

“a) Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;

b) Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;

c) Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;

d) Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;

i. places of work, education, leisure and food retail;

ii. the South Downs National Park,

iii. along the coast particularly between Bognor Regis and Littlehampton,

iv. along the coast to Chichester,

v. Bognor Regis to Arundel, and

vi. Littlehampton to Goring.”

Arun District Council Parking Standards Supplementary Planning Document (January 2020)

3.18 The Arun District Council Parking Standards takes standards and evidence produced and consulted on by WSCC, along with its own documentation and tailored it to make it applicable to the situation within Arun District. This document was adopted in January 2020.

3.19 These standards are very similar to the standards set out by WSCC, however the standards have been rounded to whole numbers. The standards are presented in **Table 3.3** below.

Table 3.3 – Residential Parking Demand

Number of Bedrooms	Number of Habitable Rooms	PBZ2
1	1 to 3	2
2	4	2
3	5 to 6	2
4+	7 or more	3

3.20 In addition to the above, the standards stipulate that visitor parking should be provided at a ratio of 20% of the total number of residential units.

- 3.21 The SPD also states that for houses with a garage or a driveway, 100% of parking spaces should be fitted with an active EV charging point.
- 3.22 The recommended level of cycle provision outlined in the SPD is provided in **Table 3.4** below.

Table 3.4 – ADC Recommended Cycle Provision

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	1 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Bersted Neighbourhood Plan 2014-2029

- 3.23 The Bersted Neighbourhood Plan provides a vision for the future of the Parish and sets out policies and objectives to achieve these visions.
- 3.24 Policy HDQ1 identifies land that is allocated for residential development on the Proposals Map. The policy identifies that Barton School Site has been allocated for residential development of a minimum of 20 homes.

Summary

- 3.25 The development proposals accord with national and regional policy requirements in terms of sustainable accessibility and encouraging active travel modes. The transport proposals of the proposed development will encourage the facilitation of sustainable transport behaviour by site users.
- 3.26 As the local authority ADC provide their own car and cycle parking standards, the ADC standards will take priority in terms of consideration over WSCC car and cycle parking standards.
- 3.27 As set out in detail in this report, the site is located in an accessible location for ease of access by walking, cycling and public transport. This supports national, regional and local governmental aspirations for encouraging sustainable travel behaviour.
- 3.28 The development is on an allocated site for a minimum of 20 homes in the Neighbourhood Plan.

4 Development Proposals

- 4.1 This section of the report sets out the development proposals for the site including access, parking and servicing.

Overview

- 4.2 The development proposes the demolition of the existing school building and the creation of 21 new residential dwellings with associated car parking and public open space.
- 4.3 The proposed layout of the site is included at **Appendix A**. The development would comprise the following:
- 12 x 2 bed units
 - 8 x 3 bed units
 - 1 x 4 bed unit
- 4.4 It is proposed a mix of private, shared ownership and affordable units will be provided.

Access Arrangements

Vehicular

- 4.5 The existing vehicular access to the former school will be closed and reinstated as footway along the frontage of the site boundary.
- 4.6 A new vehicular site access will be provided to the south of this access which will facilitate two-way movement for vehicles. Two-way vehicle movement is proposed for the loop within the site.
- 4.7 Plots 1, 2 and 3 will take direct access from Romney Broadwalk via a vehicle crossover to facilitate on-plot car parking.
- 4.8 The site will provide a shared surface for pedestrians, cyclists and vehicles which loops around the central communal garden. A demarcated route along the frontage of the dwellings will be provided to indicate to pedestrians and those with mobility issues where to walk when travelling through the site.
- 4.9 The separation between the pedestrian and vehicle areas within the shared surface will provide a small upstand to indicate to blind and partially sighted users that they are using a shared space. This upstand will be over-runnable so that vehicles can use this space when not occupied by pedestrians.
- 4.10 The site will be a low speed environment serving just 21 residential dwellings at the end of a cul de sac and it is considered acceptable to provide a shared surface for the development as traffic volume will be low and safe access for all users can be achieved.

Pedestrian and Cycle

- 4.11 Pedestrians accessing the site will continue to do so via Romney Broadwalk and the footways along the eastern side of the carriageway will be improved as part of the proposed development as the former vehicle access will be reinstated as footway and the route along plots 1,2 and 3 will provide upgraded facilities for pedestrians.
- 4.12 Pedestrian routes through the site are facilitated within the shared space and as mentioned previously, a demarcated area along the buildings frontages will be provided as a route for pedestrians to use when cars are present.
- 4.13 Similarly with cycling, access will be taken via the new vehicle access on Romney Broadwalk.

Parking

- 4.14 The Arun District Council car parking standards for Parking Behavioural Zone 2 have been outlined in Section 3 of this report and when applied to the proposed development, allow for 44 car parking spaces to be provided.
- 4.15 The proposed development will provide the following car parking for each dwelling size;
- 2 bed homes will have 1 car parking space;
 - 3 and 4 bed homes will have 2 car parking spaces.
- 4.16 A total of 32 car parking spaces will be provided on-site, two of which will be for visitor parking.
- 4.17 The proposed car parking provision represents an under-provision when compared with the ADC car parking standards based on bedroom numbers, however it must be acknowledged that the site is a brownfield site which is seeking to maximise the provision of much needed houses in an established area of residential use. The site is constrained in terms of its usable space and the provision of undevelopable land on-site must balance the need for public open space, landscaping as well as competing with car parking provision.
- 4.18 The WSCC car parking standards which followed the submission of the ADC parking standards accepts that there will be a variance in the parking demand in areas across the county.
- 4.19 Reducing the number of units on site or changing the house types is not considered to be viable as the site seeks to maximise the potential for an in-fill site whilst delivering houses for families. It is acknowledged that Arun District Council is underperforming in terms of both housing supply and delivery and therefore addressing this should be the main priority for allocated housing sites such as this. If the proposed development were to achieve ADC and WSCC car parking standards on this site the housing allocation (of a minimum of 20 homes) could not be delivered, especially when factoring in other key planning and design considerations (including the design principles established in the Arun Design Guide 2021).
- 4.20 The proposed car parking provision strikes an appropriate balance on the basis that each home has at least one car parking space, whilst the larger houses provide two car parking spaces. As stated

previously, the site is with within a reasonable walking and cycling distance of local facilities which mitigate the need to use a car and hence, assist in managing car use and ownership.

- 4.21 Should more than two visitor car parking spaces be required at any given time, on-street car parking for visitors can be accommodated on the cul de sac of Romney Broadwalk which does not have any parking restrictions in place.
- 4.22 A car parking beat survey was undertaken for the local streets to determine the parking demand during a weekday in order to understand the available capacity for visitors to park locally. The survey took place on two neutral weekdays between 10am-5pm on streets within 300m walking distance of the site on Romney Broadwalk. The survey demonstrated that Romney Broadwalk had capacity to accommodate additional parked vehicles during the day which is when visitors are most likely to visit. The results of the parking survey are included in **Appendix B**. Accordingly, the provision of two on-site visitor parking spaces in addition to the available parking on Romney Broadwalk and surrounding streets satisfies the requirement to accommodate visitor parking.
- 4.23 All houses will have provision for EV charging on plot.
- 4.24 In addition, each home will provide safe and secure cycle parking on-plot with space to store two bicycles per dwelling, totalling 42 cycle parking spaces on-site.

Servicing

- 4.25 Servicing will take place off the highway within the site boundary to ensure there is no impact to the surrounding highway network.
- 4.26 Refuse collection vehicles will be able to manoeuvre within the site using the carriageway and the swept path tracking to demonstrate the safe movement of this vehicle is included in **Appendix C**.

5 Transport Impact of the Proposed Development

- 5.1 This section of the report provides a forecast for the trips expected to be generated in relation to the proposed development.
- 5.2 The site was formerly in use as a primary school however the site is currently vacant. For the purposes of this assessment, the existing site is not considered to generate any trips.

Proposed Trip Generation

- 5.3 To understand the trip generation of the proposed residential units, the TRICS database has been interrogated to establish a total person trip rate for similar sites. **Table 5.1** sets out the number of trips generated by all modes by the proposed use at the site. The full TRICS report is included at **Appendix D**.

Table 5.1: Total Person Trip Generation and [Trip Rates] (21 dwellings)

Time	Arrivals	Departures	Total
AM Peak (08:00-09:00)	4 [0.201]	15 [0.737]	20 [0.938]
PM Peak (17:00-18:00)	12 [0.586]	6 [0.262]	18 [0.848]

- 5.4 The proposed development comprising 21 dwellings could generate between 18-20 two-way trips across all modes during the AM and PM peak hours, respectively.
- 5.5 To assess the impact of the development on individual modes, the 2011 Census data for method of travel to work has been obtained for the MSOA covering the site (Arun 012). The resultant mode share is shown below in **Table 5.2**.

Table 5.2: Mode Share

Mode	Mode Share
Train	2%
Bus, Minibus or Coach	4%
Taxi	0%
Motorcycle, scooter or moped	1%
Car Driver	72%
Passenger in a car or van	8%
Bicycle	5%
On foot	6%

- 5.6 Based on the mode share presented in **Table 5.2**, the resulting total person trip generation by method of travel is presented in **Table 5.3**.

Table 5.3: Proposed Total Person Trip Generation by Method of Travel

Mode	AM Peak	PM Peak
Train	0	0
Bus, minibus or coach	0	0
Taxi	1	1
Motorcycle, scooter or moped	0	0
Driving a car or van	0	0
Passenger in a car or van	14	13
Bicycle	2	1
On foot	1	1

- 5.7 **Table 5.3** indicates that the proposed development could generate between 13-14 two-way vehicle trips during the AM and PM peak hours. This is an average of approximately one additional vehicle movement on the local highway network every 4 minutes. As such, the impact on the transport network will be imperceptible.

Summary

- 5.8 It has been estimated that the proposed development could generate between 13-14 two-way vehicle trips during the AM and PM peak hours. Accordingly, the development will not result in a material impact on the local transport network.

6 Summary and Conclusion

- 6.1 Vectos has been appointed by West Sussex Property Developments LLP to provide highways and transport advice in relation to the redevelopment of the Former Bartons Infant School, North Bersted.
- 6.2 The site is located at the Former Bartons Infant School off Romney Broadwalk and is bound by residential areas to the north, south and west of the site, and is bound by Abingdon Rife to the east of the site.
- 6.3 The development proposes the demolition of the existing school building and the creation of 21 new residential dwellings with associated car parking and public open space. Vehicular, pedestrian and cycle access will be provided via a new site access on Romney Broadwalk and the current site access to the vacant school will be closed.
- 6.4 The site complies to national, regional and local policies due to its accessible location and future residents can undertake shorter trips by sustainable modes for day to day activities.
- 6.5 On-plot car parking will be provided for each dwelling in addition to two visitor spaces on-site. Each dwelling will provide safe and secure cycle parking on-plot.
- 6.6 The proposed development could generate 13 and 14 two-way vehicle trips during the AM and PM peak. this equates to approximately one additional vehicle movement every 4 minutes. As such, the impact on the transport network will be imperceptible.

Conclusion

- 6.7 Consequently, the proposed development:
- provides opportunities for sustainable transport modes to be taken up as far as possible, within the context of the site location;
 - ensures safe and suitable access to the site can be achieved for all users; and
 - demonstrates there would be no material impacts from the development on the transport network or on highway safety.
- 6.8 It is therefore concluded that the proposed development at the site would not result in a material impact in transport terms. As such, there are no transport reasons why the proposed development cannot come forward and be granted planning permission.

Appendix A

[illegible]

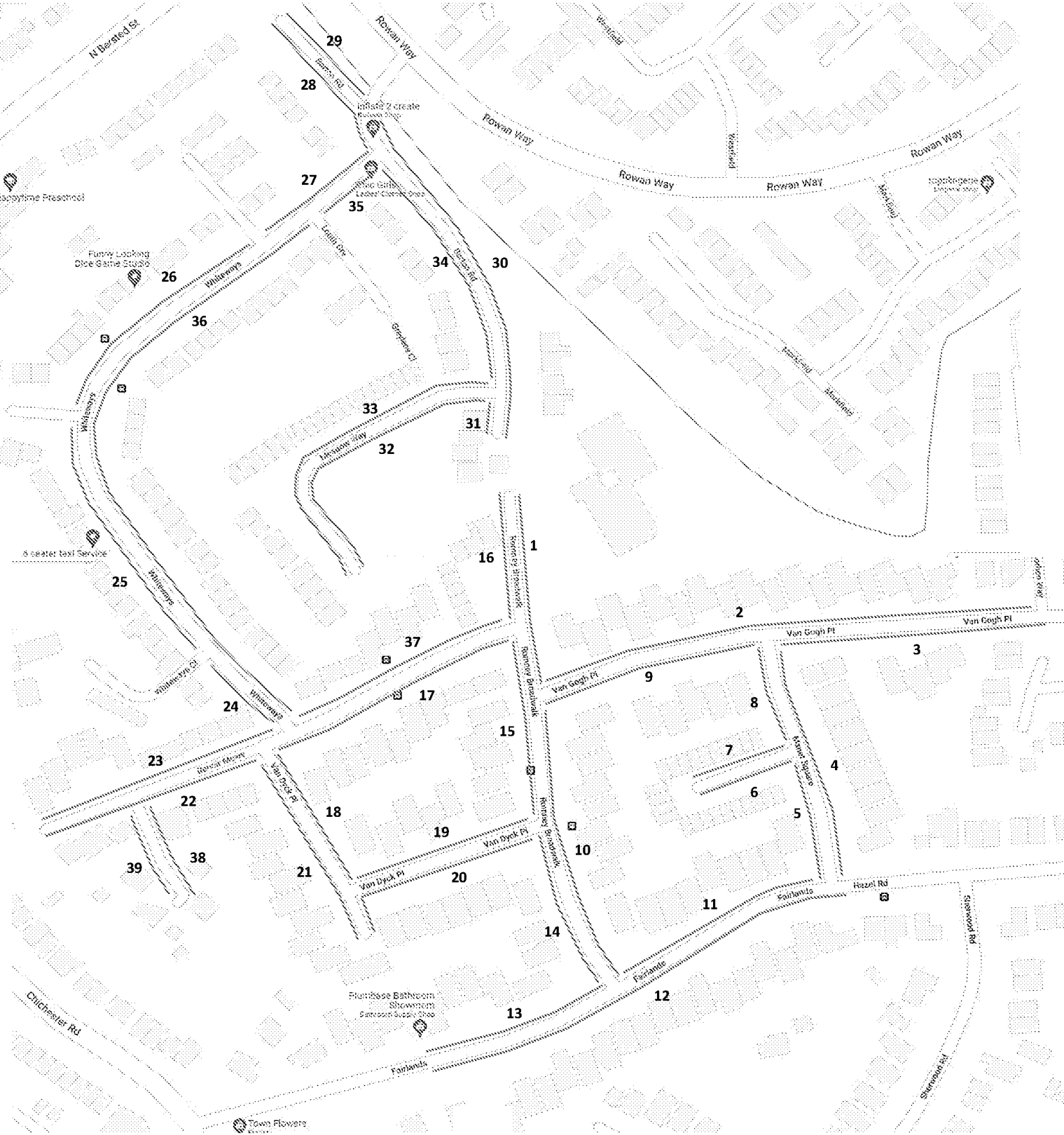
Allies and Morrison LLP 85 Southwark Street London SE1 0HX telephone 020 7921 0100 facsimile 020 7921 0101 email studio@alliesandmorrison.com		West Sussex Site 02 - North Bersted Site Ground Floor Plan General Arrangement 21080_02-07-100	P1 Revision
A&M JOB No. 21080_02		SCALE 1 : 250 @A1 1 : 500 @A3	

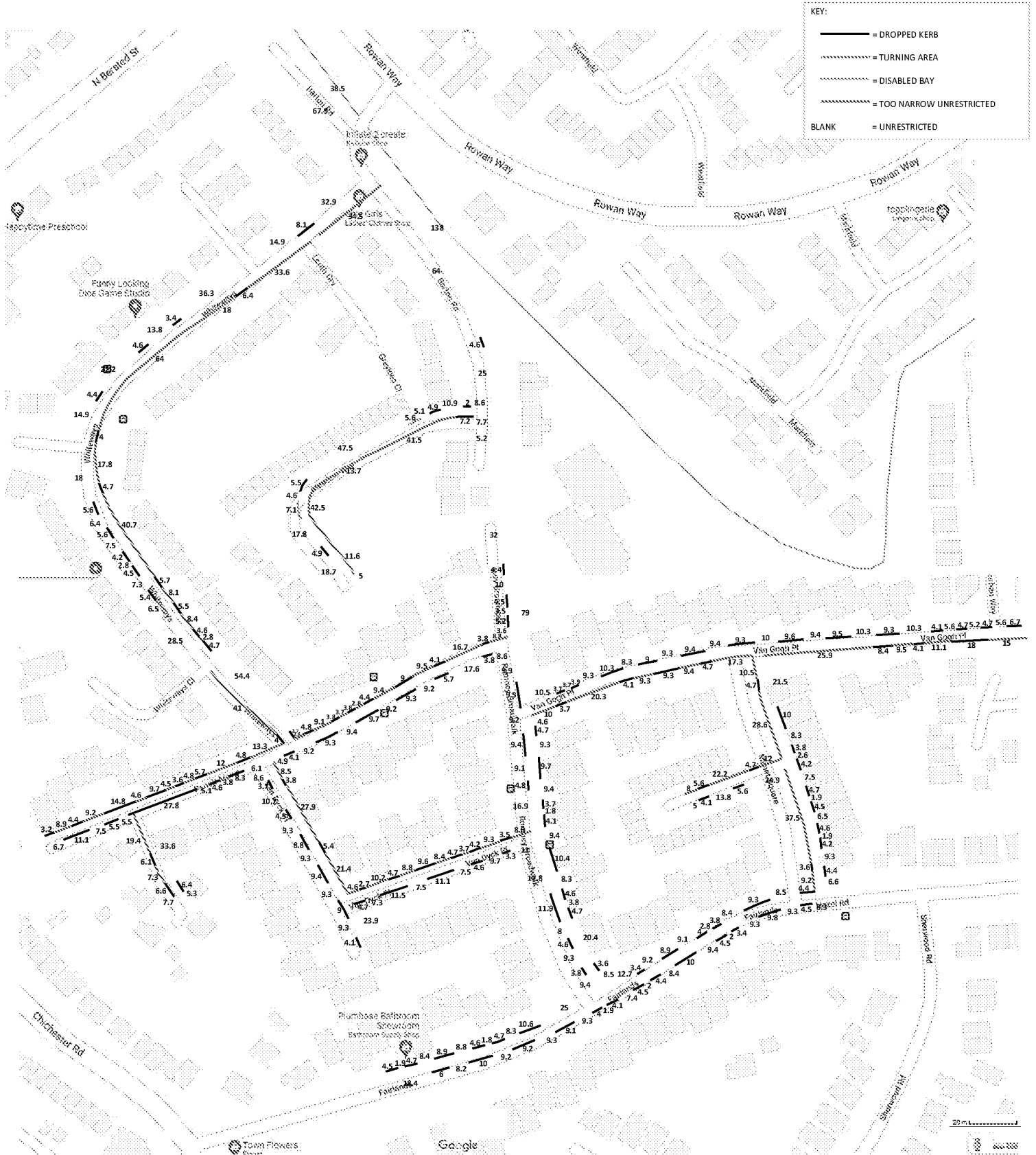
Appendix B

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 9TH & THURSDAY 10TH FEBRUARY 2022

LOCATION : ROMNEY BROADWALK, NORTH BERSTED, BOGNOR REGIS, WEST SUSSEX



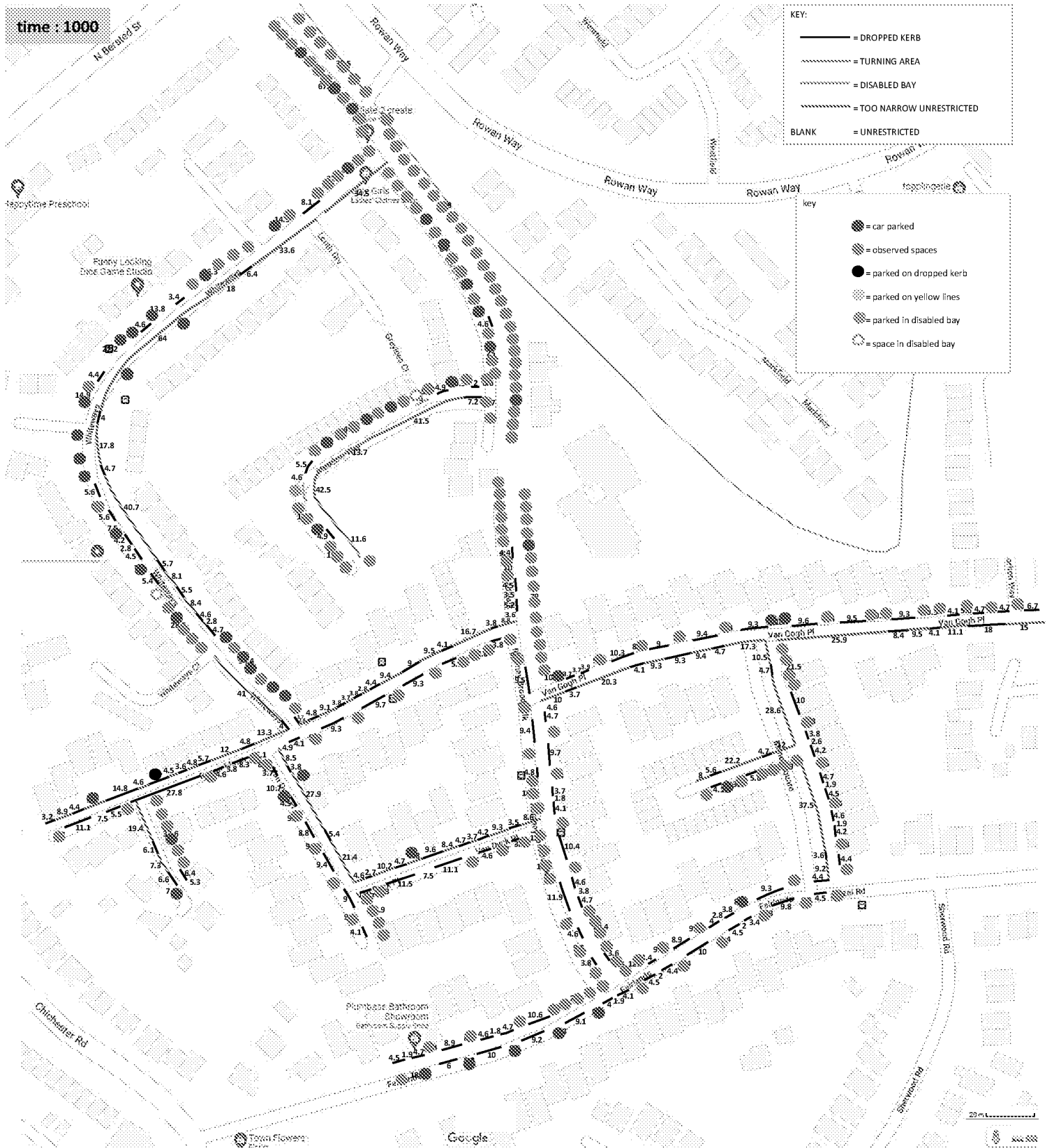


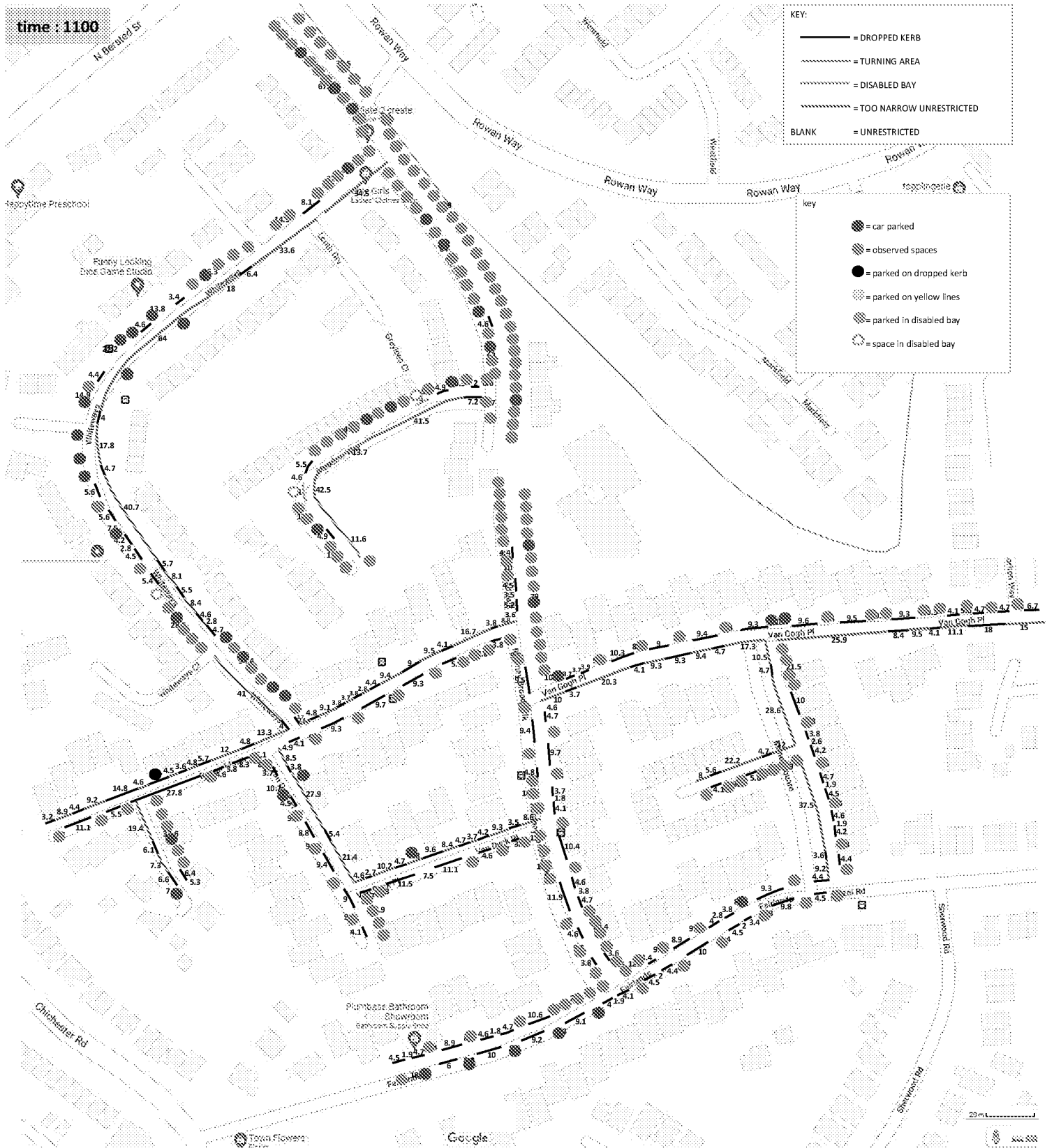
K&M TRAFFIC SURVEYS

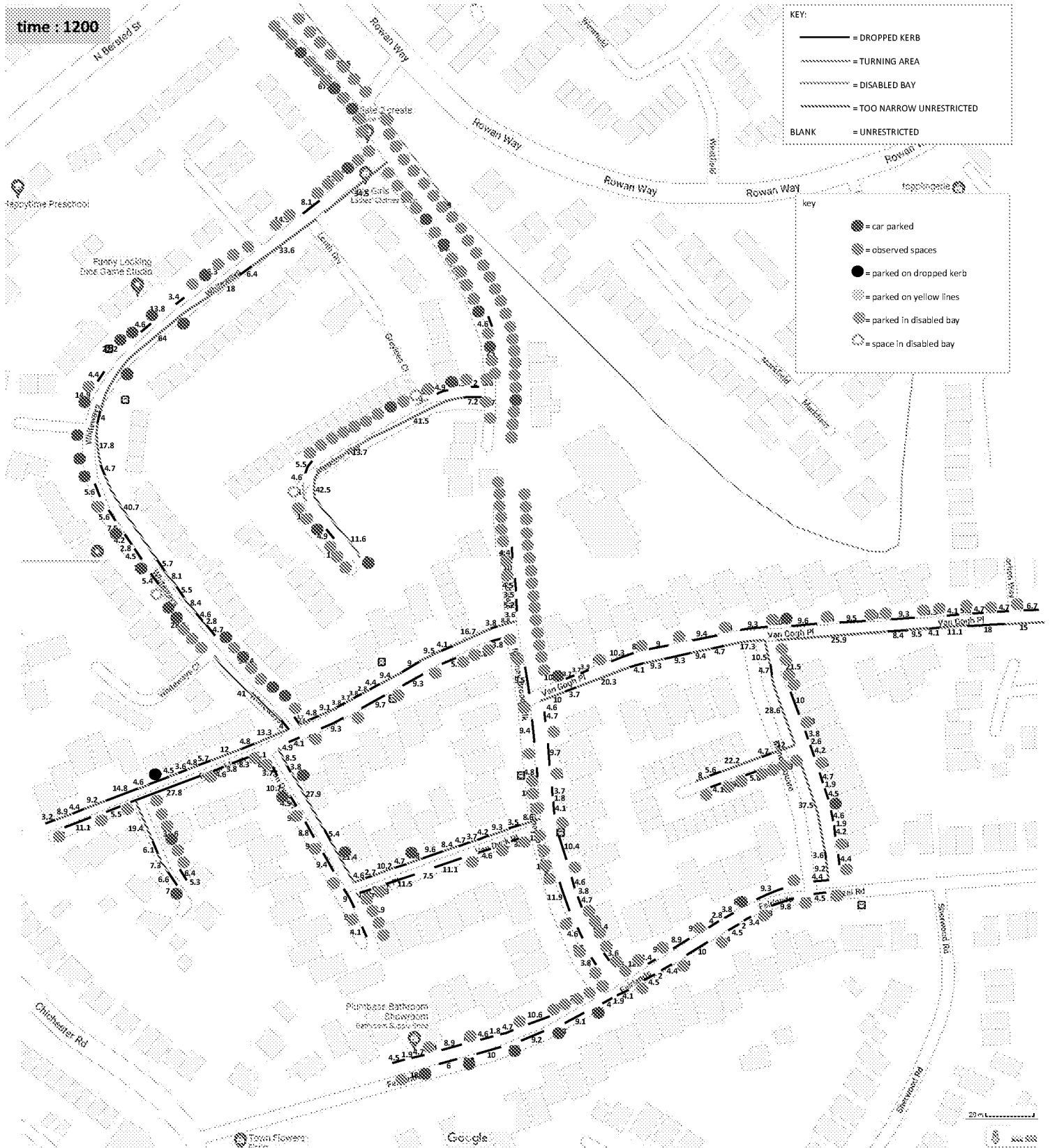
DATE : WEDNESDAY 9TH FEBRUARY 2022

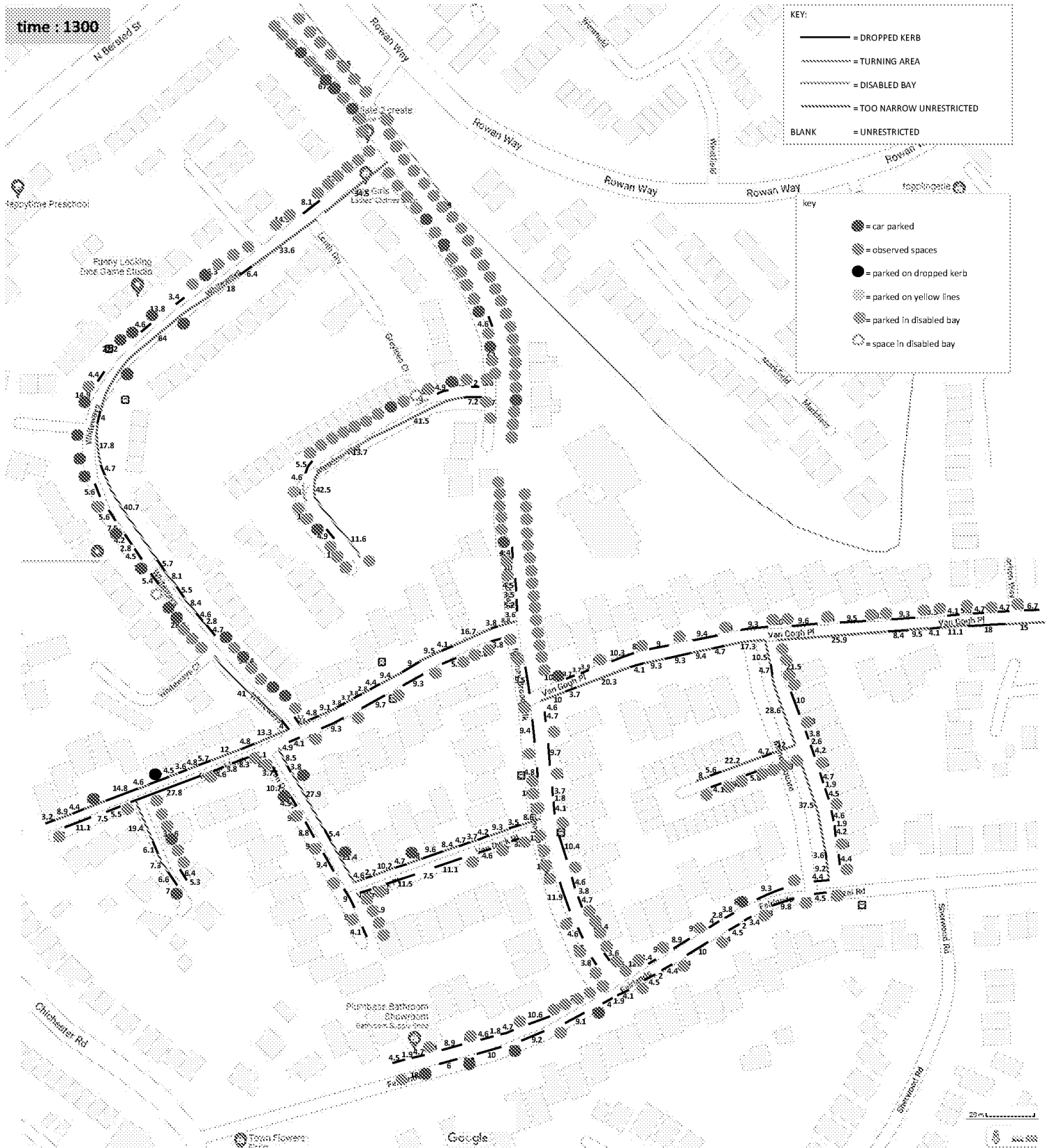
LOCATION : ROMNEY BROADWALK, NORTH BERSTED, BOGNOR REGIS, WEST SUSSEX

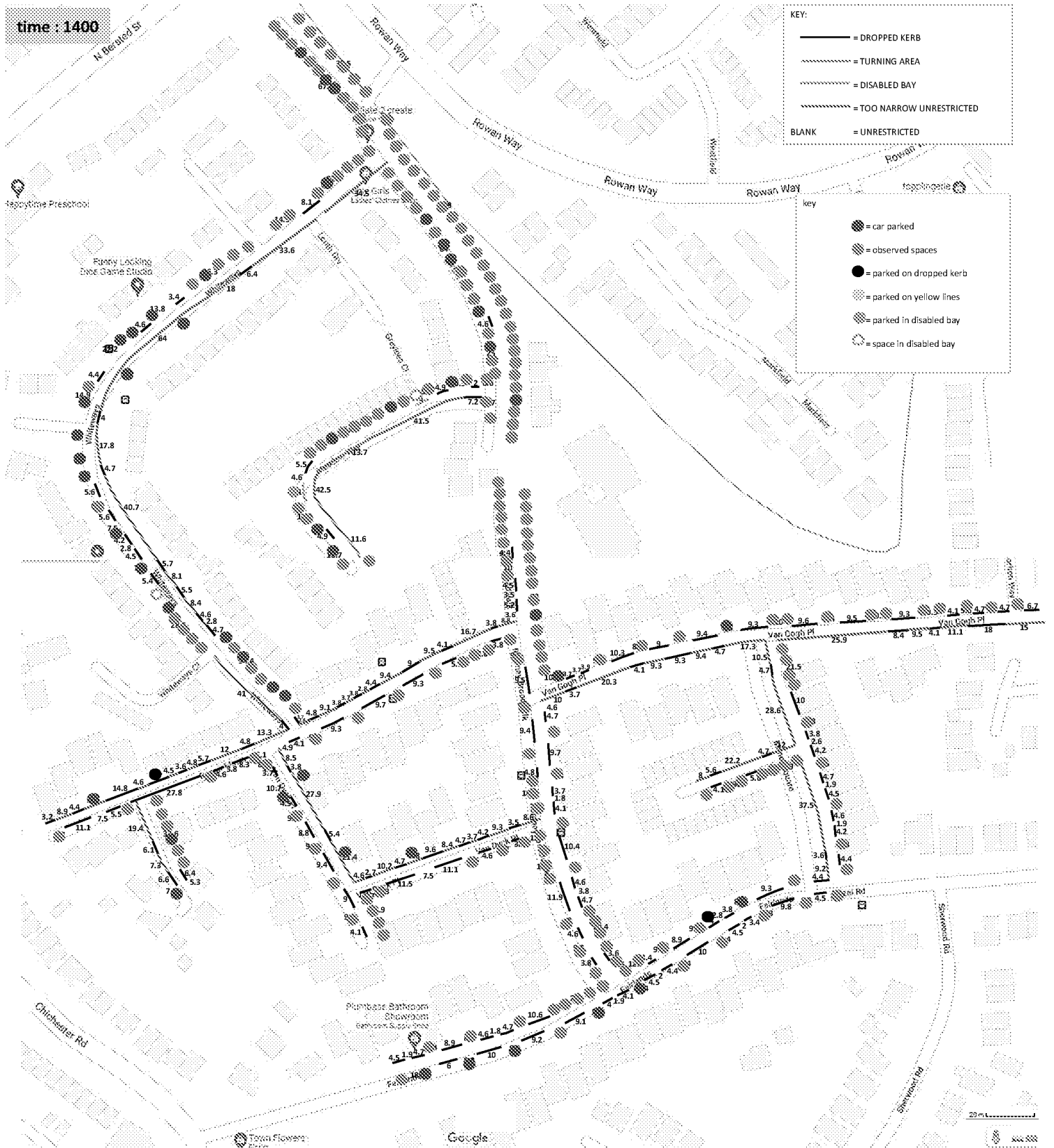
					WEDNESDAY 9th FEBRUARY 2022																							
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS
ROMNEY BOARDWALK	1	UNRESTRICTED	79	15	1	13	71.5%	2	21	14.3%	0	15	0.0%	0	15	0.0%	1	13	71.5%	1	13	71.5%	1	13	71.5%	2	15	14.3%
VAN GOGH PLACE	2	UNRESTRICTED	106.9	16	3	22	20.0%	3	21	20.0%	2	19	15.5%	1	14	6.7%	2	13	13.9%	3	22	20.0%	1	14	6.7%	2	13	13.9%
	3	DROPPED KERB	94.2																									
		TOO NARROW BUT UNRESTRICTED	61.5																									
MANET SQUARE	4	UNRESTRICTED	66.1	9	0	5	0.0%	0	5	0.0%	1	4	11.5%	0	5	0.0%	0	5	0.0%	0	4	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	40.4																									
	5	TOO NARROW BUT UNRESTRICTED	46.7																									
		DROPPED KERB	3.6																									
	6	UNRESTRICTED	43.7	7	1	6	14.3%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%
		DROPPED KERB	9.7																									
	7	TOO NARROW BUT UNRESTRICTED	42.2																									
		DROPPED KERB	10.3																									
8	TOO NARROW BUT UNRESTRICTED	39.1																										
	DROPPED KERB	4.7																										
VAN GOGH PLACE	9	TOO NARROW BUT UNRESTRICTED	66.3																									
		DROPPED KERB	28.1																									
ROMNEY BOARDWALK	10	UNRESTRICTED	75.5	9	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	45.5																									
FAIRLANDS	11	UNRESTRICTED	50.7	6	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%
		DROPPED KERB	33.8																									
	12	UNRESTRICTED	112.4	13	5	7	41.7%	5	7	41.7%	5	7	41.7%	4	8	32.3%	5	7	41.7%	5	7	41.7%	6	5	80.0%	6	5	50.0%
		DROPPED KERB	83.5																									
13	UNRESTRICTED	54.2	8	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	
	DROPPED KERB	38																										
ROMNEY BOARDWALK	14	UNRESTRICTED	44.5	6	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	20.3																									
	15	UNRESTRICTED	45.1	6	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	23.7																									
16	UNRESTRICTED	49.1	8	0	5	0.0%	0	5	0.0%	0	5	0.0%	1	7	12.5%	0	5	0.0%	0	5	0.0%	0	5	0.0%	1	7	12.5%	
	DROPPED KERB	14.1																										
RENOIR MEWS	17	UNRESTRICTED	68.1	8	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	41.9																									
VAN DYCK PLACE	18	TOO NARROW BUT UNRESTRICTED	57.8		1			1			2			2			2			1			1			1		
		DROPPED KERB	9.2																									
	19	TOO NARROW BUT UNRESTRICTED	53.6		1			1			1			1			1			1			1			1		
		DROPPED KERB	29.4																									
	20	UNRESTRICTED	66.9	10	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
21	DROPPED KERB	35.2																										
	UNRESTRICTED	39.5																										
RENOIR MEWS	22	UNRESTRICTED	56.5	7	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%	1	5	16.7%
		DROPPED KERB	57.3																									
	23	UNRESTRICTED	34.7	5	0	4	0.0%	0	5	0.0%	0	5	0.0%	0	4	0.0%	0	4	0.0%	1	3	25.0%	1	4	20.0%	1	5	25.0%
DROPPED KERB		46.2		1			1			1			1			1			1			1			1			
24	TOO NARROW BUT UNRESTRICTED	57.3		1									1			1			1						1			
	DROPPED KERB	4																										
WHITETWAYS	25	UNRESTRICTED	70.8	11	6	5	54.5%	5	5	45.5%	7	4	63.6%	7	4	63.6%	6	5	54.5%	6	5	54.5%	8	3	72.7%	8	3	72.7%
		DROPPED KERB	25.3																									
	26	DISABLED BAY	6.5	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		UNRESTRICTED	87.2	15	5	7	50.0%	5	5	50.0%	5	5	50.0%	5	5	50.0%	5	5	50.0%	6	4	60.0%	5	5	50.0%	7	3	70.0%
	27	DROPPED KERB	12.4																									
UNRESTRICTED		47.8	8	2	5	25.0%	1	7	12.5%	1	7	12.5%	0	8	0.0%	1	7	12.5%	1	7	12.5%	1	7	12.5%	1	7	12.5%	
BARTON RD	28	DROPPED KERB	8.1																									
		UNRESTRICTED	67.9	13	3	5	25.0%	3	5	25.0%	3	5	25.0%	4	5	33.3%	3	5	25.0%	3	5	25.0%	4	3	33.3%	3	5	25.0%
	29	UNRESTRICTED	38.5	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%
		UNRESTRICTED	138	27	1	25	3.7%	1	25	3.7%	1	25	3.7%	1	25	3.7%	1	25	3.7%	1	25	3.7%	2	25	7.4%	2	25	7.4%
	31	UNRESTRICTED	5.2	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
MEADOW WAY	32	UNRESTRICTED	12.7	2	0	2	0.0%	0	2	0.0%	1	1	50.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	3	50.0%	1	1	50.0%
		DROPPED KERB	7.2																									
	33	TOO NARROW BUT UNRESTRICTED	84																									
		TURNING AREA	25.3																									
BARTON RD	34	UNRESTRICTED	113.2	19	5	13	27.8%	4	15	22.2%	3	15	15.0%	3	15	15.8%	5	13	27.8%	5	13	27.8%	3	15	15.8%	5	13	27.8%
		DROPPED KERB	17.3																									
	DISABLED BAY	12.2	2	1	1	50.0%	0	7	0.0%	0	2	0.0%	1	1	50.0%	1	2	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	
35	UNRESTRICTED	89	17	5	11	31.3%	4	12	25.0%	4	12	25.0%	4	12	25.0%	5	11	31.3%	4	12	25.0%	4	12	25.0%	7	9	43.8%	
	DROPPED KERB	4.6																										
WHITETWAYS	36	TOO NARROW BUT UNRESTRICTED	34.5																									
		TOO NARROW BUT UNRESTRICTED	175.4		2			2			2			2			2			2			2			2		
	TURNING AREA	18				</																						



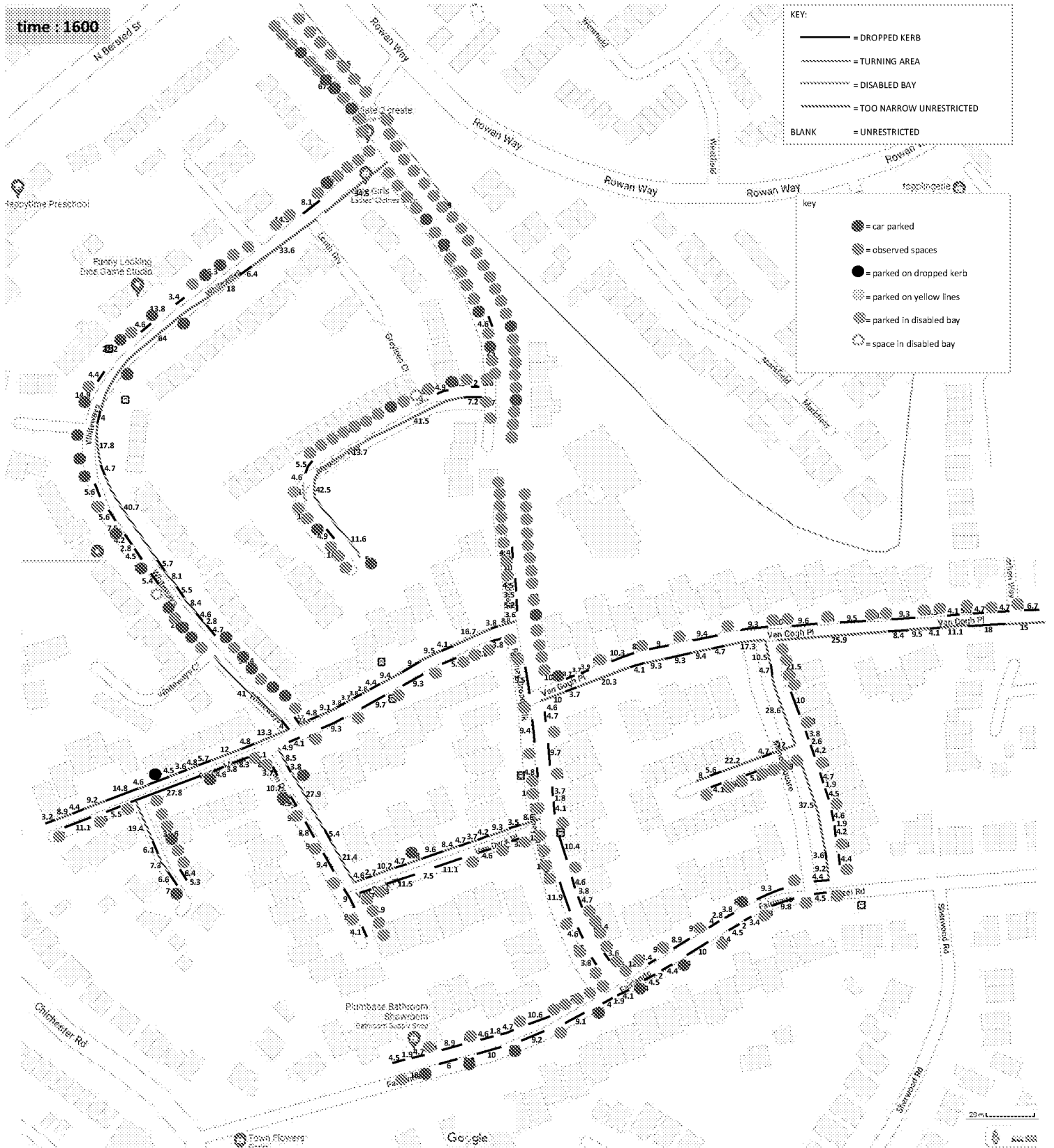












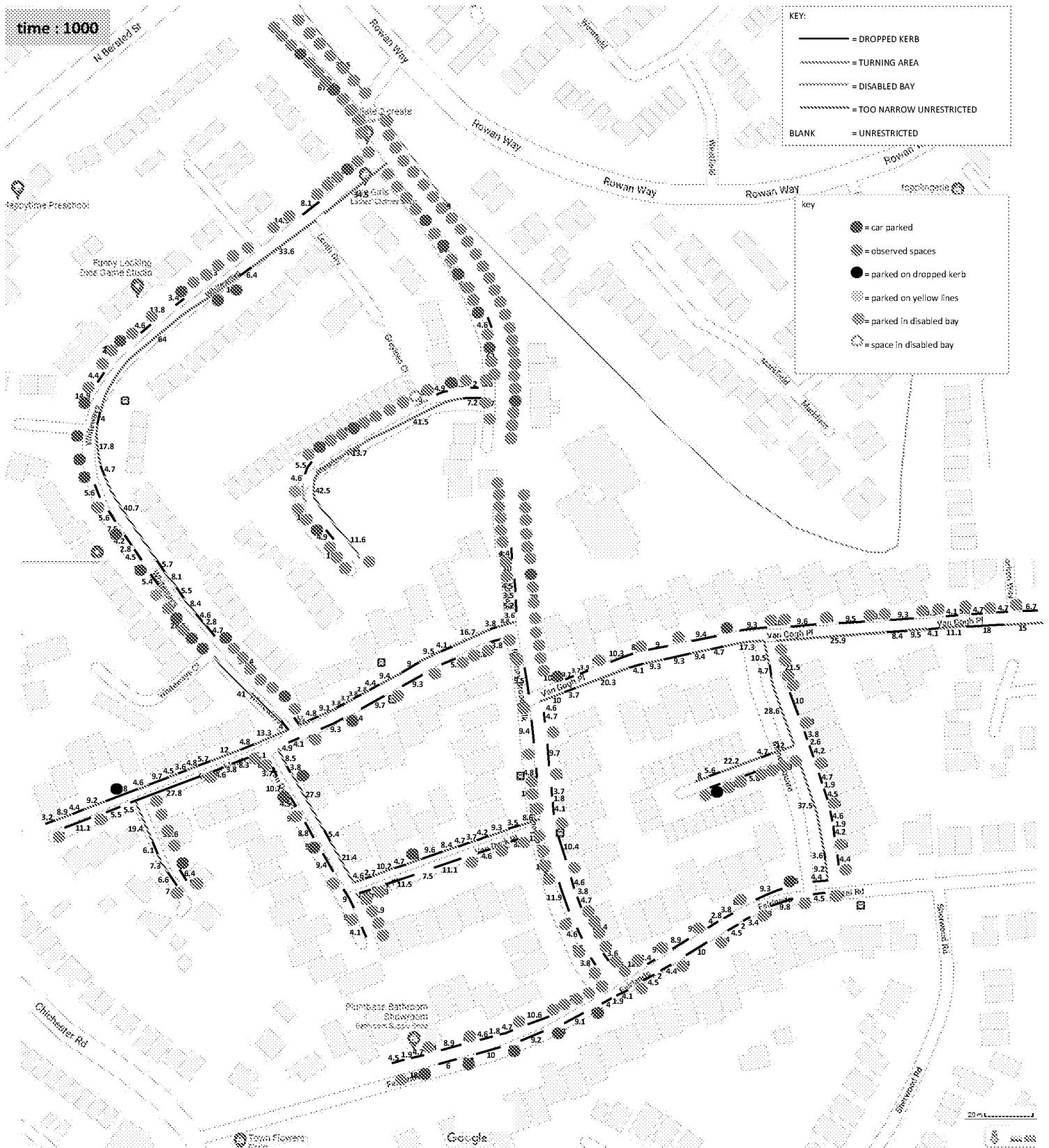


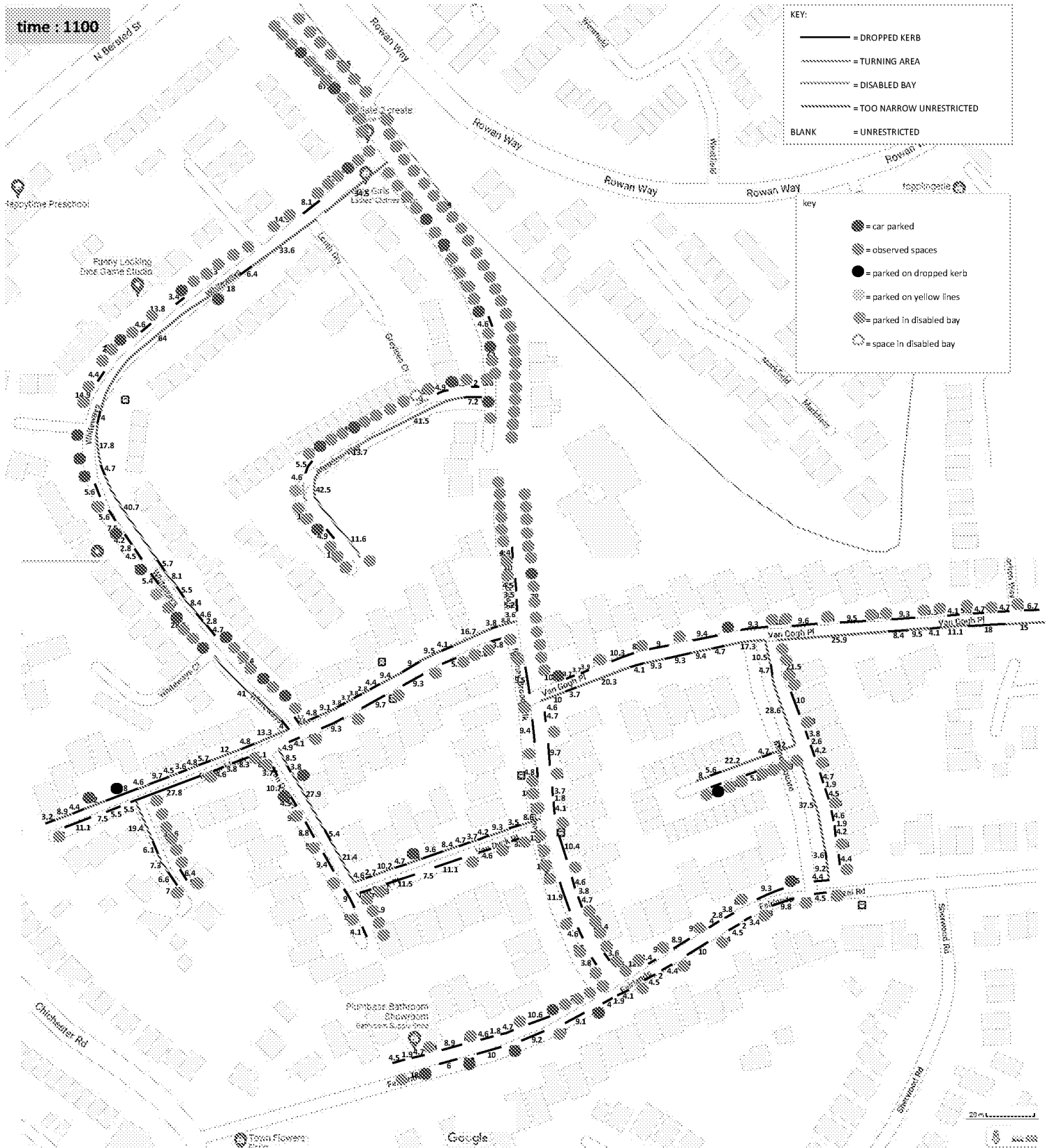
K&M TRAFFIC SURVEYS

DATE : THURSDAY 10TH FEBRUARY 2022

LOCATION : ROMNEY BROADWALK, NORTH BERSTED, BOGNOR REGIS, WEST SUSSEX

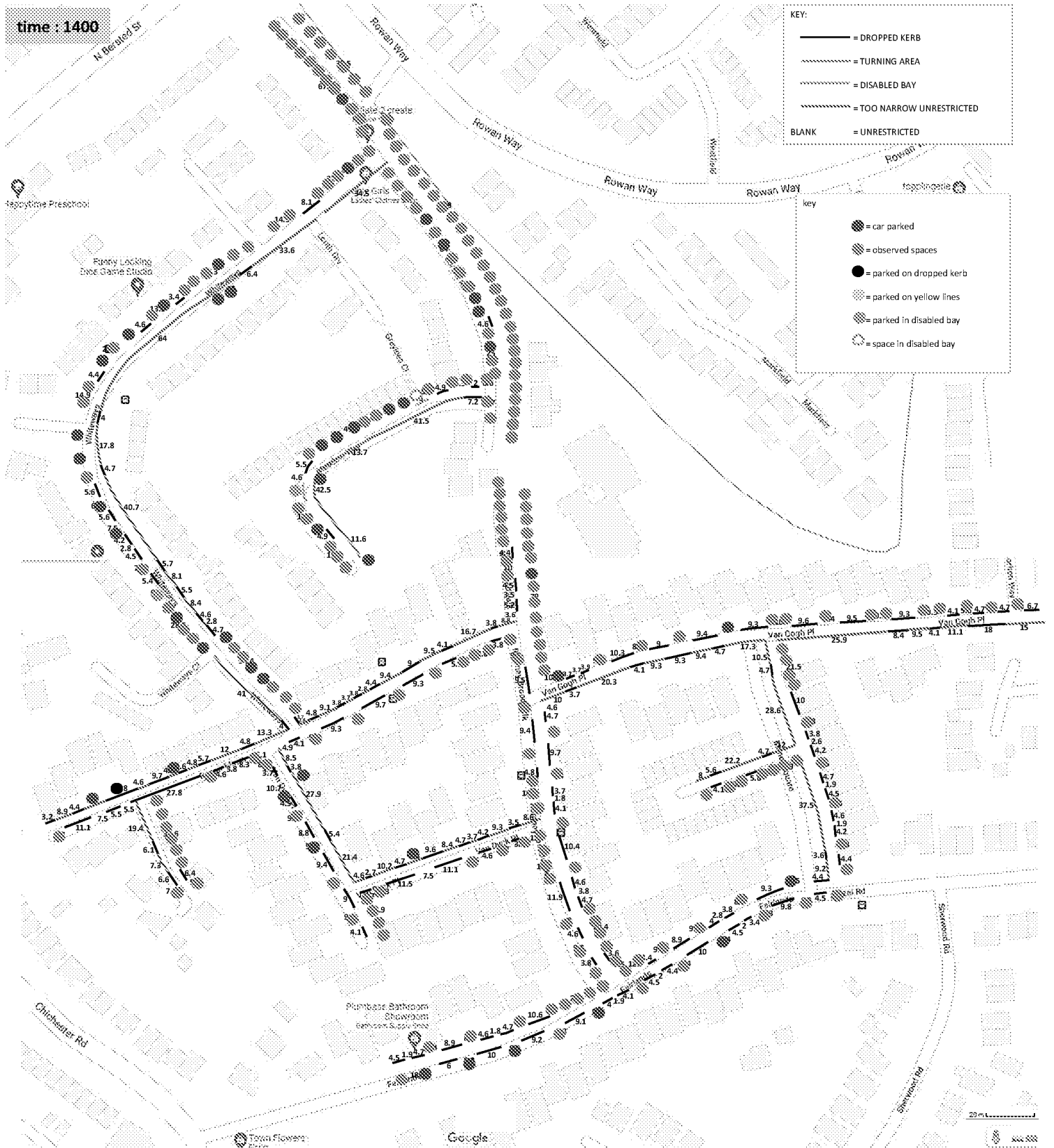
					THURSDAY 10th FEBRUARY 2022																							
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS	PARKED	DISABLED BAY	RESTRICTION STRESS
ROMNEY BOARDWALK	1	UNRESTRICTED	79	15	1	12	7.1%	1	12	7.1%	1	12	7.1%	1	12	7.1%	1	12	7.1%	1	12	7.1%	1	12	7.1%	1	12	7.1%
VAN GOGH PLACE	2	UNRESTRICTED	106.9	16	2	12	13.3%	2	12	13.3%	3	12	26.0%	2	12	13.3%	2	12	13.3%	2	12	13.3%	3	12	20.0%	2	12	13.3%
		DROPPED KERB	94.2																									
	3	TOO NARROW BUT UNRESTRICTED	61.5																									
MANET SQUARE		DROPPED KERB	30.5																									
	4	UNRESTRICTED	66.1	9	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	40.4																									
	5	TOO NARROW BUT UNRESTRICTED	46.7																									
		DROPPED KERB	3.6																									
	6	UNRESTRICTED	43.7	7	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	9.7		1			1																				
	7	TOO NARROW BUT UNRESTRICTED	42.2																									
VAN GOGH PLACE		DROPPED KERB	10.3																									
		TOO NARROW BUT UNRESTRICTED	39.1																									
	8	DROPPED KERB	4.7																									
ROMNEY BOARDWALK	9	TOO NARROW BUT UNRESTRICTED	66.3								1																	
		DROPPED KERB	28.1																									
FAIRLANDS	10	UNRESTRICTED	75.5	9	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	2	11.1%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	45.5																									
	11	UNRESTRICTED	50.7	6	1	2	16.7%	1	2	16.7%	1	2	16.7%	1	2	16.7%	1	2	16.7%	2	2	33.3%	2	2	33.3%	1	2	16.7%
ROMNEY BOARDWALK		DROPPED KERB	33.8																									
	12	UNRESTRICTED	112.4	13	5	2	41.7%	4	2	28.3%	5	2	41.7%	5	2	41.7%	5	2	41.7%	3	2	25.0%	3	2	25.0%	3	2	25.0%
		DROPPED KERB	83.5																									
RENOIR COURT	13	UNRESTRICTED	54.2	8	0	2	0.0%	1	2	12.5%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	38																									
	14	UNRESTRICTED	44.5	6	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
ROMNEY BOARDWALK		DROPPED KERB	20.3																									
	15	UNRESTRICTED	45.1	6	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	23.7																									
RENOIR COURT	16	UNRESTRICTED	49.1	8	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	2	12.5%	1	2	12.5%	1	2	12.5%
		DROPPED KERB	14.1																									
	17	UNRESTRICTED	68.1	8	1	2	12.5%	0	2	0.0%	1	2	12.5%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
VAN DYCK PLACE		DROPPED KERB	41.9																									
	18	TOO NARROW BUT UNRESTRICTED	57.8		1			1			1			1			1			1			1			1		
		DROPPED KERB	9.2																									
	19	TOO NARROW BUT UNRESTRICTED	53.6		1			1			1			1			1			1			1			1		
		DROPPED KERB	29.4																									
	20	UNRESTRICTED	66.9	10	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	35.2																									
	21	UNRESTRICTED	39.5																									
RENOIR MEWS		DROPPED KERB	56.5	7	2	2	28.6%	1	2	16.7%	1	2	16.7%	2	2	33.3%	2	2	33.3%	2	2	33.3%	2	2	33.3%	1	2	16.7%
	22	UNRESTRICTED	57.3																									
		DROPPED KERB	34.7	5	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
WHITEWAYS	23	UNRESTRICTED	46.2		1			1			1			1			1			1			1			1		
		DROPPED KERB	57.3					1			1			1			2			2			1					
	24	TOO NARROW BUT UNRESTRICTED	4																									
		DROPPED KERB	41																									
BARTON RD	25	UNRESTRICTED	70.8	11	8	2	72.7%	7	2	63.6%	6	2	54.5%	7	2	63.6%	6	2	54.5%	4	2	26.4%	6	2	54.5%	8	2	72.7%
		DROPPED KERB	25.3																									
		DISABLED BAY	6.5	1	1	2	100.0%	1	2	100.0%	0	2	0.0%	1	2	100.0%	1	2	100.0%	0	2	0.0%	1	2	100.0%	1	2	100.0%
	26	UNRESTRICTED	87.2	15	3	10	23.1%	2	11	15.4%	2	11	15.4%	5	2	98.9%	4	2	89.59%	5	2	89.59%	8	2	61.5%	8	2	61.5%
		DROPPED KERB	12.4																									
MEADOW WAY	27	UNRESTRICTED	47.8	8	1	2	12.5%	1	2	12.5%	1	2	12.5%	1	2	12.5%	1	2	12.5%	1	2	12.5%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	8.1																									
	28	UNRESTRICTED	67.9	13	2	2	16.7%	2	10	16.7%	1	11	8.33%	2	10	16.7%	1	12	8.33%	2	10	16.7%	3	2	25.0%	3	2	25.0%
	29	UNRESTRICTED	38.5	7	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
BARTON RD	30	UNRESTRICTED	138	27	1	20	3.7%	0	22	0.0%	0	22	0.0%	1	20	3.7%	0	22	0.0%	1	20	3.7%	1	20	3.7%	0	22	0.0%
		DROPPED KERB	17.3																									
	31	UNRESTRICTED	5.2	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
MEADOW WAY		DROPPED KERB	12.7	2	0	2	0.0%	1	2	50.0%	1	2	50.0%	0	2	0.0%	1	2	50.0%	0	2	0.0%	1	2	50.0%	1	2	50.0%
	32	UNRESTRICTED	7.2																									
		DROPPED KERB	84																									
		TOO NARROW BUT UNRESTRICTED	25.3														1			1			1			1		
	33	UNRESTRICTED	113.2	19	4	10	21.1%	4	15	21.1%	3	10	15.0%	4	10	21.1%	6	12										

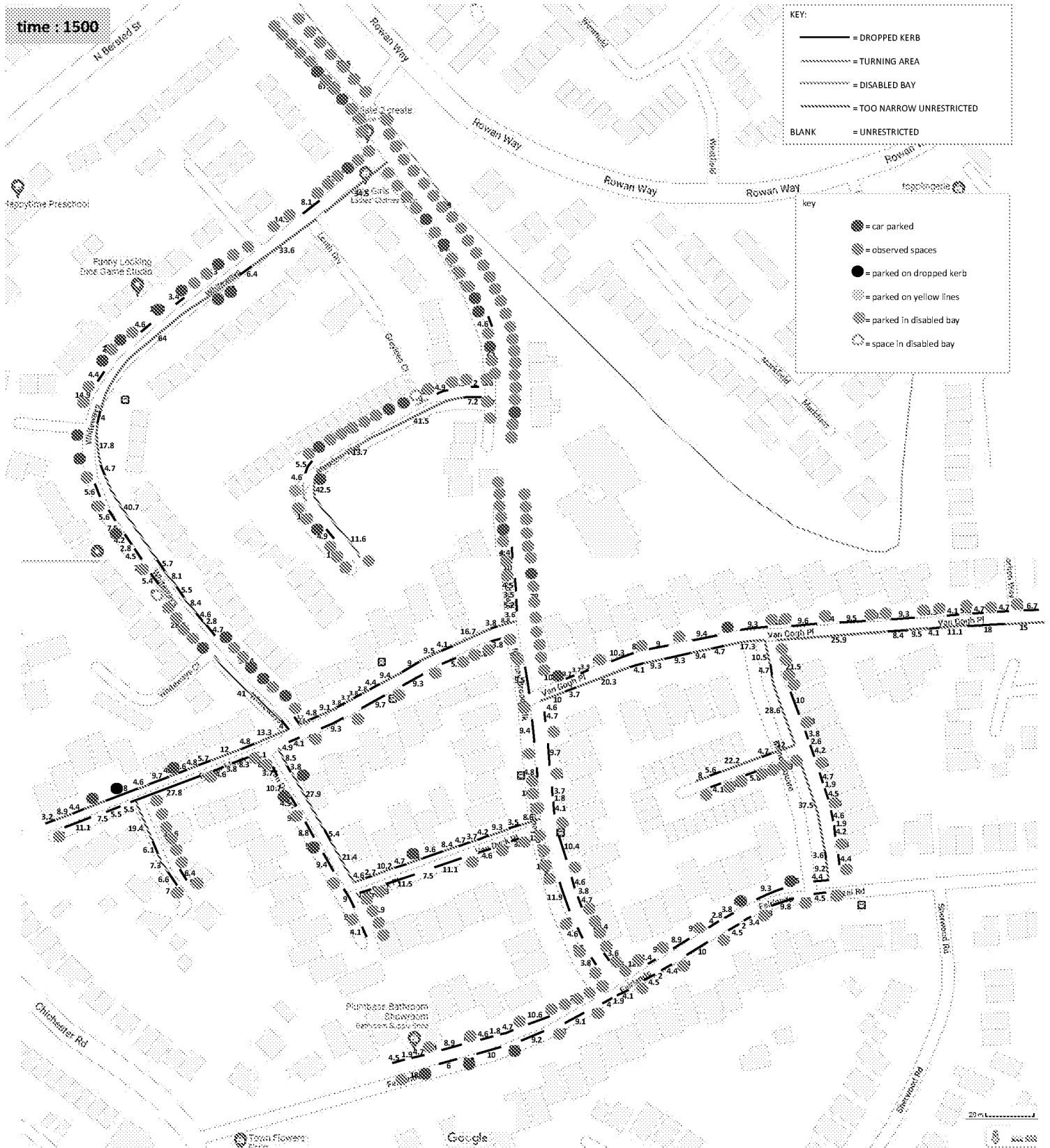


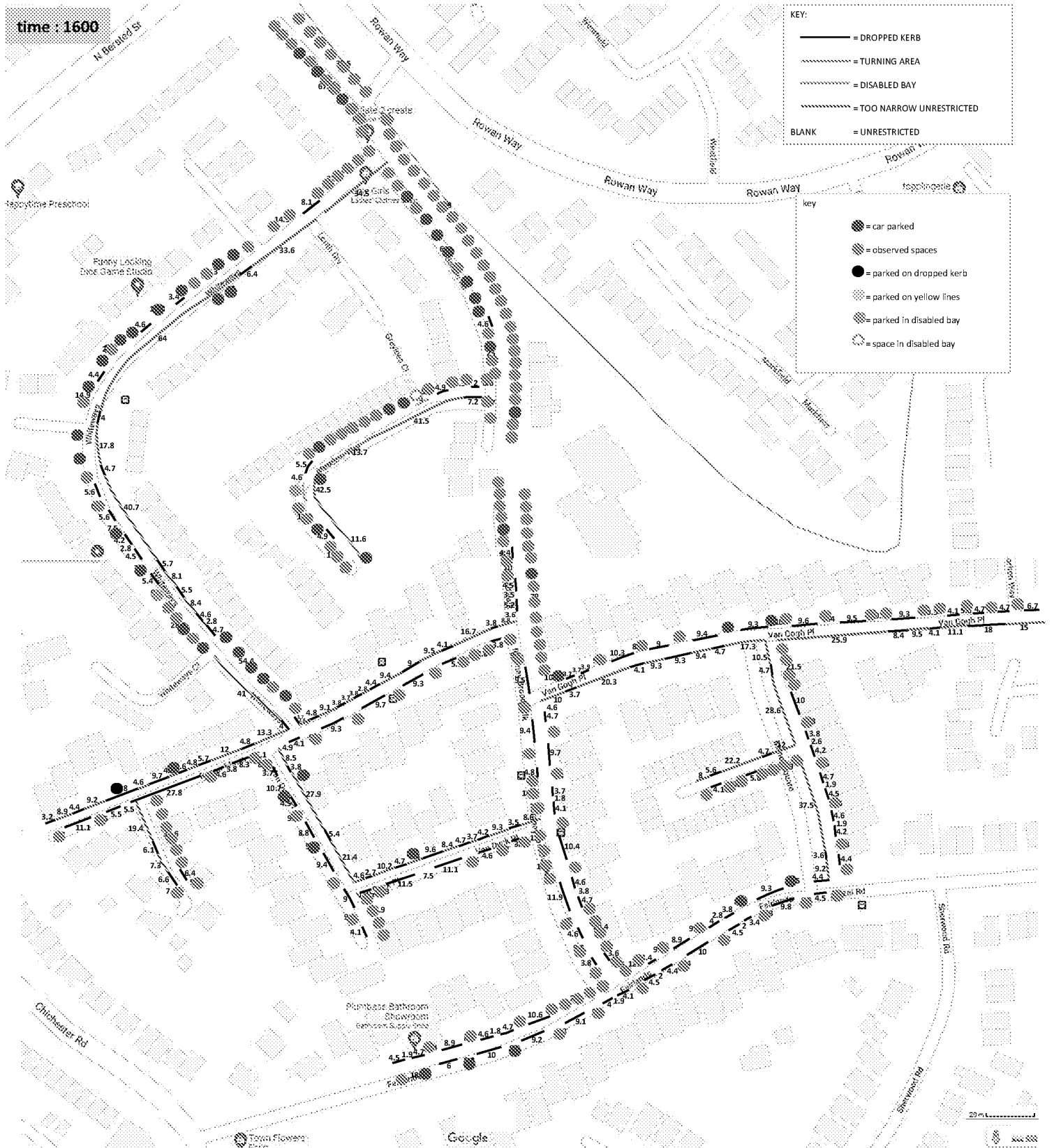


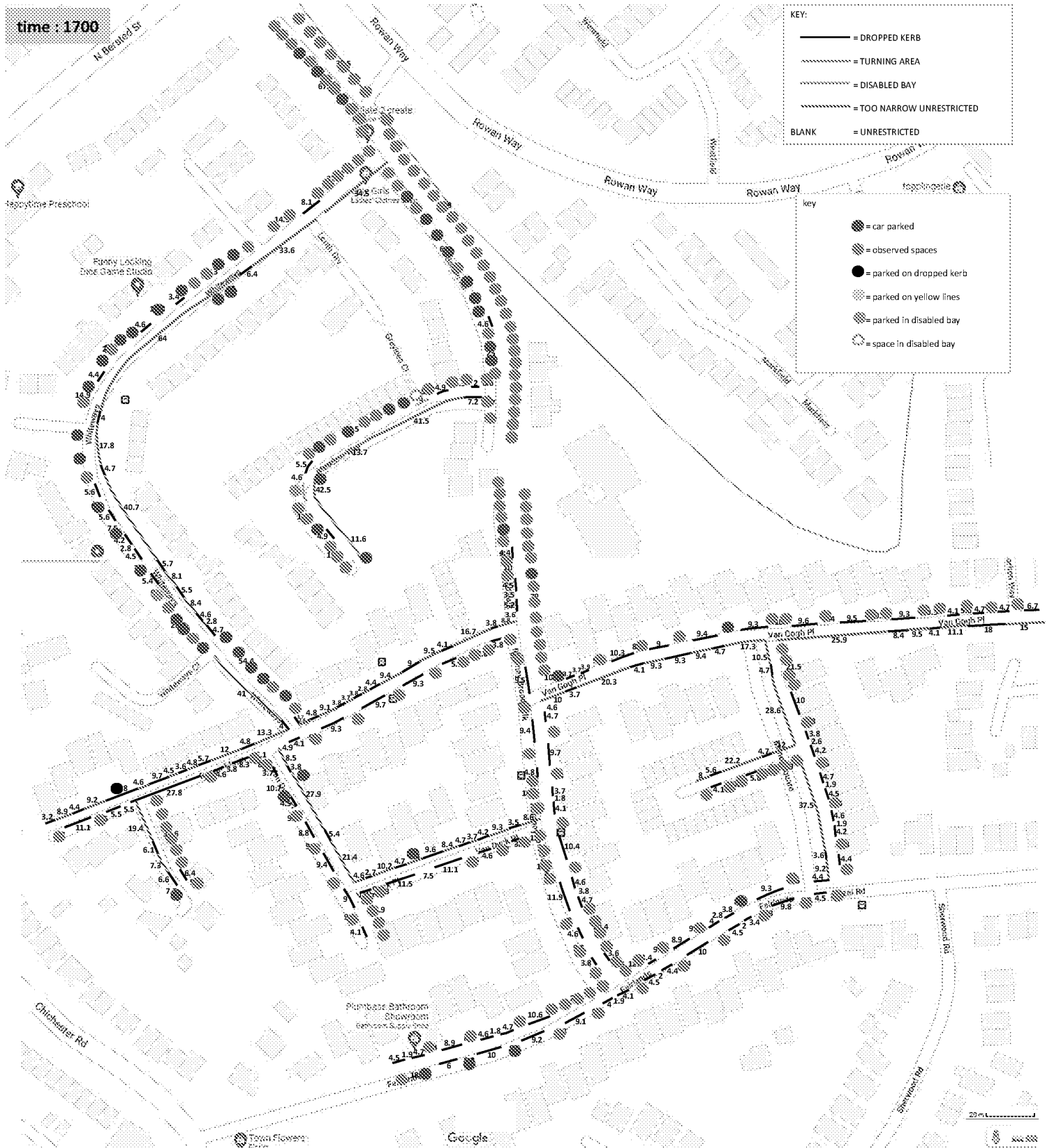




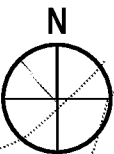




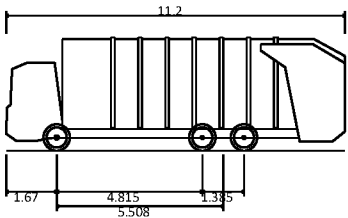




Appendix C



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on Site Plan by Allies and Morrison '21080_02-SK-02-012 - Option 13B_Roof plan_211203'



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

C	Updated tracking to suit new site layout	CD	BB	03.02.2021
B	Updated to suit architects layout.	CJM	BB	09.12.2021
A	Updated to suit architects layout.	CJM	BB	14.10.2021

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
West Sussex Property Development LLP

PROJECT:
Romney Broadwalk, North Bersted

DRAWING TITLE:
**Swept Path Analysis
Refuse Collection
Option 9A**

SCALES:
1:500 at A3

DRAWN:	CD	CHECKED:	JM	DATE:	04.10.2021
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vectos. | PART OF **SLR**

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: vectos@vectos.co.uk

DRAWING NUMBER:	216061/AT/A01	REVISION:	C
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Appendix D

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Calculation Reference: AUDIT-152301-220130-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	IW ISLE OF WIGHT	1 days
	KC KENT	7 days
	SC SURREY	3 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	10 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 1817 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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:

Monday	14 days
Tuesday	15 days
Wednesday	18 days
Thursday	19 days
Friday	9 days

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

Selected survey types:

Manual count	75 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)	17
Edge of Town	42
Neighbourhood Centre (PPS6 Local Centre)	15
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	57
Village	14
Out of Town	2
No Sub Category	2

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

Secondary Filtering selection:**Use Class:**

C3	75 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	14 days
5,001 to 10,000	19 days
10,001 to 15,000	19 days
15,001 to 20,000	8 days
20,001 to 25,000	7 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	12 days
50,001 to 75,000	12 days
75,001 to 100,000	15 days
100,001 to 125,000	1 days
125,001 to 250,000	20 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	50 days
1.6 to 2.0	6 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:

Yes	27 days
No	48 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	75 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
3	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
4	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
5	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
6	CH-03-A-12	SEMI DETACHED HOUSES	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
7	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: <i>TUESDAY</i> 28/03/17		Survey Type: <i>MANUAL</i>
9	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: <i>MONDAY</i> 27/03/17		Survey Type: <i>MANUAL</i>
10	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: <i>FRIDAY</i> 19/10/18		Survey Type: <i>MANUAL</i>
11	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE DERBY		
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: <i>TUESDAY</i> 10/07/18		Survey Type: <i>MANUAL</i>
12	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD TORQUAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: <i>WEDNESDAY</i> 30/09/15		Survey Type: <i>MANUAL</i>
13	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: <i>FRIDAY</i> 25/09/15		Survey Type: <i>MANUAL</i>
14	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: <i>MONDAY</i> 28/09/15		Survey Type: <i>MANUAL</i>

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
16	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
17	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
18	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE RINGMER		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	12	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
19	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS		
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
20	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE		
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
21	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

22	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
23	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
24	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE		
	NEAR COWES		
	MEDHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
25	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
26	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
27	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
28	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

29	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD HERNE BAY		
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
30	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
31	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
32	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
33	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
34	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
35	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

36	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 70		
	Survey date: WEDNESDAY		18/09/19
	Survey Type: MANUAL		
37	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 40		
	Survey date: THURSDAY		19/09/19
	Survey Type: MANUAL		
38	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone Total No of Dwellings: 275		
	Survey date: MONDAY		23/09/19
	Survey Type: MANUAL		
39	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1817		
	Survey date: THURSDAY		19/09/19
	Survey Type: MANUAL		
40	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY NORWICH CRINGLEFORD		
	Edge of Town Residential Zone Total No of Dwellings: 984		
	Survey date: TUESDAY		24/09/19
	Survey Type: MANUAL		
41	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD WYMONDHAM		
	Edge of Town Out of Town Total No of Dwellings: 514		
	Survey date: WEDNESDAY		22/09/21
	Survey Type: MANUAL		
42	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone Total No of Dwellings: 55		
	Survey date: TUESDAY		21/09/21
	Survey Type: MANUAL		

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

43	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
44	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
45	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
46	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
47	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
48	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
49	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
50	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

51	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
52	SC-03-A-06	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	116	
	Survey date: THURSDAY	08/10/20	Survey Type: MANUAL
53	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
54	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
55	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
56	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK
	LOVETOFTS DRIVE IPSWICH		
	WHITEHOUSE Edge of Town Residential Zone		
	Total No of Dwellings:	149	
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
57	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
58	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

59	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
60	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
61	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
62	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
63	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
64	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
65	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
66	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

67	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
68	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
69	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
70	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
71	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
72	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
73	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

74	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
75	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.071	75	145	0.304	75	145	0.375
08:00 - 09:00	75	145	0.130	75	145	0.356	75	145	0.486
09:00 - 10:00	75	145	0.131	75	145	0.159	75	145	0.290
10:00 - 11:00	75	145	0.117	75	145	0.139	75	145	0.256
11:00 - 12:00	75	145	0.124	75	145	0.132	75	145	0.256
12:00 - 13:00	75	145	0.139	75	145	0.139	75	145	0.278
13:00 - 14:00	75	145	0.148	75	145	0.137	75	145	0.285
14:00 - 15:00	75	145	0.151	75	145	0.164	75	145	0.315
15:00 - 16:00	75	145	0.231	75	145	0.162	75	145	0.393
16:00 - 17:00	75	145	0.259	75	145	0.154	75	145	0.413
17:00 - 18:00	75	145	0.331	75	145	0.155	75	145	0.486
18:00 - 19:00	75	145	0.285	75	145	0.154	75	145	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.117			2.155			4.272

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 1817 (units:)
Survey date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	75
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.002	75	145	0.002	75	145	0.004
08:00 - 09:00	75	145	0.004	75	145	0.004	75	145	0.008
09:00 - 10:00	75	145	0.002	75	145	0.002	75	145	0.004
10:00 - 11:00	75	145	0.001	75	145	0.002	75	145	0.003
11:00 - 12:00	75	145	0.001	75	145	0.001	75	145	0.002
12:00 - 13:00	75	145	0.001	75	145	0.001	75	145	0.002
13:00 - 14:00	75	145	0.001	75	145	0.001	75	145	0.002
14:00 - 15:00	75	145	0.002	75	145	0.002	75	145	0.004
15:00 - 16:00	75	145	0.003	75	145	0.003	75	145	0.006
16:00 - 17:00	75	145	0.002	75	145	0.002	75	145	0.004
17:00 - 18:00	75	145	0.002	75	145	0.002	75	145	0.004
18:00 - 19:00	75	145	0.002	75	145	0.002	75	145	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.024			0.047

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.001	75	145	0.002	75	145	0.003
08:00 - 09:00	75	145	0.002	75	145	0.002	75	145	0.004
09:00 - 10:00	75	145	0.003	75	145	0.003	75	145	0.006
10:00 - 11:00	75	145	0.002	75	145	0.002	75	145	0.004
11:00 - 12:00	75	145	0.002	75	145	0.002	75	145	0.004
12:00 - 13:00	75	145	0.002	75	145	0.003	75	145	0.005
13:00 - 14:00	75	145	0.002	75	145	0.001	75	145	0.003
14:00 - 15:00	75	145	0.002	75	145	0.002	75	145	0.004
15:00 - 16:00	75	145	0.002	75	145	0.002	75	145	0.004
16:00 - 17:00	75	145	0.001	75	145	0.002	75	145	0.003
17:00 - 18:00	75	145	0.001	75	145	0.001	75	145	0.002
18:00 - 19:00	75	145	0.001	75	145	0.001	75	145	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.001	75	145	0.001	75	145	0.002
08:00 - 09:00	75	145	0.001	75	145	0.001	75	145	0.002
09:00 - 10:00	75	145	0.001	75	145	0.001	75	145	0.002
10:00 - 11:00	75	145	0.001	75	145	0.001	75	145	0.002
11:00 - 12:00	75	145	0.001	75	145	0.001	75	145	0.002
12:00 - 13:00	75	145	0.000	75	145	0.000	75	145	0.000
13:00 - 14:00	75	145	0.001	75	145	0.001	75	145	0.002
14:00 - 15:00	75	145	0.001	75	145	0.001	75	145	0.002
15:00 - 16:00	75	145	0.001	75	145	0.001	75	145	0.002
16:00 - 17:00	75	145	0.001	75	145	0.001	75	145	0.002
17:00 - 18:00	75	145	0.001	75	145	0.001	75	145	0.002
18:00 - 19:00	75	145	0.000	75	145	0.000	75	145	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL CYCLISTSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.004	75	145	0.008	75	145	0.012
08:00 - 09:00	75	145	0.004	75	145	0.014	75	145	0.018
09:00 - 10:00	75	145	0.001	75	145	0.004	75	145	0.005
10:00 - 11:00	75	145	0.002	75	145	0.004	75	145	0.006
11:00 - 12:00	75	145	0.002	75	145	0.004	75	145	0.006
12:00 - 13:00	75	145	0.004	75	145	0.003	75	145	0.007
13:00 - 14:00	75	145	0.003	75	145	0.001	75	145	0.004
14:00 - 15:00	75	145	0.003	75	145	0.003	75	145	0.006
15:00 - 16:00	75	145	0.008	75	145	0.004	75	145	0.012
16:00 - 17:00	75	145	0.012	75	145	0.006	75	145	0.018
17:00 - 18:00	75	145	0.011	75	145	0.006	75	145	0.017
18:00 - 19:00	75	145	0.007	75	145	0.005	75	145	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.062			0.123

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL VEHICLE OCCUPANTSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.086	75	145	0.457	75	145	0.543
08:00 - 09:00	75	145	0.163	75	145	0.604	75	145	0.767
09:00 - 10:00	75	145	0.171	75	145	0.236	75	145	0.407
10:00 - 11:00	75	145	0.159	75	145	0.203	75	145	0.362
11:00 - 12:00	75	145	0.174	75	145	0.188	75	145	0.362
12:00 - 13:00	75	145	0.193	75	145	0.190	75	145	0.383
13:00 - 14:00	75	145	0.208	75	145	0.190	75	145	0.398
14:00 - 15:00	75	145	0.224	75	145	0.222	75	145	0.446
15:00 - 16:00	75	145	0.397	75	145	0.229	75	145	0.626
16:00 - 17:00	75	145	0.427	75	145	0.228	75	145	0.655
17:00 - 18:00	75	145	0.512	75	145	0.224	75	145	0.736
18:00 - 19:00	75	145	0.427	75	145	0.238	75	145	0.665
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.141			3.209			6.350

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL PEDESTRIANSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.012	75	145	0.036	75	145	0.048
08:00 - 09:00	75	145	0.031	75	145	0.092	75	145	0.123
09:00 - 10:00	75	145	0.027	75	145	0.028	75	145	0.055
10:00 - 11:00	75	145	0.021	75	145	0.029	75	145	0.050
11:00 - 12:00	75	145	0.022	75	145	0.022	75	145	0.044
12:00 - 13:00	75	145	0.024	75	145	0.023	75	145	0.047
13:00 - 14:00	75	145	0.024	75	145	0.022	75	145	0.046
14:00 - 15:00	75	145	0.026	75	145	0.028	75	145	0.054
15:00 - 16:00	75	145	0.080	75	145	0.039	75	145	0.119
16:00 - 17:00	75	145	0.050	75	145	0.026	75	145	0.076
17:00 - 18:00	75	145	0.045	75	145	0.028	75	145	0.073
18:00 - 19:00	75	145	0.037	75	145	0.033	75	145	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.399			0.406			0.805

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL BUS/TRAM PASSENGERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.001	75	145	0.018	75	145	0.019
08:00 - 09:00	75	145	0.002	75	145	0.021	75	145	0.023
09:00 - 10:00	75	145	0.003	75	145	0.009	75	145	0.012
10:00 - 11:00	75	145	0.005	75	145	0.006	75	145	0.011
11:00 - 12:00	75	145	0.004	75	145	0.006	75	145	0.010
12:00 - 13:00	75	145	0.006	75	145	0.006	75	145	0.012
13:00 - 14:00	75	145	0.005	75	145	0.004	75	145	0.009
14:00 - 15:00	75	145	0.007	75	145	0.004	75	145	0.011
15:00 - 16:00	75	145	0.015	75	145	0.007	75	145	0.022
16:00 - 17:00	75	145	0.017	75	145	0.004	75	145	0.021
17:00 - 18:00	75	145	0.013	75	145	0.004	75	145	0.017
18:00 - 19:00	75	145	0.012	75	145	0.003	75	145	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.092			0.182

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL TOTAL RAIL PASSENGERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.001	75	145	0.006	75	145	0.007
08:00 - 09:00	75	145	0.000	75	145	0.006	75	145	0.006
09:00 - 10:00	75	145	0.000	75	145	0.002	75	145	0.002
10:00 - 11:00	75	145	0.001	75	145	0.001	75	145	0.002
11:00 - 12:00	75	145	0.001	75	145	0.001	75	145	0.002
12:00 - 13:00	75	145	0.001	75	145	0.001	75	145	0.002
13:00 - 14:00	75	145	0.001	75	145	0.000	75	145	0.001
14:00 - 15:00	75	145	0.001	75	145	0.000	75	145	0.001
15:00 - 16:00	75	145	0.002	75	145	0.000	75	145	0.002
16:00 - 17:00	75	145	0.003	75	145	0.000	75	145	0.003
17:00 - 18:00	75	145	0.006	75	145	0.000	75	145	0.006
18:00 - 19:00	75	145	0.006	75	145	0.001	75	145	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023	0.018			0.041		

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL COACH PASSENGERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.000	75	145	0.000	75	145	0.000
08:00 - 09:00	75	145	0.000	75	145	0.001	75	145	0.001
09:00 - 10:00	75	145	0.000	75	145	0.000	75	145	0.000
10:00 - 11:00	75	145	0.000	75	145	0.000	75	145	0.000
11:00 - 12:00	75	145	0.000	75	145	0.000	75	145	0.000
12:00 - 13:00	75	145	0.000	75	145	0.000	75	145	0.000
13:00 - 14:00	75	145	0.000	75	145	0.000	75	145	0.000
14:00 - 15:00	75	145	0.000	75	145	0.000	75	145	0.000
15:00 - 16:00	75	145	0.001	75	145	0.000	75	145	0.001
16:00 - 17:00	75	145	0.000	75	145	0.000	75	145	0.000
17:00 - 18:00	75	145	0.000	75	145	0.000	75	145	0.000
18:00 - 19:00	75	145	0.000	75	145	0.000	75	145	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL PUBLIC TRANSPORT USERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.002	75	145	0.024	75	145	0.026
08:00 - 09:00	75	145	0.002	75	145	0.027	75	145	0.029
09:00 - 10:00	75	145	0.004	75	145	0.012	75	145	0.016
10:00 - 11:00	75	145	0.006	75	145	0.008	75	145	0.014
11:00 - 12:00	75	145	0.005	75	145	0.007	75	145	0.012
12:00 - 13:00	75	145	0.007	75	145	0.007	75	145	0.014
13:00 - 14:00	75	145	0.006	75	145	0.005	75	145	0.011
14:00 - 15:00	75	145	0.009	75	145	0.004	75	145	0.013
15:00 - 16:00	75	145	0.018	75	145	0.007	75	145	0.025
16:00 - 17:00	75	145	0.020	75	145	0.004	75	145	0.024
17:00 - 18:00	75	145	0.019	75	145	0.004	75	145	0.023
18:00 - 19:00	75	145	0.017	75	145	0.004	75	145	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.113			0.228

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.104	75	145	0.525	75	145	0.629
08:00 - 09:00	75	145	0.201	75	145	0.737	75	145	0.938
09:00 - 10:00	75	145	0.202	75	145	0.279	75	145	0.481
10:00 - 11:00	75	145	0.188	75	145	0.244	75	145	0.432
11:00 - 12:00	75	145	0.203	75	145	0.221	75	145	0.424
12:00 - 13:00	75	145	0.228	75	145	0.223	75	145	0.451
13:00 - 14:00	75	145	0.241	75	145	0.218	75	145	0.459
14:00 - 15:00	75	145	0.262	75	145	0.257	75	145	0.519
15:00 - 16:00	75	145	0.502	75	145	0.278	75	145	0.780
16:00 - 17:00	75	145	0.508	75	145	0.264	75	145	0.772
17:00 - 18:00	75	145	0.586	75	145	0.262	75	145	0.848
18:00 - 19:00	75	145	0.488	75	145	0.280	75	145	0.768
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.713			3.788			7.501

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL CARSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.053	75	145	0.271	75	145	0.324
08:00 - 09:00	75	145	0.107	75	145	0.325	75	145	0.432
09:00 - 10:00	75	145	0.109	75	145	0.139	75	145	0.248
10:00 - 11:00	75	145	0.095	75	145	0.116	75	145	0.211
11:00 - 12:00	75	145	0.104	75	145	0.109	75	145	0.213
12:00 - 13:00	75	145	0.118	75	145	0.117	75	145	0.235
13:00 - 14:00	75	145	0.124	75	145	0.114	75	145	0.238
14:00 - 15:00	75	145	0.130	75	145	0.144	75	145	0.274
15:00 - 16:00	75	145	0.206	75	145	0.136	75	145	0.342
16:00 - 17:00	75	145	0.231	75	145	0.131	75	145	0.362
17:00 - 18:00	75	145	0.300	75	145	0.138	75	145	0.438
18:00 - 19:00	75	145	0.265	75	145	0.140	75	145	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.842			1.880			3.722

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL LGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.012	75	145	0.026	75	145	0.038
08:00 - 09:00	75	145	0.016	75	145	0.021	75	145	0.037
09:00 - 10:00	75	145	0.017	75	145	0.014	75	145	0.031
10:00 - 11:00	75	145	0.017	75	145	0.018	75	145	0.035
11:00 - 12:00	75	145	0.015	75	145	0.018	75	145	0.033
12:00 - 13:00	75	145	0.017	75	145	0.016	75	145	0.033
13:00 - 14:00	75	145	0.020	75	145	0.019	75	145	0.039
14:00 - 15:00	75	145	0.016	75	145	0.015	75	145	0.031
15:00 - 16:00	75	145	0.018	75	145	0.019	75	145	0.037
16:00 - 17:00	75	145	0.021	75	145	0.017	75	145	0.038
17:00 - 18:00	75	145	0.026	75	145	0.013	75	145	0.039
18:00 - 19:00	75	145	0.015	75	145	0.010	75	145	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.206			0.416

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL MOTOR CYCLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	75	145	0.001	75	145	0.002	75	145	0.003
08:00 - 09:00	75	145	0.000	75	145	0.003	75	145	0.003
09:00 - 10:00	75	145	0.000	75	145	0.000	75	145	0.000
10:00 - 11:00	75	145	0.001	75	145	0.001	75	145	0.002
11:00 - 12:00	75	145	0.001	75	145	0.001	75	145	0.002
12:00 - 13:00	75	145	0.001	75	145	0.001	75	145	0.002
13:00 - 14:00	75	145	0.001	75	145	0.001	75	145	0.002
14:00 - 15:00	75	145	0.001	75	145	0.001	75	145	0.002
15:00 - 16:00	75	145	0.001	75	145	0.001	75	145	0.002
16:00 - 17:00	75	145	0.002	75	145	0.001	75	145	0.003
17:00 - 18:00	75	145	0.002	75	145	0.001	75	145	0.003
18:00 - 19:00	75	145	0.002	75	145	0.001	75	145	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.014			0.027

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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