

TECHNICAL NOTE

Project No: ITB13052
Project Title: Land at New Barn Lane, North Bersted
Title: Transport Statement
Ref: MS/GT/ITB13052-004A TN
Date: 21 June 2018

SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Linden Homes South has appointed i-Transport to provide transport and highways advice with regard to a full planning application for 10 new homes at New Barn Lane, North Bersted. The site already benefits from the following permissions:

- Outline planning permission (*ref: BE/142/15/OUT*) for 90 new homes granted in February 2016. Condition 3 of the outline planning permission requires the site access to be built out in accordance with approved drawings;
- A permitted variation to condition 3 of the outline permission, providing access in a more northerly position on to New Barn Lane was granted in May 2017 (*ref: BE/18/17/PL*); and
- Reserved Matters application (*ref: BE/113/17/RES*) referred to as the 'original' reserved matters application, for 90 new homes granted in *December 2017* based on the permitted variation to the site access. The original reserved matters application was supported by a Transport Statement (TS) (*ref: ITB13052-001 TN*).

1.2 Revised Reserved Matters Application

1.2.1 Linden Homes propose to submit a revised reserved matters planning application for 90 homes at the site concurrently to this application for 10 units. This revised RM application is identical to the original reserved matters application, except that:

- There is a different schedule of accommodation with a higher proportion of smaller units and fewer large units within the revised application; and

- The northern corner of the original reserved matters application has been excluded from the revised reserved matters application.

1.2.2 A separate TS (*ref: ITB13052-003 TN*) describes the revised reserved matters application and considers the transport matters pertinent to it.

1.3 Full Planning Application – 10 Homes

1.3.1 A further development comprising 10 homes in the northern corner of the site (i.e. the portion of the site not covered by the revised reserved matters application) is proposed under this application, for which this TS is submitted in support.

1.3.2 The 10-home application site will be accessed from New Barn Lane and the approved access under permitted application BE/18/17/PL, and through the revised reserved matters application site. The red site line shows the proposed access. The 10-home planning application will therefore come forward in combination with the 90-home revised reserved matters application. This will effectively increase the quantum of development proposed across the 'wider' application site to 100 homes.

1.3.3 This TS considers transport implications of the 90-home revised reserved matters application and the 10-home full planning application across the wider site in combination i.e. the implications of increasing the permitted quantum of development by 10 homes. A proposed site layout of the two application sites is provided in **Appendix A**.

1.4 Key Transport Tests

1.4.1 There are three key transport tests for new development (*ref: paragraph 32 of the NPPF*):

- Have the opportunities for sustainable travel have been appropriately taken up?
- Will safe and suitable access be provided?
- Will the residual cumulative impact be acceptable, noting that development should only be prevented from coming forward for transport reasons if there will be a 'severe' impact?

1.4.2 Aside from the increase in dwelling numbers, the proposal for the wider site remains unchanged in transport terms from the original reserved matters application, i.e.

- Access will continue to be provided via the priority junction on New Barn Lane (*ref: ITB13052-GA-001* at **Appendix B**);
- Pedestrian access will continue to be provided to footpath 134 in the south eastern and south-western corners of the site;
- The internal streets, including the access to the 10-units, will be identical to the original reserved matters application, a proposed site layout of which is provided at **Appendix A**;
- The internal layout will thus continue to be accessible to a refuse collection vehicle and fire tender, as shown in swept path analysis of the original reserved matters application, at **Appendix C**;
- The layout complies with Building Regulations in terms of enabling bins to be collected from points that are within 30m of households and 25m of the refuse collection vehicles; and
- The layout continues to provide cycle parking in accordance with West Sussex County Council's (WSCC) 'Guidance for Parking in Residential Development' by providing:
 - Sheds in accessible gardens at the houses;
 - Cycle stores close to the apartments; and
- A Travel Plan Statement (TPS) will be provided. This will be consistent with the TPS submitted in respect of the original reserve matters application. It will be updated as appropriate and resubmitted in relation to both this 10-home full planning application and the concurrent revised 90 home reserved matters application. The TPS (*ref: ITB13052-005*) is submitted as a separate planning application document to support this application.

1.4.3 The matters above were collectively dealt with in the original reserved matters application and outline application. WSCC independently scrutinised the previous planning applications and found them to be acceptable subject to appropriate conditions and obligations.

1.4.4 On this basis, taking each test of the NPPF (*ref: paragraph 32*) in turn:

- The site is in a sustainable location in transport terms;
- The permitted access arrangement will be safe and suitable; and
- The traffic impact of 90 homes will be acceptable and certainly no 'severe'.

1.4.5 The only outstanding transport matters associated with the additional 10 homes are:

- Whether the proposal accords with parking standards (considered either in isolation as 10 homes or as a 'wider' development of 100 homes); and
- Whether the traffic impact of the additional 10 homes will be acceptable.

1.4.6 These matters are dealt with in this TS. the remainder of which is structured as follows:

- Section 2 provides an updated schedule of accommodation;
- Section 3 demonstrates that the proposal accords with parking provision;
- Section 4 presents the traffic generation of the site with 100 homes and compares this with 90 homes; and
- Section 5 provides a summary and conclusion.

SECTION 2 SCHEDULE OF ACCOMMODATION

2.1 Accommodation Schedule

2.1.1 The proposed site layout plan for the revised reserved matters application along with the full application of 10 dwellings is included in **Appendix A**. Table 2.1 presents the schedule of accommodation of the full application for 10 dwellings, subject to this application, together with the 90-dwelling revised reserved matters wider site application and compares this with the original reserved matters application.

Table 2.1: Accommodation Schedule Comparison

Unit Type	Number of Homes			
	Original Reserved Matters Application of 90 Dwellings	Revised Reserved Matters Application of 90 Dwellings	Full Planning Application of 10 Dwellings	'Combined' Scheme of 100 Dwellings
Private				
2 bed flat	5	6	0	6
2 bed house	8	15	2	17
3 bed house	36	33	5	38
4 bed house	14	9	0	9
Affordable				
1 bed flat	6	6	0	6
2 bed flat	5	6	0	6
2 bed house	10	8	2	10
3 bed house	5	7	1	8
4 bed house	1	0	0	0
Total	90	90	10	100

Source: Urban Pulse Design

SECTION 3 CAR PARKING

3.1 Introduction

3.1.1 This section of the TS demonstrates that the revised reserved matters application meets relevant parking standards both in isolation as a 10 unit proposal or as part of the 100 homes across the wider site.

3.2 Car Parking

3.2.1 Car parking for the development proposal will be provided in accordance with the following:

- WSCC's Car Parking Demand Calculator¹; and
- The Bersted Neighbourhood Plan 2014-2019.

3.2.2 The WSCC Car Parking Demand Calculator derives the appropriate number of car parking spaces using local car ownership data derived from the Census and allows for *inter-alia*: the size of the dwelling; the type of the dwelling; the number of bedrooms; and the number of allocated spaces.

3.2.3 Policy HDQ8 of the Neighbourhood Plan states:

"Proposals for new development will have adequate onsite parking to meet current and future needs at a minimum rate of two spaces per dwelling unless alternative and accessible car parking arrangements can be made which do not add to on-street congestion. Developments which remove off road parking spaces will not be supported unless alternative provision is made which increases or maintains the number of parking spaces."

3.3 10 Home Planning Application

3.3.1 The accommodation schedule in Table 2.1 (third column) has been applied to the calculator as set out in **Appendix D**. This identifies a requirement for 23 parking spaces – 20 allocated and 3 unallocated.

¹ Ref: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/>

3.3.2 The 10-home application site provides 20 allocated parking spaces (two per home) and one unallocated/visitor space.

3.3.3 The provision of one visitor parking space is a relatively minor reduction from the parking standard and is acceptable on the basis that the 10-home application will only come forward with the 90-home revised reserved matters application, which in itself will provide unallocated/visitor parking in excess of WSCC parking standards.

3.4 **100 Home 'Wider' Development Proposal**

3.4.1 The accommodation schedule in Table 2.1 (right hand column) has been applied to the calculator as set out in **Appendix E**. This identifies a requirement for 218 parking spaces – 189 allocated and 29 unallocated/visitor spaces.

3.4.2 The proposed provision of allocated car parking – as shown on the site layout plan in **Appendix A** – is as follows:

- Private flats: 1 space per unit;
- Two bed private houses: 2 spaces per unit;
- Three bed private houses: 2 to 4 spaces per unit;
- Four bed private houses: 3 to 4 spaces per unit;
- One to two bed affordable flats: 1 space per unit;
- Two to three bed affordable houses: 1 to 2 spaces per unit.

3.4.3 On this basis, 189 allocated parking spaces and 30 unallocated/visitor spaces will be provided, which is slightly above what is required by the WSCC parking calculator. It is also in excess of the two spaces per dwelling set out in Policy HDQ8 of the Neighbourhood Plan.

3.4.4 The overall level of car parking equates to 2.2 spaces per dwelling. In addition, the internal streets have been designed to be sufficiently wide² to accommodate additional occasional ad-hoc parking without obstructing access for refuse, emergency or fire vehicles (see later in this section). The proposed parking provision therefore:

- Accords with WSCC's car parking standards;
- Exceeds the Neighbourhood Plan standards; and
- On this basis, provides more-than-adequate car parking.

3.5 **Summary**

3.5.1 The planning application site will provide 20 allocated spaces and one unallocated space, which is broadly in line with WSCC's parking standards.

3.5.2 Together with the site of the revised reserved matters application for 90 homes (without which the 10-home scheme will not come forward) the wider 100 home proposal will cumulatively provide 189 allocated car parking spaces along with 30 unallocated/visitor spaces, which slightly exceeds WSCC's parking standards and also adheres to Policy HDQ8 of the Bersted Local Plan.

² 5m in line with paragraph 6.8.7 of the Manual for Streets.

SECTION 4 NET TRAFFIC GENERATION

4.1 Introduction

4.1.1 This section sets out the net increase in the the traffic generation of 100 homes compared with:

- The permitted traffic generation of the original reserved matters application (*ref: ITB13052-001 TN*); and
- The traffic generation of the outline application, as set out in its Transport Assessment (TA).

4.2 Trip Rates

4.2.1 The TRICS database has been interrogated to obtain updated trip rates for the following dwelling types:

- Privately owned houses;
- Houses for rent;
- Privately owned flats; and
- Flats for rent.

4.2.1 The revised trip rates have been derived using the following selection criteria:

- England (excluding Greater London);
- Weekdays;
- Suburban Area and Edge of Town;
- Population within 1 mile: under 50,000
- Population within 5 miles: under 500,000

4.2.2 The trip rates per dwelling are set out in Table 4.1 and the full TRICS outputs are included in **Appendix F**.

Table 4.1: Updated Vehicular Trip Rates Per Dwelling

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Privately Owned House	0.127	0.374	0.501	0.338	0.161	0.499
House for Rent	0.156	0.284	0.440	0.293	0.209	0.502
Privately Owned Flat	0.064	0.246	0.310	0.232	0.096	0.328
Flat for Rent	0.089	0.105	0.194	0.108	0.098	0.206

Source: TRICS

4.3 Traffic Generation – 100 Home Application

- 4.3.1 The rates above have been applied to the 100-home application (i.e. the combined schedule of the revised reserved matters application and this full application for 10 dwellings). The total trip generation is presented in Table 4.2.

Table 4.2: 100 Dwellings Traffic Generation

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Privately Owned House (64 homes)	8	24	32	22	10	32
Affordable House (18 homes)	3	5	8	5	4	9
Privately Owned Flat (6 homes)	0	1	1	1	1	2
Affordable Flat (12 homes)	1	1	2	1	1	2
Total	12	31	43	29	16	45

Source: Emerging Schedule of Accommodation

- 4.3.2 Table 4.2 shows the 100-dwelling application will generate 43 vehicle movements during the morning peak period and 45 vehicle movements during the evening peak period, which equates to fewer than one vehicle movement per minute.

4.4 Traffic Generation: Outline Application

- 4.4.1 The TA that accompanied the permitted outline planning application took a somewhat simplistic (albeit robust) approach to traffic generation. It assumed that all dwellings on the site would be privately owned houses, i.e. it made no allowance for the lesser traffic generation of flats and affordable dwellings. Table 4.3 summarises the peak hour trip generation for the permitted outline application

Table 4.3: Trip Generation of Permitted Outline Application – 90 Privately Owned Houses

	Weekday Morning Peak Hour (0800-0900 Hours)			Weekday Evening Peak Hour (1700-1800 Hours)		
	In	Out	Two-Way	In	Out	Two-Way
Traffic Flow (vehicles – 90 homes) Outline Application	14	37	51	33	16	49

Source: Cannon TA, Table 5.2

4.5 Traffic Generation: Original Reserved Matters Application.

- 4.5.1 The TS which accompanied the original reserved matters application quantified traffic generation using trip rates that allowed for dwelling type. The resulting traffic flows are set out below while an excerpt from the TS provides further details of the derivation of the trip rates at **Appendix G**.

Table 4.4: Trip Generation of Permitted Reserved Matters Application – 90 Houses

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Total Traffic Flow (vehicles – 90 homes) Permitted Reserved Matters Application	10	29	39	27	14	41

Source: TRICS

4.6 Net Difference

- 4.6.1 Table 4.5 provides a comparison of the traffic generation of 100 homes with the previously agreed traffic generation of 90 homes.

Table 4.5: Traffic Generation Comparison

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
a. Combined 100 homes	12	31	43	29	16	45
b. 90 homes outline application	14	37	51	33	16	49
c. 90 homes reserved matters application.	10	29	39	27	14	41
100 homes – 90 home reserved matters application (A-C)	+2	+2	+4	+2	+2	+4
100 homes – 90 homes outline application (A-B)	-2	-6	-8	-4	0	-4

Source: Consultant's Estimates

4.7 Summary

4.7.1 On this basis:

- An additional 10 homes will result in an increase in traffic of up to four vehicle per hour (one vehicle every 15 minutes) compared with the permitted traffic generation presented of the original reserved matters application; and
- The 100 homes will generate fewer trips than set out in the TA for the outline application, which made no allowance for the lower trip generation of apartments and affordable homes.

4.7.2 The traffic impact assessment that was undertaken in the TA that accompanied the outline planning application significantly over-estimated traffic impacts. Given that that report concluded that traffic impacts would be acceptable – a conclusion agreed by WSCC and Arun District Council (ADC) – it is clear that the lesser impacts identified by the updated traffic generation exercise for 100 homes will also be acceptable.

SECTION 5 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Linden Homes South has appointed i-Transport to provide transport and highways advice with regard to a full planning application for 10 new homes at New Barn Lane, North Bersted. The 10 home planning application will come forward alongside a revised reserved matters application for 90 homes. The site already benefits from the following permissions:

- Outline planning permission (*ref: BE/142/15/OUT*) for 90 new homes granted in February 2016. Condition 3 of the outline planning permission requires the site access to be built out in accordance with approved drawings;
- A permitted variation to condition 3 of the outline permission, providing access in a more northerly position on to New Barn Lane was granted in May 2017 (*ref: BE/18/17/PL*); and
- Reserved Matters application (*ref: BE/113/17/RES*) for 90 new homes granted in December 2017 based on the permitted variation to the site access which is located in a more northerly position on to New Barn Lane.

5.1.2 Therefore, having regard to the rests of the NPPF, it has already been established that:

- The site is in a suitable location in transport accessibility terms;
- The permitted access arrangements will be safe and suitable; and
- The traffic impact of the permitted 90 homes will be acceptable, and certainly not severe.

5.1.3 Taking the 10 home application and the 90 home revised reserved matters application 'in the round', the proposal is identical to the original reserved matters application in terms of:

- Vehicle access arrangements;
- Pedestrian access arrangements;
- Internal street layout;

- Refuse collection arrangements; and
- Cycle parking arrangements;

5.1.4 WSCC independently scrutinised the previous planning applications and found them to be acceptable subject to appropriate conditions and obligations.

5.1.5 The only outstanding transport matters pertinent to an additional 10 homes are thus:

- Parking provision; and
- Net increase in traffic generation.

5.1.6 The planning application site will provide 20 allocated spaces and one unallocated space, which is broadly in line with WSCC's parking standards.

5.1.7 Together with the site of the revised reserved matters application for 90 homes (without which the 10-home scheme will not come forward) the wider 100 home proposal will cumulatively provide 189 allocated car parking spaces along with 30 unallocated/visitor spaces, which is actually slightly in excess of WSCC parking standards and also adheres to Policy HDQ8 of the Bersted Local Plan.

5.1.8 An additional 10 homes will result in an increase in traffic of up to four vehicles per hour (one vehicle every 15 minutes) compared with the permitted traffic generation presented of the original reserved matters application

5.1.9 The 100 homes will generate fewer trips than set out in the TA for the outline application, which made no allowance for the lower trip generation of apartments and affordable homes.

5.1.10 The traffic impact assessment that was undertaken in the TA that accompanied the outline planning application significantly over-estimated traffic impacts. Given that that report concluded that traffic impacts would be acceptable – a conclusion agreed by WSCC and ADC – it is clear that the lesser impacts identified by the updated traffic generation exercise for 100 homes will also be acceptable.

5.2 Conclusion

- 5.2.1 On this basis, the development of 10 additional homes, at the site of a permitted planning application for 90 homes, at New Barn Lane, North Bersted is acceptable in transport and highways terms.

APPENDIX A

Proposed Site Layout



The Studio - Unit 17, Vicarage Farm Business Park, Winchester Road,
Barnack, Northampton NN16 9HD
023 8049 7010
enquiries@urbanpluse.co.uk
Land West of New Barn Lane
North Bersted, Bognor Regis
Full Application 10 Units
Linden Homes South
Project type: Housing Development Work stage: Working
Drawing title: Site Plan Planning Layout

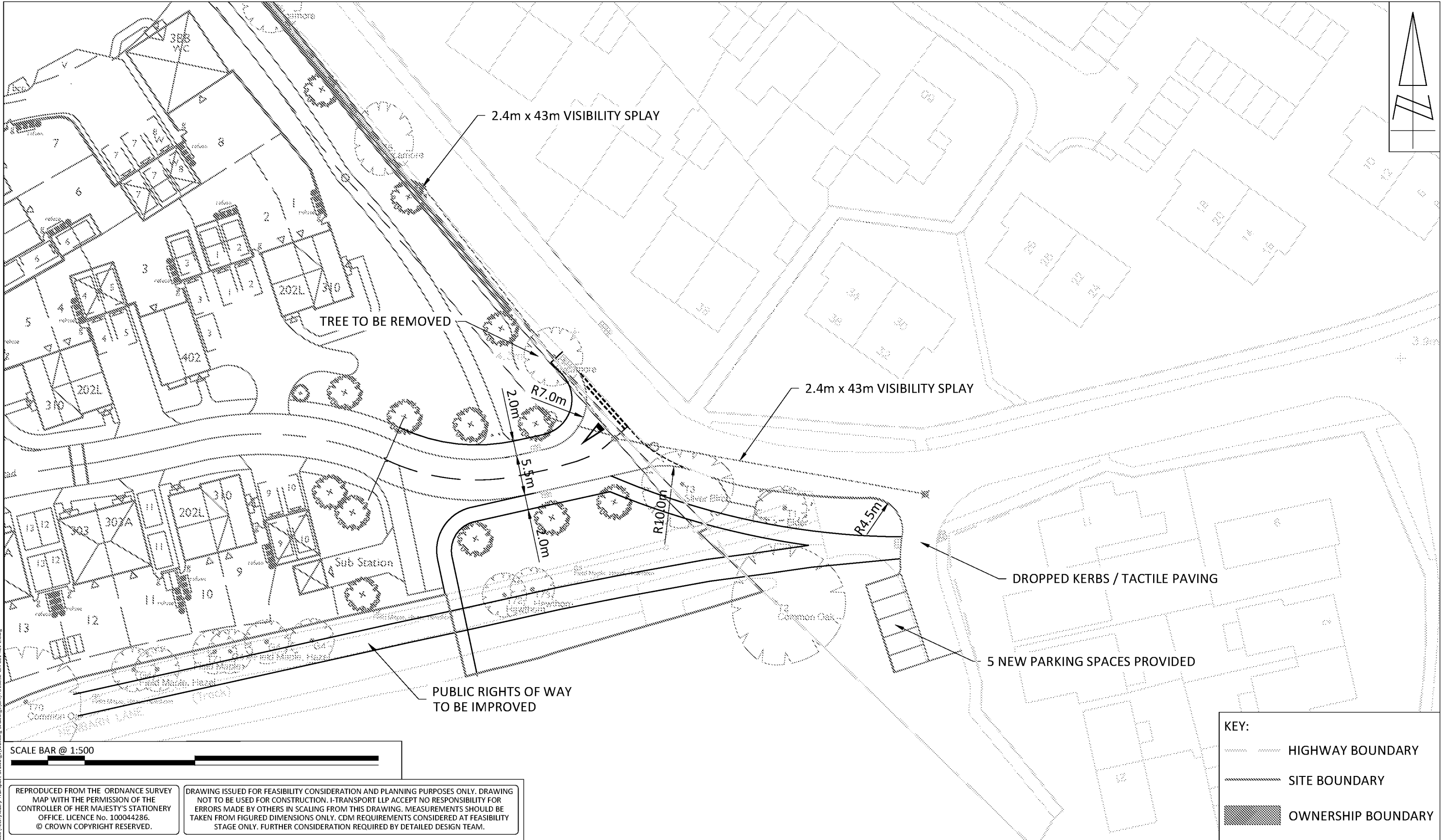
SCALE: SHEET NO: SHEET NO: DRAWING CODE: DATE: CADD: 1:500 A0 1 11/05/2018

Detail Planning

18-1055-006-1st

APPENDIX B

Permitted Site Access Arrangement



SCALE BAR @ 1:500

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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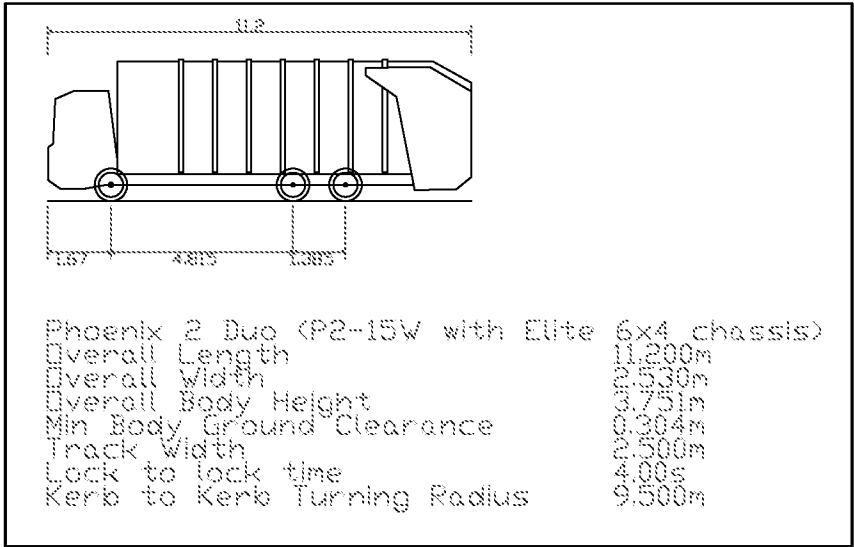
KEY:

- HIGHWAY BOUNDARY
- ===== SITE BOUNDARY
- OWNERSHIP BOUNDARY

				C 23.08.17 MC SITE LAYOUT UPDATED MS JCB		TITLE: PROPOSED SITE ACCESS ARRANGEMENT		SCALE @ A3: 1:500		CHECKED: JCB		APPROVED: MS			
B 14.08.17 AB SITE LAYOUT UPDATED MS JCB				A 26.07.17 AB SITE LAYOUT UPDATED MS JCB				FILE REF: ITB13052		DRAWN: AB		DATE: 01.06.17			
REV DATE BY DESCRIPTION CHK APD				PROJECT: NEW BARN LANE, NORTH BERSTED				CLIENT: LINDED HOMES SOUTH		DRAWING No: ITB13052-GA-001					
STATUS: DRAFT										PROJECT No: ITB13052				REV: C	

APPENDIX C

Swept Path Analysis



PRELIMINARY

REV. No.	DATE	DESCRIPTION	INITIALS
Client			MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 623228
Project	New Barn lane North Bersted		
Title	Refuse vehicle tracking layout	Scale 1:500@A1 Checked	Date June '17 Drawn KTG
Growing No.	5529:P90	Rev	D



rd Caravan Park

GREYSTONE AVENUE

BRAZMICK AVENUE

El Sub Sta

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.450m
Overall Body Height	2.450m
Min Body Ground Clearance	0.397m
Track Width	2.385m
Lock to lock time	5.685m
Kerb to Kerb Turning Radius	7.400m

30m Fire hose location and length

PRELIMINARY				
REV. No.	DATE	DESCRIPTION	INITIALS	
Client			MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 623228	
Project		New Barn lane North Bersted		
Title		Fire appliance vehicle tracking layout	Scale 1:250 @ A0 Checked	Date June'17 Drawn KTG
			Grawing No 5529:P91	Rev D

APPENDIX D

WSCC Car Parking Calculator – 10 Home Application

APPENDIX E

WSCC Car Parking Calculator – 100 Homes

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Bersted
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.070576
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	PO21 5DL	Ward	#N/A
----------	----------	------	------

Note:

No special provision need be made for visitors where at least half of the total parking provision associated with a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may differ in some cases.

Houses

1 bed = 3 rooms
2 bed = 4 rooms
3 bed = 5 rooms
4 bed = 6 rooms
5 bed = 7 rooms

Flats

Studio = 1 room
1 bed = 2 rooms
2 bed = 3 rooms
3 bed = 4 rooms
4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Data Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases car ownership values have been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
					Spaces (Per Unit)		per unit	Total	per unit	Total	
A	Flats	Private	3	6	6	1	0	0	0	1	7
B	Houses	Private	4	17		2	0	1	0	3	38
C	Houses	Private	5	35		2	0	5	0	7	82
D	Houses	Private	5	2		3+	0	0	0	0	6
E	Houses	Private	5	1		3+	0	0	0	0	3
F	Houses	Private	6	8		3+	0	0	0	2	26
G	Houses	Private	6	1		3+	0	0	0	0	3
H	Flats	Council/Housing Association (not including shared ownership)	2	6	5	1	0	0	0	1	8
I	Flats	Council/Housing Association (not including shared ownership)	3	6		1	0	0	0	1	7
J	Houses	Council/Housing Association (not including shared ownership)	4	5		2	0	0	0	1	11
K	Houses	Council/Housing Association (not including shared ownership)	4	5		1	0	1	0	1	7
L	Houses	Council/Housing Association (not including shared ownership)	5	8		2	0	0	0	2	18
M											
N											
O											
P											
Q											
R											
S											
Total				100		189	8.73		20.00		218

Applying the schedule of accommodation to the parking standards, the 185 spaces, yields a requirement for a further 25 spaces

One property has four allocated spaces - so the total allocated parking provision is 186 spaces

Had 18 unallocated spaces and need 26 (8 required). 11 allocated spaces changed to unallocated spaces (surplus of 2 unallocated spaces)

PROJECT
CENTRE

PEOPLE | PASSION | PLACES

ARUN DISTRICT COUNCIL BE/77/18/PL

APPENDIX F

TRICS Outputs

Calculation Reference: AUDIT-236601-180608-0637

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

VEHICLESSelected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	2 days
OX OXFORDSHIRE	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 84 (units:)
 Range Selected by User: 6 to 234 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/11/15

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	2 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	8 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)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	8
------------------	---

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 8 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	5 days
1.1 to 1.5	3 days

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

Travel Plan:

No 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-D-01	BLOCK OF FLATS	CHESHIRE
	HEATH LANE		
	BOUGHTON HEATH		
	CHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: THURSDAY	24/05/12	Survey Type: MANUAL
2	HC-03-D-05	BLOCK OF FLATS	HAMPSHIRE
	WORTING ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: MONDAY	18/10/10	Survey Type: MANUAL
3	HC-03-D-06	BLOCKS OF FLATS	HAMPSHIRE
	HANNAY RISE		
	THORNHILL		
	SOUTHAMPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	66	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
4	LN-03-D-02	FLATS	LINCOLNSHIRE
	ADDISON DRIVE		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: WEDNESDAY	01/07/15	Survey Type: MANUAL
5	NT-03-D-02	BLOCK OF FLATS	NOTTINGHAMSHIRE
	WATCOMBE ROAD		
	CARRINGTON		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	23/06/15	Survey Type: MANUAL
6	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	UPPER WOLVERCOTE		
	OXFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
7	WM-03-D-02	BLOCKS OF FLATS	WEST MIDLANDS
	BRANCH ROAD		
	KINGS NORTON		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
8	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	LIVERSEDGE		
	HECKMONDWIKE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	56	
	Survey date: THURSDAY	01/05/14	Survey Type: MANUAL

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

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	39	0.032	8	39	0.073	8	39	0.105
08:00 - 09:00	8	39	0.089	8	39	0.105	8	39	0.194
09:00 - 10:00	8	39	0.108	8	39	0.127	8	39	0.235
10:00 - 11:00	8	39	0.124	8	39	0.133	8	39	0.257
11:00 - 12:00	8	39	0.108	8	39	0.111	8	39	0.219
12:00 - 13:00	8	39	0.105	8	39	0.089	8	39	0.194
13:00 - 14:00	8	39	0.121	8	39	0.092	8	39	0.213
14:00 - 15:00	8	39	0.117	8	39	0.168	8	39	0.285
15:00 - 16:00	8	39	0.121	8	39	0.111	8	39	0.232
16:00 - 17:00	8	39	0.149	8	39	0.076	8	39	0.225
17:00 - 18:00	8	39	0.108	8	39	0.098	8	39	0.206
18:00 - 19:00	8	39	0.127	8	39	0.089	8	39	0.216
19:00 - 20:00	2	18	0.114	2	18	0.086	2	18	0.200
20:00 - 21:00	2	18	0.200	2	18	0.200	2	18	0.400
21:00 - 22:00	2	18	0.086	2	18	0.086	2	18	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.709			1.644			3.353

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:	6 - 84 (units:)
Survey date range:	01/01/10 - 24/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-236601-180608-0635

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLESSelected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 16 to 97 (units:)
 Range Selected by User: 14 to 280 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 13/09/17

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	5
Built-Up Zone	1
No Sub Category	1

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

7 days

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

Population within 1 mile:

1,001 to 5,000

1 days

5,001 to 10,000

1 days

10,001 to 15,000

1 days

15,001 to 20,000

2 days

25,001 to 50,000

2 days

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

Population within 5 miles:

5,001 to 25,000

1 days

75,001 to 100,000

2 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

6 days

1.1 to 1.5

1 days

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

Travel Plan:

No

7 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

7 days

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

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS	CHESHIRE
	WORDSWORTH CRES.		
	BLACON		
	CHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	80	
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL
2	GM-03-B-01	TERRACED HOUSES	GREATER MANCHESTER
	NEWBOLD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	43	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
3	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	SPEKE		
	LIVERPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
4	NB-03-B-01	SEMI DET. & TERRACED	NORTHUMBERLAND
	WESTLEA		
	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
5	WM-03-B-01	SEMI DET./ TERRACED	WEST MIDLANDS
	YORKMINSTER DRIVE		
	CHELMSLEY WOOD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
6	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
7	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	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.

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	59	0.070	7	59	0.171	7	59	0.241
08:00 - 09:00	7	59	0.156	7	59	0.284	7	59	0.440
09:00 - 10:00	7	59	0.154	7	59	0.216	7	59	0.370
10:00 - 11:00	7	59	0.175	7	59	0.180	7	59	0.355
11:00 - 12:00	7	59	0.166	7	59	0.168	7	59	0.334
12:00 - 13:00	7	59	0.192	7	59	0.154	7	59	0.346
13:00 - 14:00	7	59	0.171	7	59	0.154	7	59	0.325
14:00 - 15:00	7	59	0.212	7	59	0.202	7	59	0.414
15:00 - 16:00	7	59	0.248	7	59	0.212	7	59	0.460
16:00 - 17:00	7	59	0.267	7	59	0.168	7	59	0.435
17:00 - 18:00	7	59	0.293	7	59	0.209	7	59	0.502
18:00 - 19:00	7	59	0.185	7	59	0.142	7	59	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.289			2.260			4.549

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:	16 - 97 (units:)
Survey date range:	01/01/10 - 13/09/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-236601-180608-0606

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST		
HC HAMPSHIRE		1 days
OX OXFORDSHIRE		1 days
03 SOUTH WEST		
DC DORSET		1 days
04 EAST ANGLIA		
CA CAMBRIDGESHIRE		2 days
SF SUFFOLK		1 days
05 EAST MIDLANDS		
NT NOTTINGHAMSHIRE		2 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
RI EAST RIDING OF YORKSHIRE		1 days
09 NORTH		
CB CUMBRIA		2 days
TV TEES VALLEY		1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 14 to 135 (units:)
 Range Selected by User: 6 to 215 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/17

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	5 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	12 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)	10
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	5

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

12 days

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

Population within 1 mile:

1,001 to 5,000

4 days

10,001 to 15,000

4 days

20,001 to 25,000

2 days

25,001 to 50,000

2 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

50,001 to 75,000

3 days

100,001 to 125,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

3 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

3 days

1.1 to 1.5

9 days

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

Travel Plan:

No

12 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

12 days

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

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

1	CA-03-C-02	BLOCK OF FLATS		CAMBRIDGESHIRE
	WESTFIELD ROAD			
	NETHERTON			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	44		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
3	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
4	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
5	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	SPA ROAD			
	WEYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
6	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
7	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	LAWRENCE WAY			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	56		
	Survey date: TUESDAY	08/11/16		Survey Type: MANUAL
8	NT-03-C-02	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	CASTLE MARINA ROAD			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	135		
	Survey date: WEDNESDAY	09/11/16		Survey Type: MANUAL
9	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	COWLEY			
	OXFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters (Cont.)

10	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
11	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
12	TV-03-C-02	FLATS	TEES VALLEY
	ACKLAM ROAD		
	LINTHORPE		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	85	
	Survey date: WEDNESDAY	29/06/11	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.

i-Transport Grove House Basingstoke

Licence No: 236601

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	47	0.067	12	47	0.151	12	47	0.218
08:00 - 09:00	12	47	0.064	12	47	0.246	12	47	0.310
09:00 - 10:00	12	47	0.101	12	47	0.145	12	47	0.246
10:00 - 11:00	12	47	0.083	12	47	0.089	12	47	0.172
11:00 - 12:00	12	47	0.087	12	47	0.082	12	47	0.169
12:00 - 13:00	12	47	0.087	12	47	0.069	12	47	0.156
13:00 - 14:00	12	47	0.076	12	47	0.094	12	47	0.170
14:00 - 15:00	12	47	0.105	12	47	0.112	12	47	0.217
15:00 - 16:00	12	47	0.119	12	47	0.083	12	47	0.202
16:00 - 17:00	12	47	0.112	12	47	0.089	12	47	0.201
17:00 - 18:00	12	47	0.232	12	47	0.096	12	47	0.328
18:00 - 19:00	12	47	0.138	12	47	0.094	12	47	0.232
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.837			1.683			3.520

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:	14 - 135 (units:)
Survey date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-236601-180608-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	4 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 432 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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

Selected survey days:

Monday	10 days
Tuesday	8 days
Wednesday	8 days
Thursday	7 days
Friday	6 days

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

Selected survey types:

Manual count	39 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)	22
Edge of Town	17

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.

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:

C1	1 days
C3	37 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	11 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	5 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	6 days
25,001 to 50,000	3 days
50,001 to 75,000	7 days
75,001 to 100,000	8 days
100,001 to 125,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	4 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	14 days
1.1 to 1.5	25 days

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

Travel Plan:

No	39 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	39 days
-----------------	---------

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

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LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
7	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL
8	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
10	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
11	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
12	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
13	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	DITTON		
	AYLESFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
14	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
15	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
16	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
17	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
19	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
20	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
21	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
22	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
23	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
24	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
25	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

26	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:		71
	Survey date: TUESDAY		17/09/13
27	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		23
	Survey date: WEDNESDAY		18/09/13
28	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	OLD HOSPITAL COMPOUND		
	CATTERICK GARRISON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		10
	Survey date: WEDNESDAY		10/05/17
29	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		71
	Survey date: THURSDAY		23/01/14
30	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		7
	Survey date: TUESDAY		23/10/12
31	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		18
	Survey date: WEDNESDAY		09/09/15
32	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		54
	Survey date: THURSDAY		24/10/13
33	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		16
	Survey date: THURSDAY		22/05/14
34	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		33
	Survey date: THURSDAY		24/09/15
			Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

35	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
36	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
37	WK-03-A-01	TERRACED/ SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
38	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
39	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	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.

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	71	0.065	39	71	0.250	39	71	0.315
08:00 - 09:00	39	71	0.127	39	71	0.374	39	71	0.501
09:00 - 10:00	39	71	0.140	39	71	0.159	39	71	0.299
10:00 - 11:00	39	71	0.134	39	71	0.161	39	71	0.295
11:00 - 12:00	39	71	0.139	39	71	0.154	39	71	0.293
12:00 - 13:00	39	71	0.166	39	71	0.154	39	71	0.320
13:00 - 14:00	39	71	0.166	39	71	0.159	39	71	0.325
14:00 - 15:00	39	71	0.175	39	71	0.181	39	71	0.356
15:00 - 16:00	39	71	0.263	39	71	0.183	39	71	0.446
16:00 - 17:00	39	71	0.283	39	71	0.183	39	71	0.466
17:00 - 18:00	39	71	0.338	39	71	0.161	39	71	0.499
18:00 - 19:00	39	71	0.269	39	71	0.185	39	71	0.454
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.265			2.304			4.569

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:	6 - 432 (units:)
Survey date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX G

Transport Statement Excerpt

SECTION 2 TRAFFIC IMPACT

2.1 Previously Agreed Trip Generation

2.1.1 The Transport Assessment that accompanied the application identifies the following peak hour two-way traffic generation.

Table 2.1: Trip Generation of Permitted Scheme – 90 Privately Owned Houses

	Weekday Morning Peak Hour (0800-0900 Hours)			Weekday Evening Peak Hour (1700-1800 Hours)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate per Dwelling	0.153	0.415	0.568	0.365	0.181	0.546
Traffic Flow (vehicles – 90 homes)	14	37	51	33	16	49

Source: Cannon TA, Table 5.2

2.1.2 The impact of that level traffic generation is acceptable to WSCC and ADC.

2.2 Revised Assessment

2.2.1 The Transport Assessment that accompanied the outline planning application took a somewhat simplistic (albeit robust) approach to traffic generation. It assumed that all dwellings on the site would be privately owned houses, i.e. it made no allowance for the lesser traffic generation of flats and affordable dwellings.

2.2.2 Therefore, an updated traffic generation assessment has been undertaken using the most recent version of TRICS, and separately allows for the following types of dwelling:

- Privately owned houses;
- Houses for rent;
- Privately owned flats; and
- Flats for rent.

2.2.3 The revised trip rates have been derived using the following selection criteria:

- England (excluding Greater London);
- Weekdays;

- Suburban Area and Edge of Town;
- Population within 1 mile: under 25,000
- Population within 5 miles: under 125,000

2.2.4 The trip rates per dwelling are set out in Table 2.2 below. The full TRICS outputs are included in **Appendix D**.

Table 2.2: Updated Vehicular Trip Rates Per Dwelling

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Privately Owned House	0.126	0.365	0.491	0.324	0.160	0.484
House for Rent	0.156	0.284	0.440	0.293	0.209	0.502
Privately Owned Flat	0.077	0.284	0.361	0.307	0.127	0.434
Flat for Rent	0.088	0.114	0.202	0.116	0.093	0.209

Source: TRICS

2.2.5 These rates have been applied to the accommodation schedule for the reserved matters scheme (*ref: Section 3 of this note*) and yield the follow traffic generation:

Table 2.3: Reserved Matters Scheme Traffic Generation

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Privately Owned House (58 homes)	7	21	28	19	9	28
Affordable House (16 homes)	2	5	7	5	3	8
Privately Owned Flat (5 homes)	0	2	2	2	1	3
Affordable Flat (11 homes)	1	1	2	1	1	2
Total	10	29	39	27	14	41

Source: Emerging Schedule of Accommodation

2.3 Net Difference

2.3.1 Comparing the traffic generation set out in the Transport Assessment (*ref: Table 2.1*) with the updated traffic generation assessment (*ref: Table 2.3*) yields the following:

Table 2.4: Traffic Generation Comparison – 90 Dwellings

Land Use	Weekday Morning Peak Hour (0800-0900)			Weekday Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Transport Assessment Traffic Generation	14	37	51	33	16	49
Updated Traffic Generation Assessment for Reserved Matters Scheme	10	29	39	27	14	41
Net Difference	-4	-8	-12	-6	-2	-8

Source: Consultant's Estimates

- 2.3.2 Therefore, the traffic impact assessment that was undertaken in the Transport Assessment that accompanied the outline planning application significantly over-estimated traffic impacts. Given that that report concluded that traffic impacts would be acceptable – a conclusion agreed by WSCC and ADC – it is clear that the lesser impacts identified by the updated traffic generation exercise are similarly acceptable.