

Technical Note

Introduction & Scope of Assessment

- 1.1 This Technical Note (TN) on highways and transport has been prepared on behalf of Domusea Developments to consider highways matters relating to the proposed residential development under Use Class C3 comprising of 30 dwelling units at land to the south of the B2233 Barnham Road, Eastergate, Sussex.
- 1.2 The site was previously subject to an outline planning application for 28 dwelling units (ref EG/42/18/OUT) and a subsequent resubmission with the same quantum of development (ref EG/42/19/OUT) but to include an application for access in the outline planning application.
- 1.3 In the Officers Report relating to the EG/42/19/OUT application, the Local Highway Authority (West Sussex County Council) raised no objection to the scheme following submission of a Stage 1 Road Safety Audit for the proposed access, which remains unchanged for the current scheme.
- 1.4 This technical note seeks to determine that the proposals would not result in any material traffic impact.

Existing Site Description & Proposed Development

- 1.5 The site is located between Barnham and Westergate in West Sussex. The Local Planning Authority (LPA) is Arun District Council. The surrounding area consists of residential properties and farmland.
- 1.6 The site in relation to the regional and local highway network is illustrated at **Figure 1.1** and **Figure 1.2** respectively.
- 1.7 The proposals include 28 houses and 2 flats, consisting of one no. one-bed, 8 no. two-bed, 9 no. three-bed and 12 no. four-bed dwellings including access and landscaping works. The Architects proposals drawing and the schedule of accommodation are included within this TN in **Appendix A**.

Parking Provision

- 1.8 Standards for car and cycle parking provision for residential development are found within the Arun District Council January 2020 Parking Standards Supplementary Planning Document (SPD), which relates to the provision of parking in new development. These standards represent a geographical demand-based provision for car parking.

- 1.9 The SPD sets out the principles of the District Council's approach to parking in new residential developments and Commercial developments and should be used as a starting point in the design of new developments.

Car Parking

- 1.10 Paragraph 3.2 of the SPD says that to satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided.
- 1.11 The site is located in Parking Behaviour Zone 2 and Table 3.1 of the SPD states that for each dwelling of one, two or three bedrooms the target level of provision is two car parking spaces and three car parking spaces for dwellings with four or more bedrooms.
- 1.12 The SPD states that visitors parking will be required to be provided at a ratio of 20% of the total number of residential units and in addition to allocated residents parking.
- 1.13 On this basis, the target level of demand for parking at the development is anticipated to be 72 car parking spaces for residents and six spaces for visitors giving a total of 78 car parking spaces overall.
- 1.14 The proposals include 70 car parking spaces comprising 52 car parking spaces, 14 garage spaces and four car port spaces as set out in the schedule of accommodation in **Appendix A**. This provision is 90% of the target level of demand as derived from the parking standards and so is considered an adequate level of provision for the development.

Cycle Parking

- 1.15 Table 2.3 of the parking standards SPD sets out recommended levels of cycle provision at new developments and states that for one and two bedroom houses and flats, the cycle provision is one space and for houses with three or more bedrooms, two cycle parking spaces are required.
- 1.16 The development proposes 9 no. one-bed and two-bed houses and flats and 21 houses with three or more bedrooms and so 50 cycle parking spaces are required to meet standards.
- 1.17 The development proposals include the provision of 58 cycle parking spaces which is in excess of standards and therefore seeks to promote sustainable travel modes and support a car parking provision that is slightly below the target parking demand.

Visibility Requirements

- 1.18 In respect of the inter-visibility between vehicles emerging from proposed residential development and traffic on B2233 Barnham Road, the two key elements to be assessed are the setback distance, or 'x' distance, along the minor arm and the distance a driver can see along the major road (i.e. B2233 Barnham Road when exiting, or 'y' distance). The 'x' distance is regarded as a function of capacity. The shorter the distance, the slower traffic will approach a give-way line. The longer the distance, the more opportunities there will be for approaching drivers to look for gaps in traffic on the major road and therefore enable them to approach at a higher speed.
- 1.19 At an 'x' distance of 2.4 metres, an approaching driver will have to slow to a virtual stop at the give way line to observe traffic on the major road without encroaching onto it. Consequently, only one vehicle at a time can safely exit from the minor road under these operating conditions. It is clearly evident that the volume of traffic emerging from the new access way will be low and therefore a 2.4 metre 'x' distance is appropriate.
- 1.20 The 'y' distance is based upon sight stopping distances (SSD's) of traffic approaching on the major arm of a junction. The recorded speed of traffic will be used to determine the appropriate visibility or 'y' distances to the left and right along B2233 Barnham Road for the proposed site access junctions.
- 1.21 The SSD is the distance within which drivers (on the major arm of a junction) need to be able to see ahead and stop from a given speed. In other words, SSD's are a function of vehicle speed, deceleration rate and driver reaction time. The basic formula for calculating SSD is outlined within Manual for Streets (MfS) as appropriate. Therefore, a sign posted speed of 30mph (48kph) would require a SSD of 43 metres in both directions.
- 1.22 From **Figure 1.3** it can be seen that the required 'y' distances, as detailed above, can be achieved both to the right and left of each site access without obstruction or encroaching onto land under ownership by a third party from an 'x' distance (or set-back distance) of 2.4 metres along the centre of the proposed new carriageway.
- 1.23 Within the visibility splays, all landscaping would be maintained at a maximum height of 600mm so as not to obstruct sightlines.

Movement & Access

- 1.24 The proposed vehicular access through the site will be by means of an access road provided to a width of 4.8 metres with footways on both sides provided to a width of 2 metres. Furthermore, all dwellings will be within 45 metres of the internal access road, which runs through the development, and therefore access for fire appliances to individual properties would not be required.

Delivery & Servicing Arrangement

- 1.25 The proposed site layout, including parking and access arrangements is provided in **Appendix A**.
- 1.26 In relation to refuse collection, swept path analysis of a refuse vehicle is shown in **Figure 1.4** for a refuse vehicle entering and exiting the site in a forward gear at the site access with **Figures 1.5 to 1.6** showing the refuse vehicle manoeuvring internally. Bin storage for the residential units will be stored within the curtilage of each dwelling and as outlined within Manual for Streets (MfS) bin stand locations would result in an operative carry distance no greater than 25 metres.
- 1.27 Given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services.

Trip Generation Analysis

- 1.28 The TRICS trip rates used in the TN for the 28 dwelling scheme have been used to derive the trip generation of the proposed 30 dwelling development with the analysis in this section considering the change in trip generation between the two schemes.
- 1.29 The full TRICS output is contained within **Appendix B** of this note with the trip generation for the 28 dwelling scheme replicated **Table 1.1**.
- 1.30 **Table 1.2** sets out the estimated trip generation of the proposed 30 dwelling scheme with **Table 1.3** showing the change in trip generation.

	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	4	12	10	4	64	67
Public Transport	0	0	0	0	2	2
Cycle	0	0	0	0	2	2
Pedestrians	1	4	2	2	17	16

Table 1.1: Peak and Daily Trip Profile – 28 Dwelling Scheme

	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	5	13	11	5	71	74
Public Transport	0	0	0	0	2	2
Cycle	0	0	1	0	2	2
Pedestrians	1	5	2	2	19	18

Table 1.2: Peak and Daily Trip Profile – 30 Dwelling Scheme

	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	1	1	1	7	7
Public Transport	0	0	0	0	0	0
Cycle	0	0	1	0	0	0
Pedestrians	0	1	0	0	2	2

Table 1.3: Peak and Daily Trip Profile – Change in Trip Generation

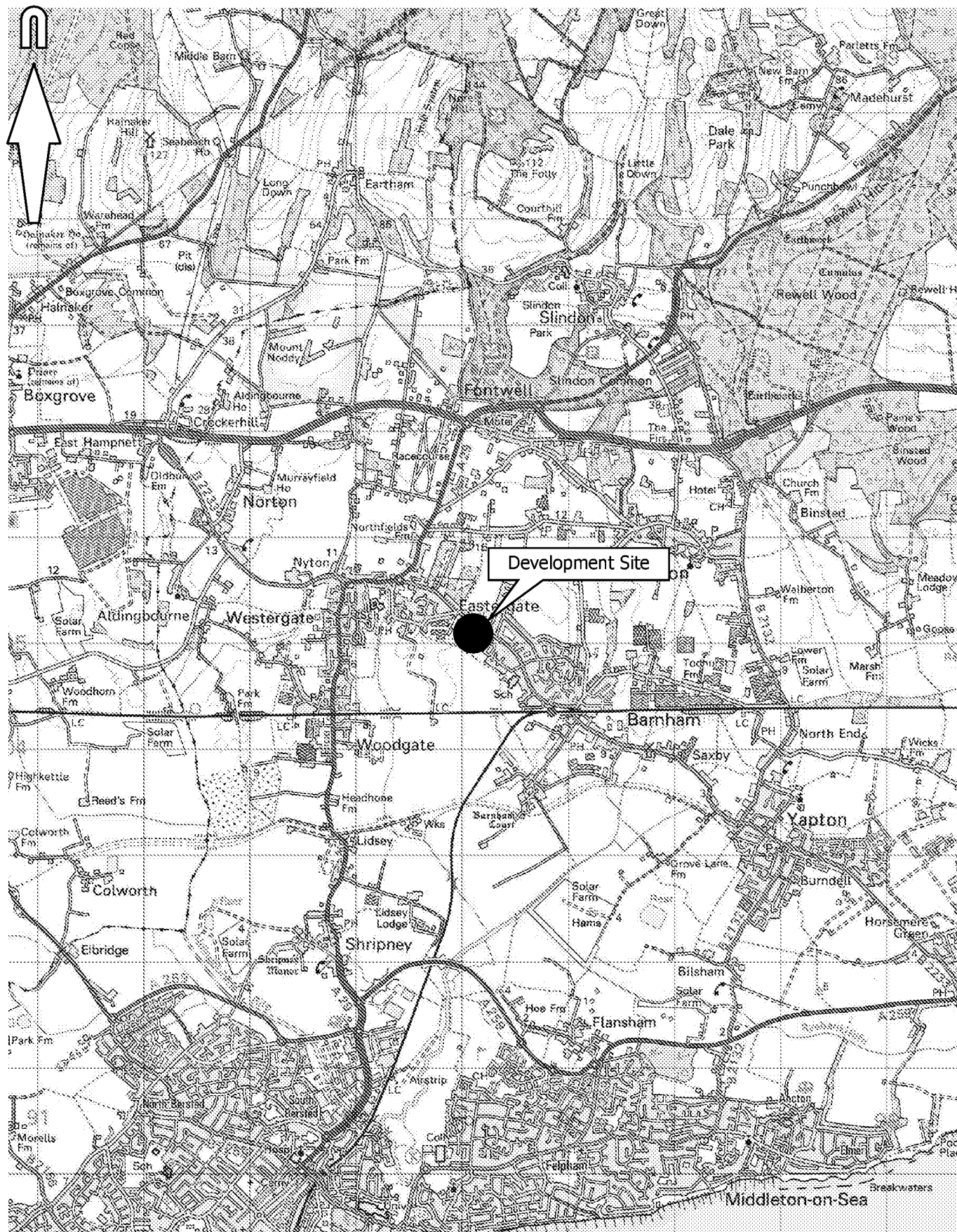
- 1.31 From **Table 1.2** it can be seen that during the weekday AM & PM peak hourly periods, the proposed residential development has the ability to generate 16 to 18 peak hour vehicular movements with five to six peak hour movements undertaken by modes other than private car, principally walking.
- 1.32 Furthermore, in terms of servicing, given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services.
- 1.33 When compared to the previous 28 dwelling scheme, the proposed 30 dwelling scheme is estimate to generate a moderate uplift in transport movements with two additional vehicle movements during weekday peak hours and one additional peak hour movement undertaken by modes other than private car.
- 1.34 Overall, the impact of the development on the operation of the surrounding highway and transport networks would be negligible.

Summary and Conclusions

- 1.35 This Technical Note on highways and transport has been prepared on behalf of Domusea Developments to consider the trip generation implications relating to the proposed residential development at Boweries, Barnham Road, Eastergate. The proposals consist of residential scheme of 30 residential units including associated parking.
- 1.36 A summary of the findings within the Technical Note are provided below:
- Required visibility splays have been demonstrated onto B2233 (Barnham Road) in accordance with relevant guidance for the posted speed limit;
 - The proposed residential parking provision is in accordance with local parking standards;
 - Fire access, refuse collection and servicing provisions have been set out;
 - The proposed residential development has the ability to generate 16 to 18 peak hour vehicular movements with five to six peak hour movements undertaken by modes other than private car, principally walking. Overall, the impact of the development on the operation of the surrounding highway and transport networks would be negligible; and
 - When compared to the previous 28 dwelling scheme, the proposed 30 dwelling scheme is estimate to generate a moderate uplift in transport movements with two additional vehicle movements during weekday peak hours and one additional peak hour movement undertaken by modes other than private car.
- 1.37 Based on the findings in this Technical Note, the development proposals are unlikely to result in any adverse impacts on the operation of the local transport network and therefore, it is considered that there is no reason why the scheme should be resisted on transport grounds.

Author: Kevin Chaney

Date: 13th October 2020



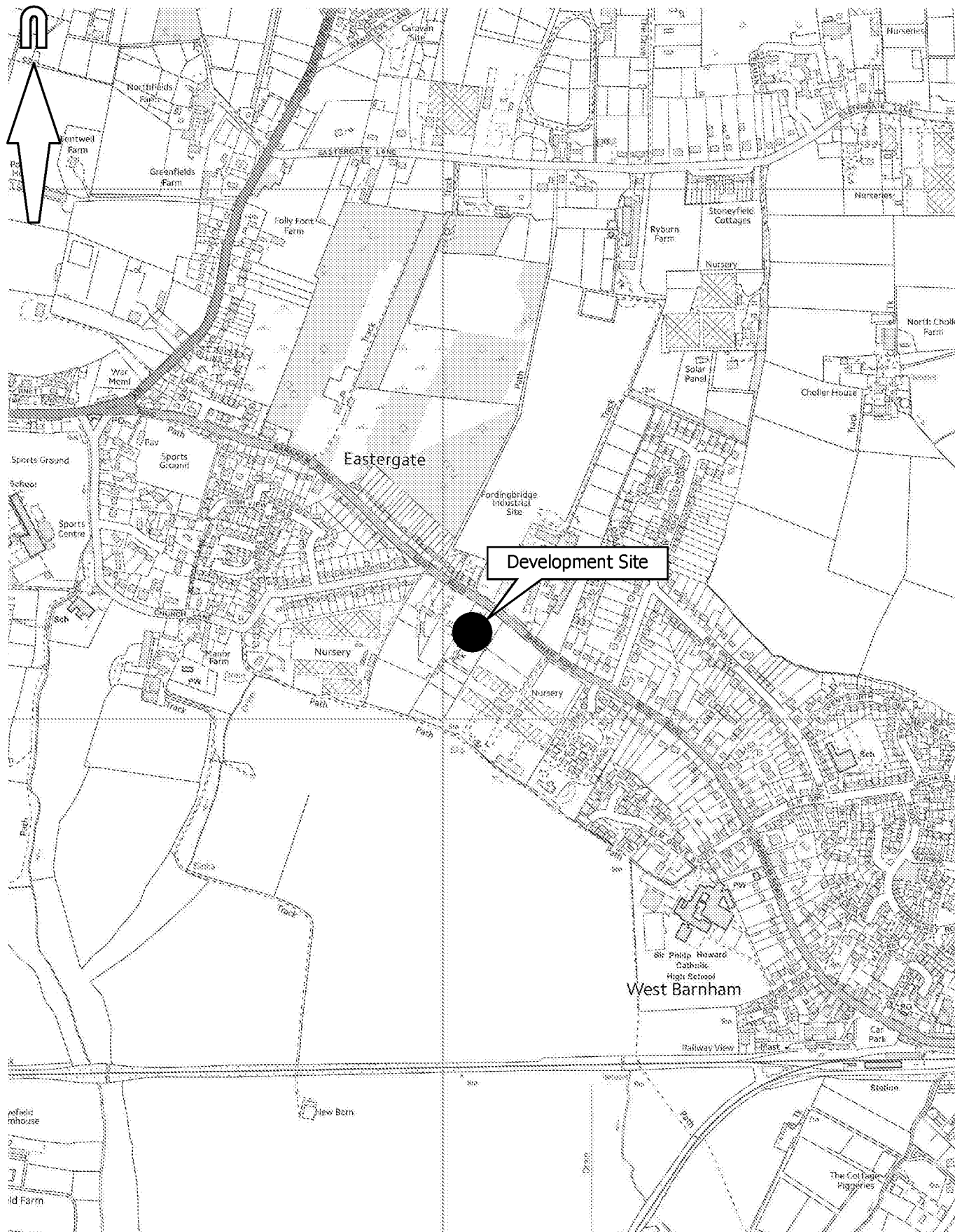
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



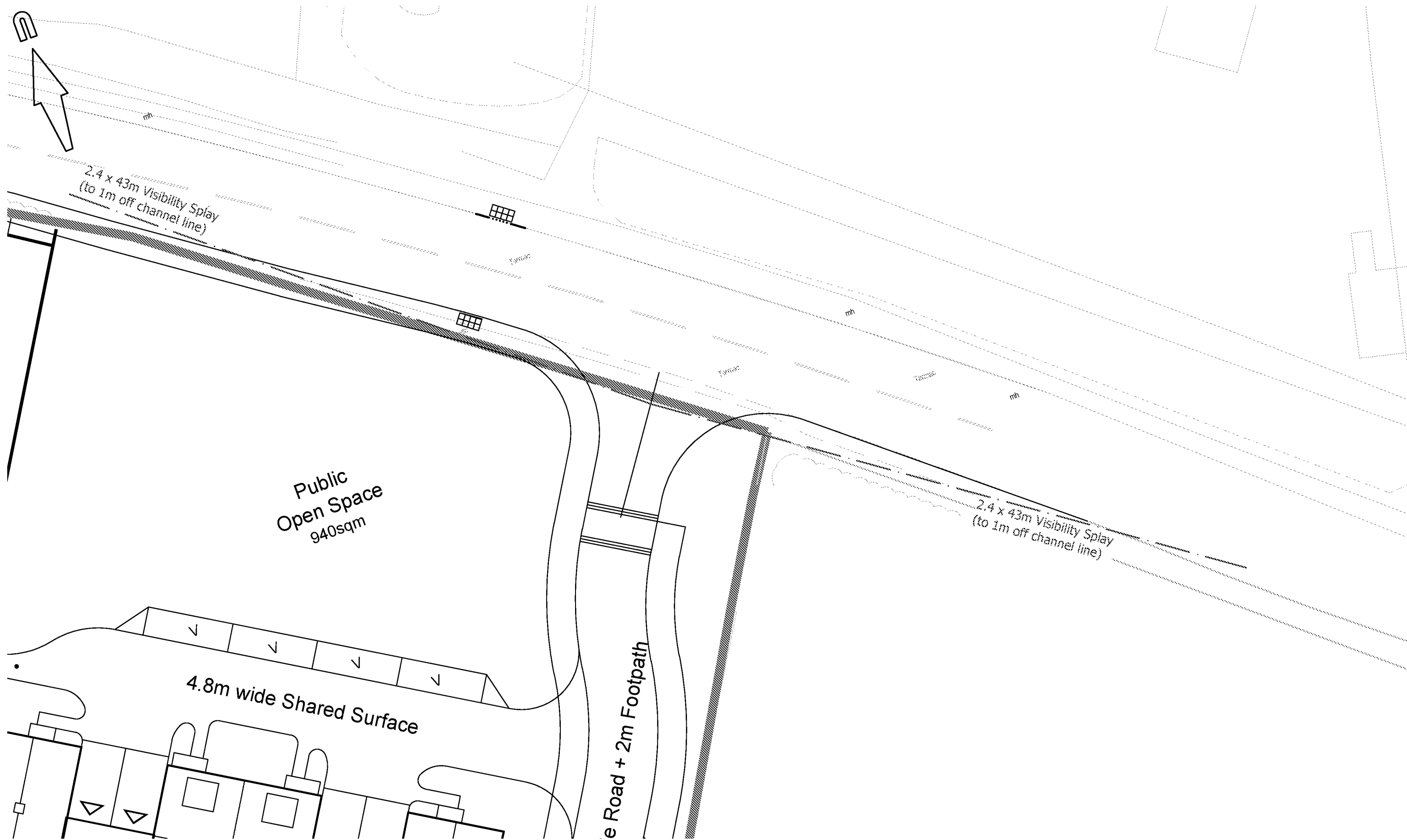
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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



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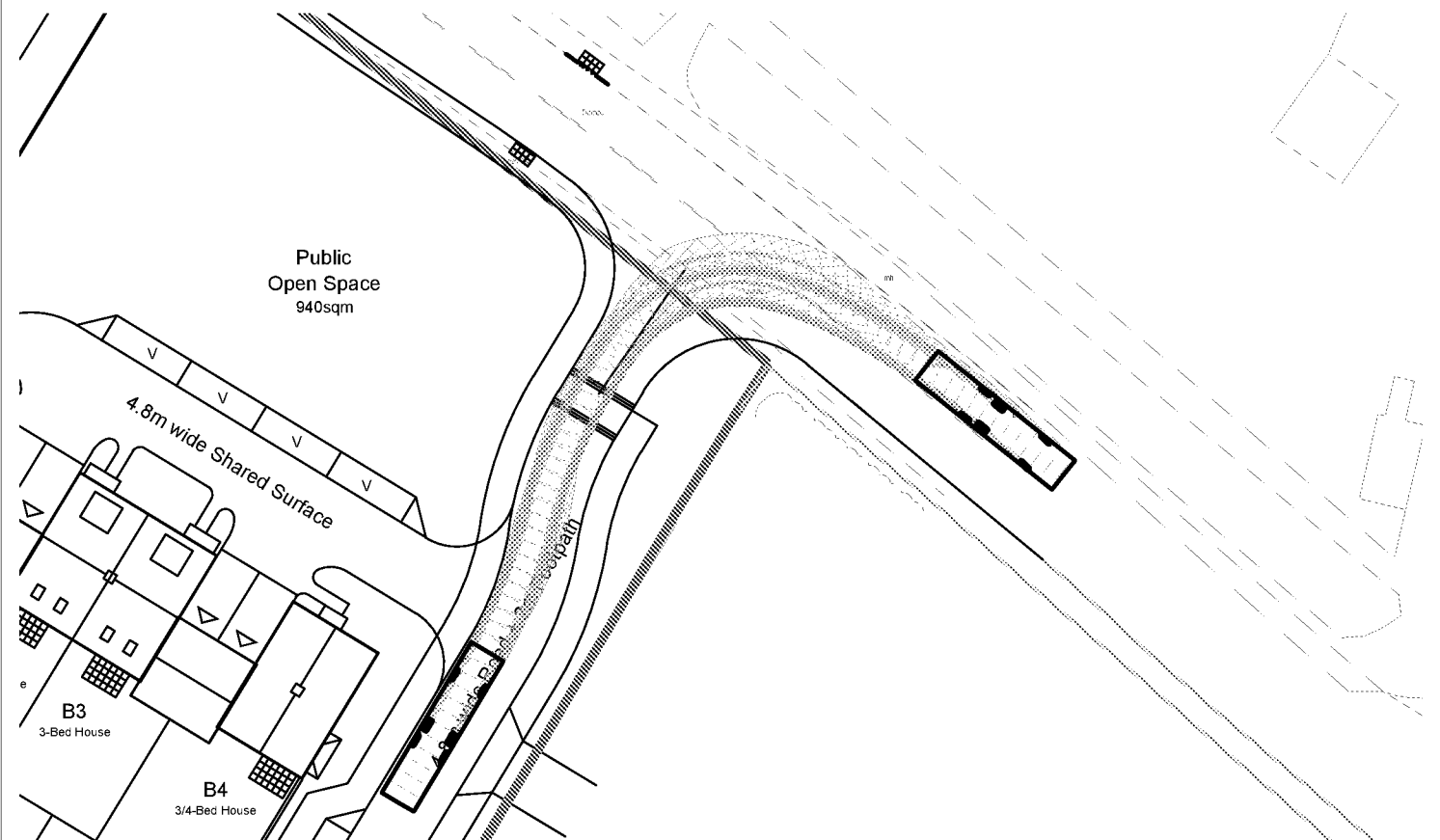
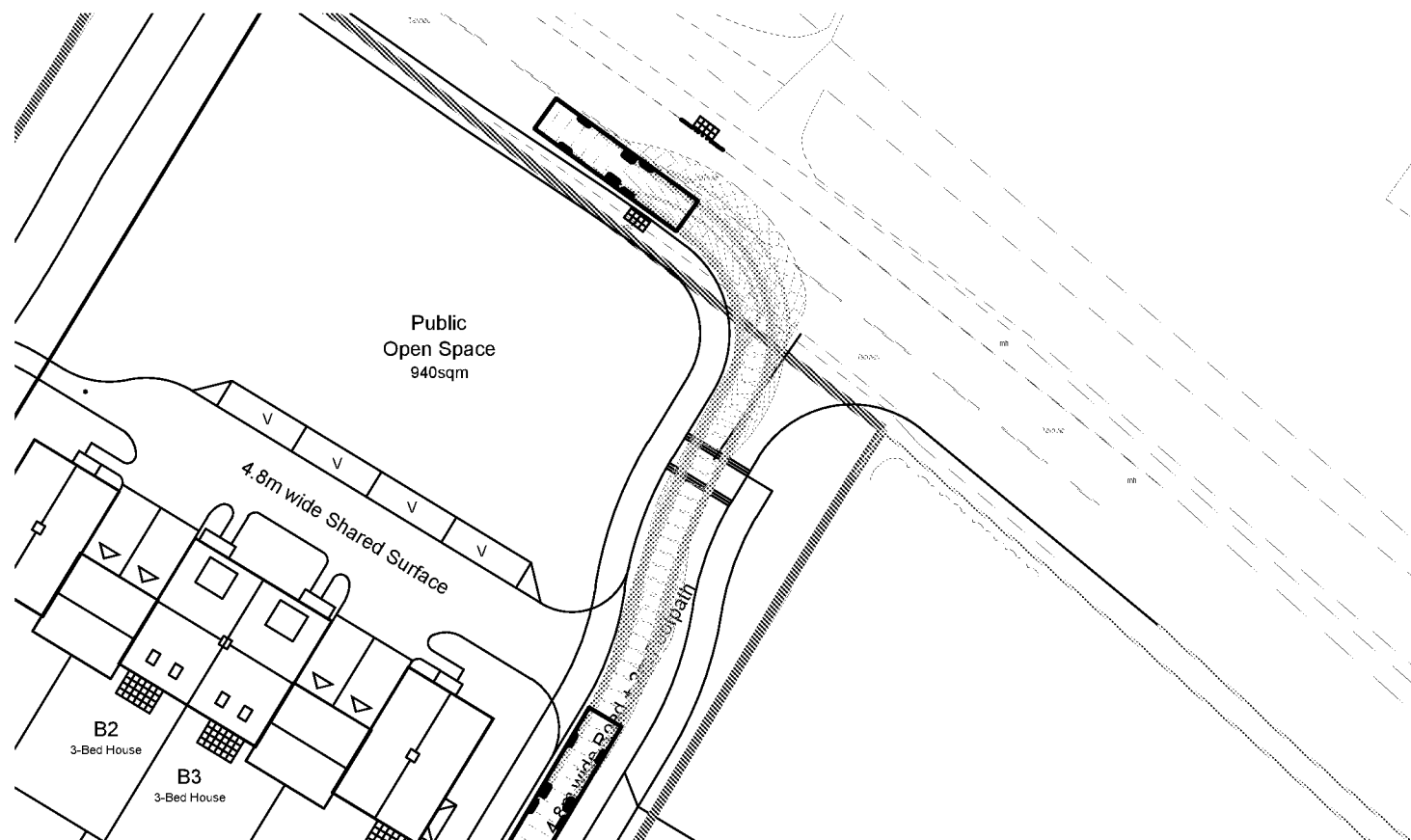
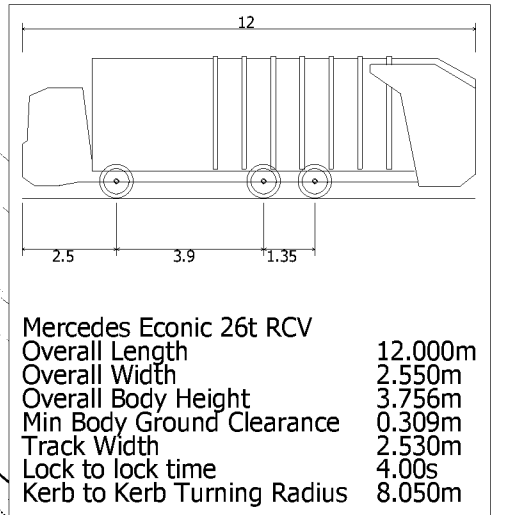
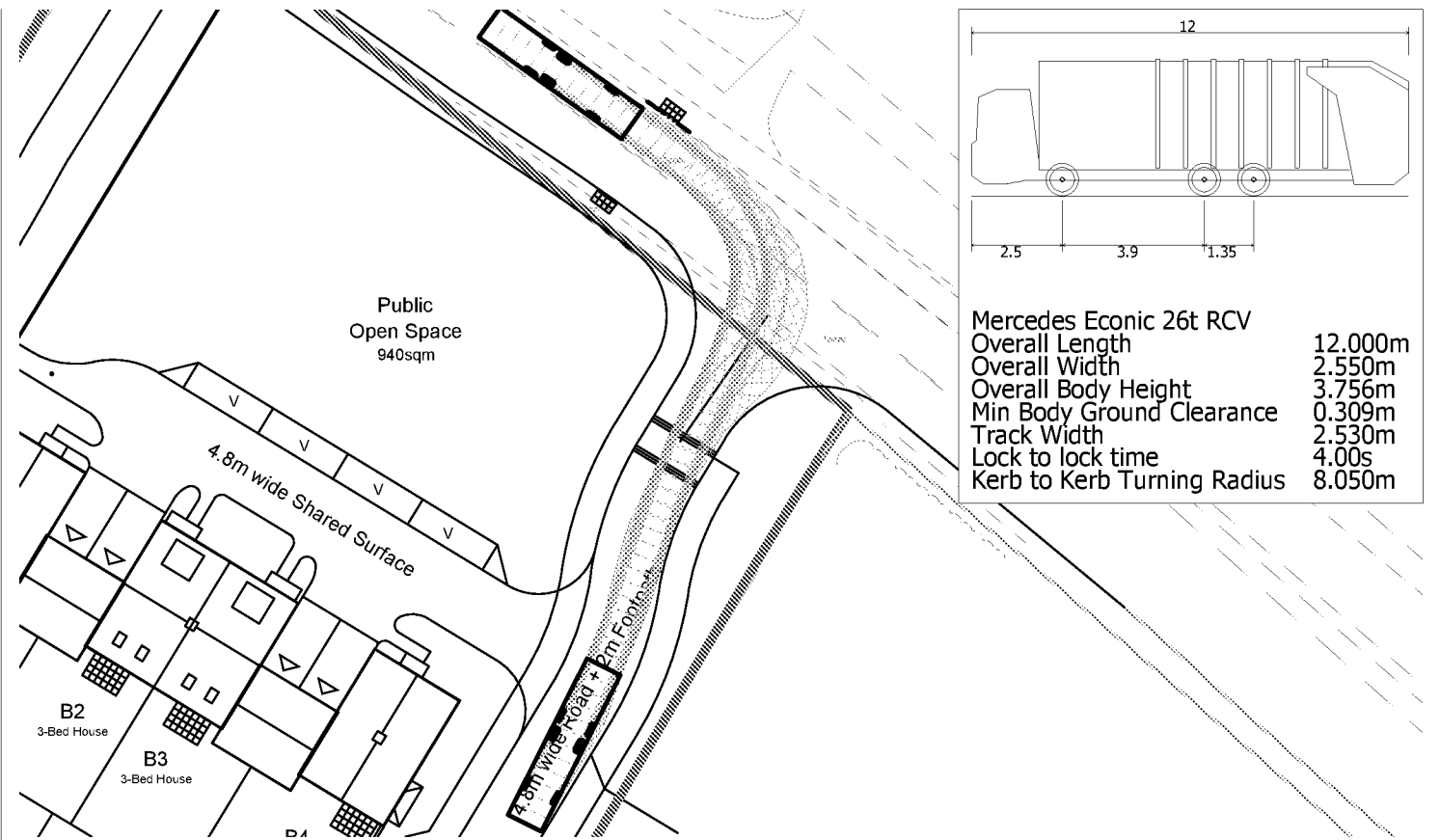
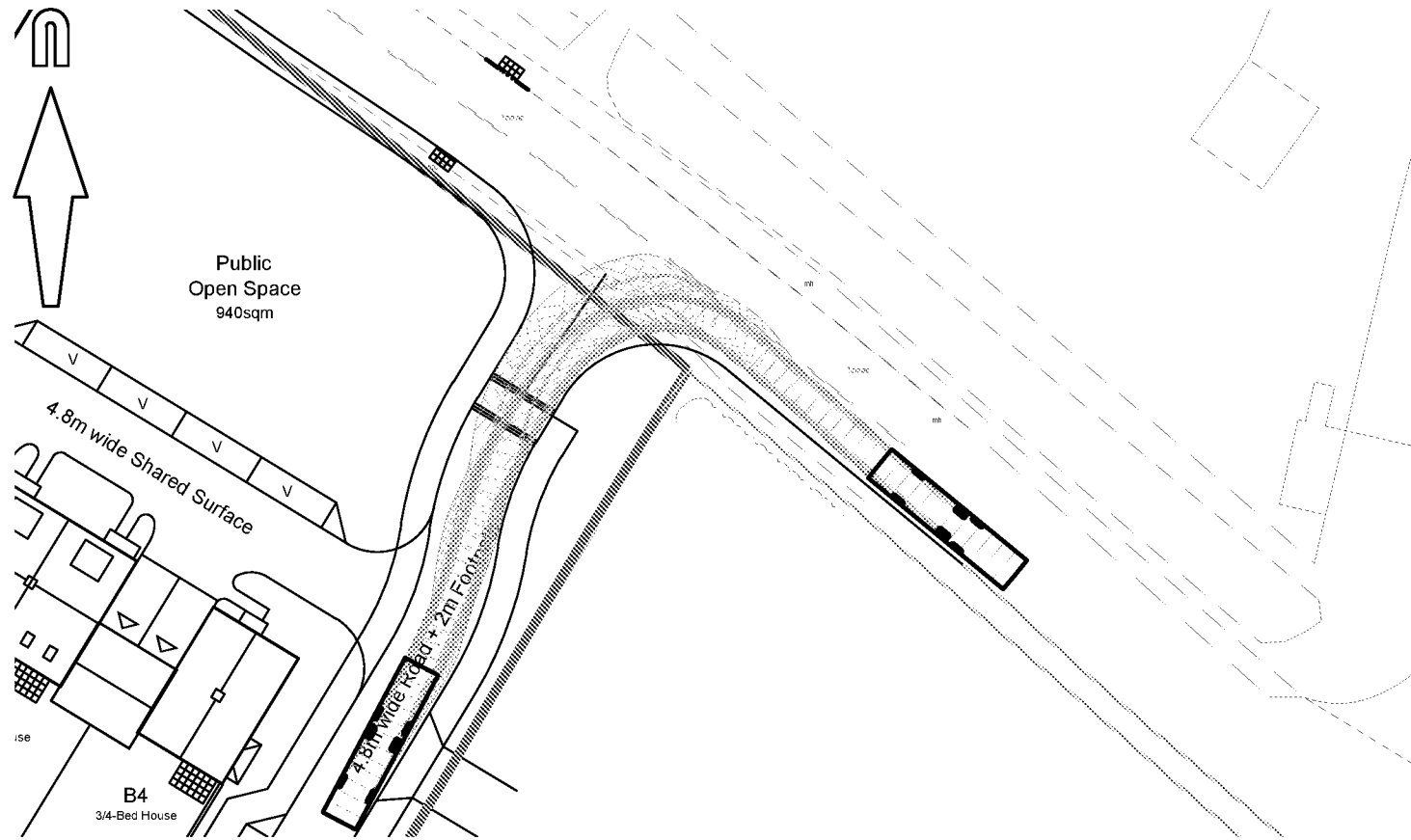
project
THE BOWERIES, BARNHAM ROAD
EASTERGATE

title
VISIBILITY SPLAYS AT ACCESS

scale 1:250 @ A3 drawn by JME checked by AP

date OCTOBER 2020 cad file FIGURES C.DWG

drawing number **FIGURE 1.3** rev. **C**



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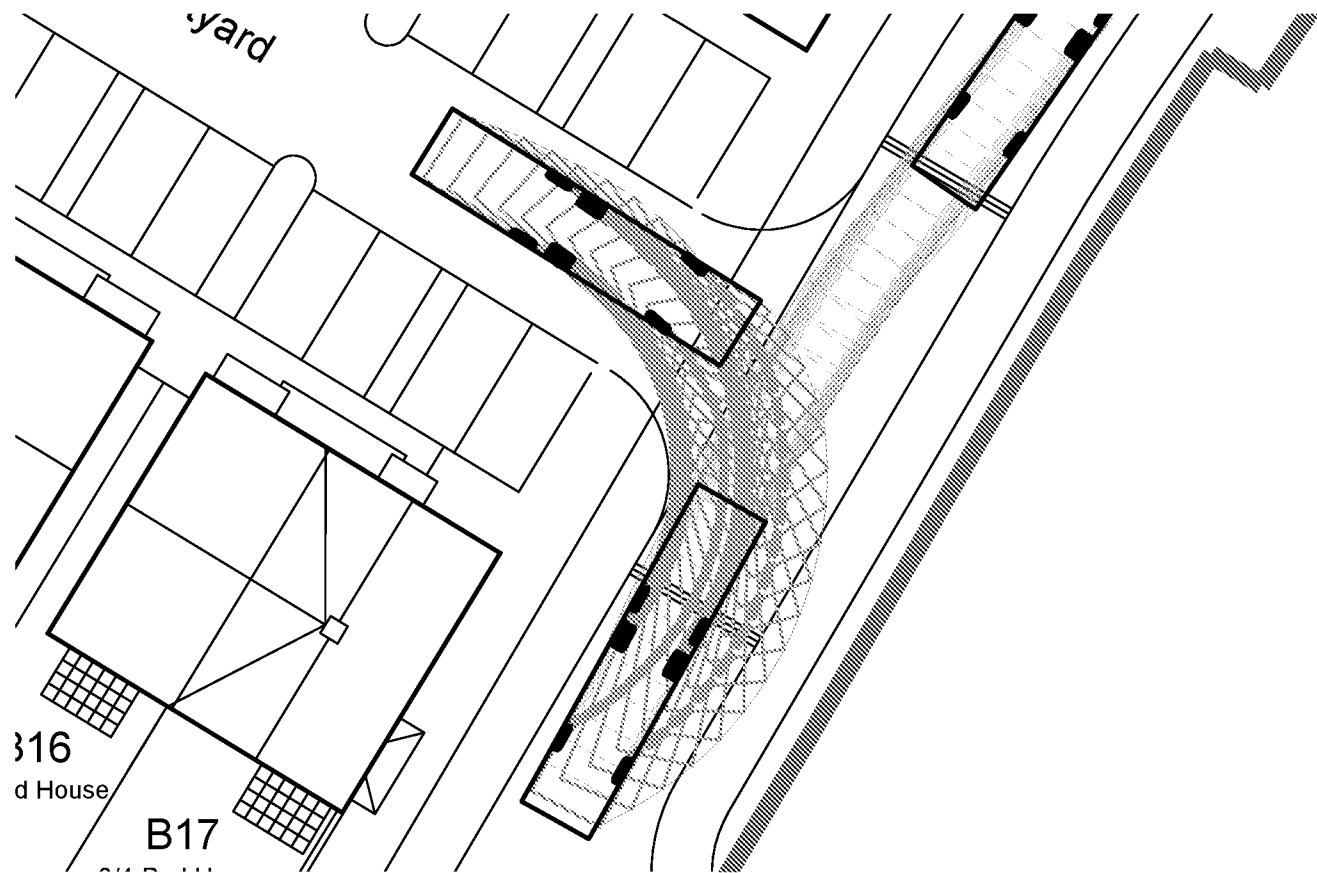
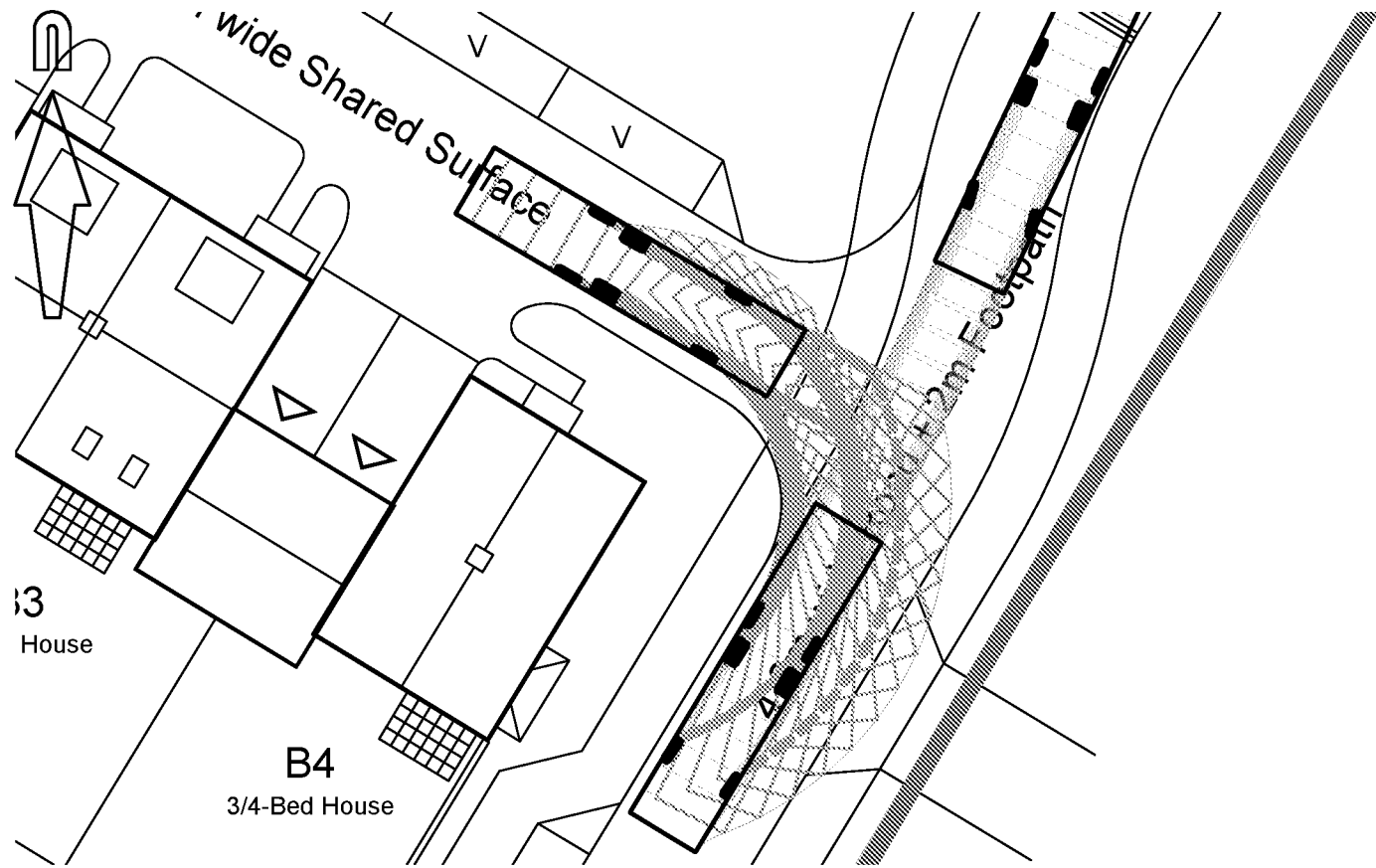
project
**THE BOWERIES, BARNHAM ROAD
EASTERGATE**

title
**SWEPth PATH ANALYSIS
12M REFUSE ENTERING/EXITING SITE**

scale 1:500 @ A3 drawn by JME checked by AP

date OCTOBER 2020 cad file FIGURES C.DWG

drawing number **FIGURE 1.4** rev. **C**



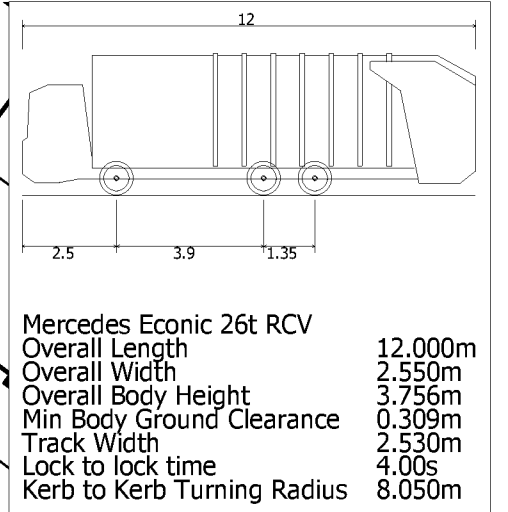
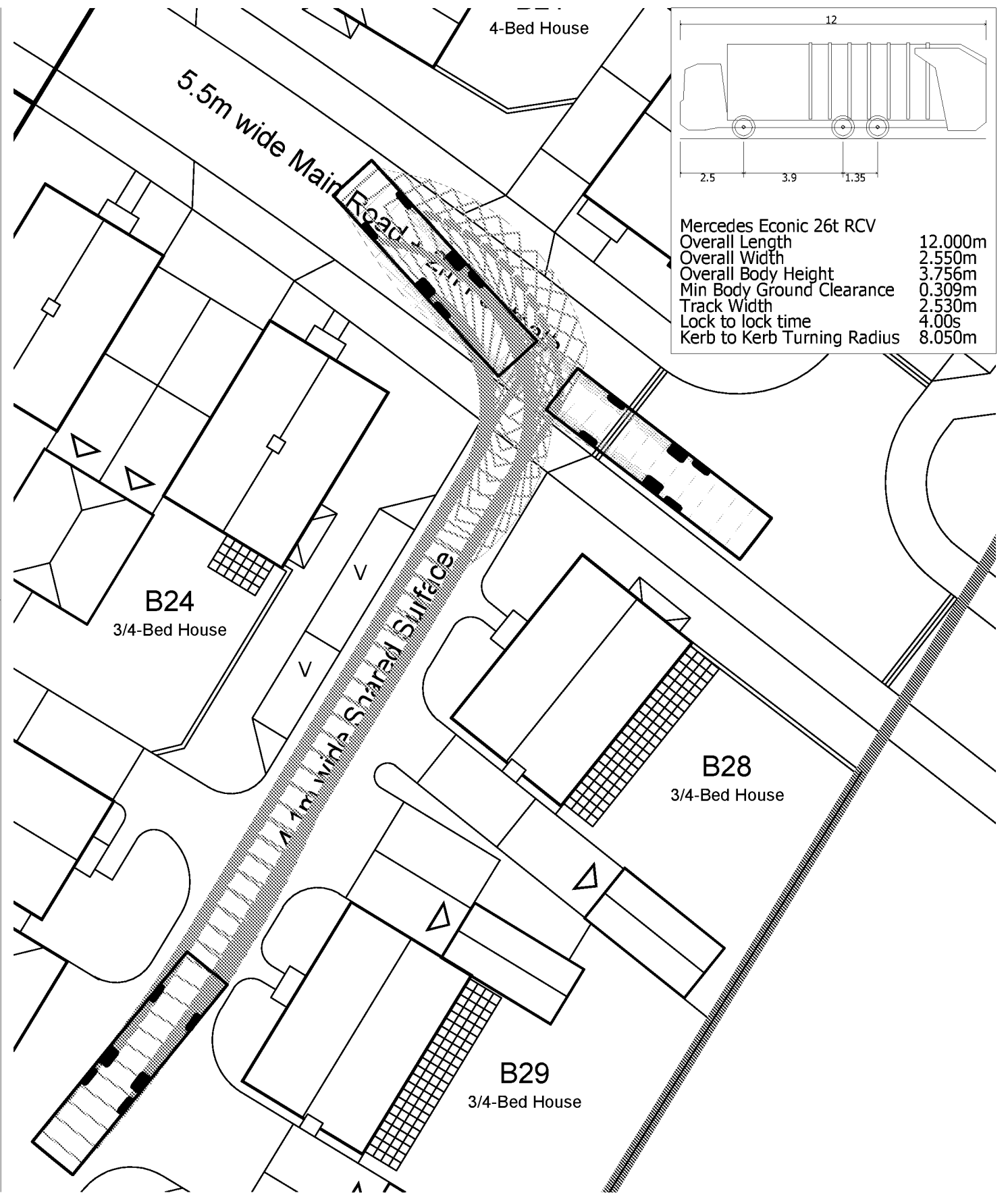
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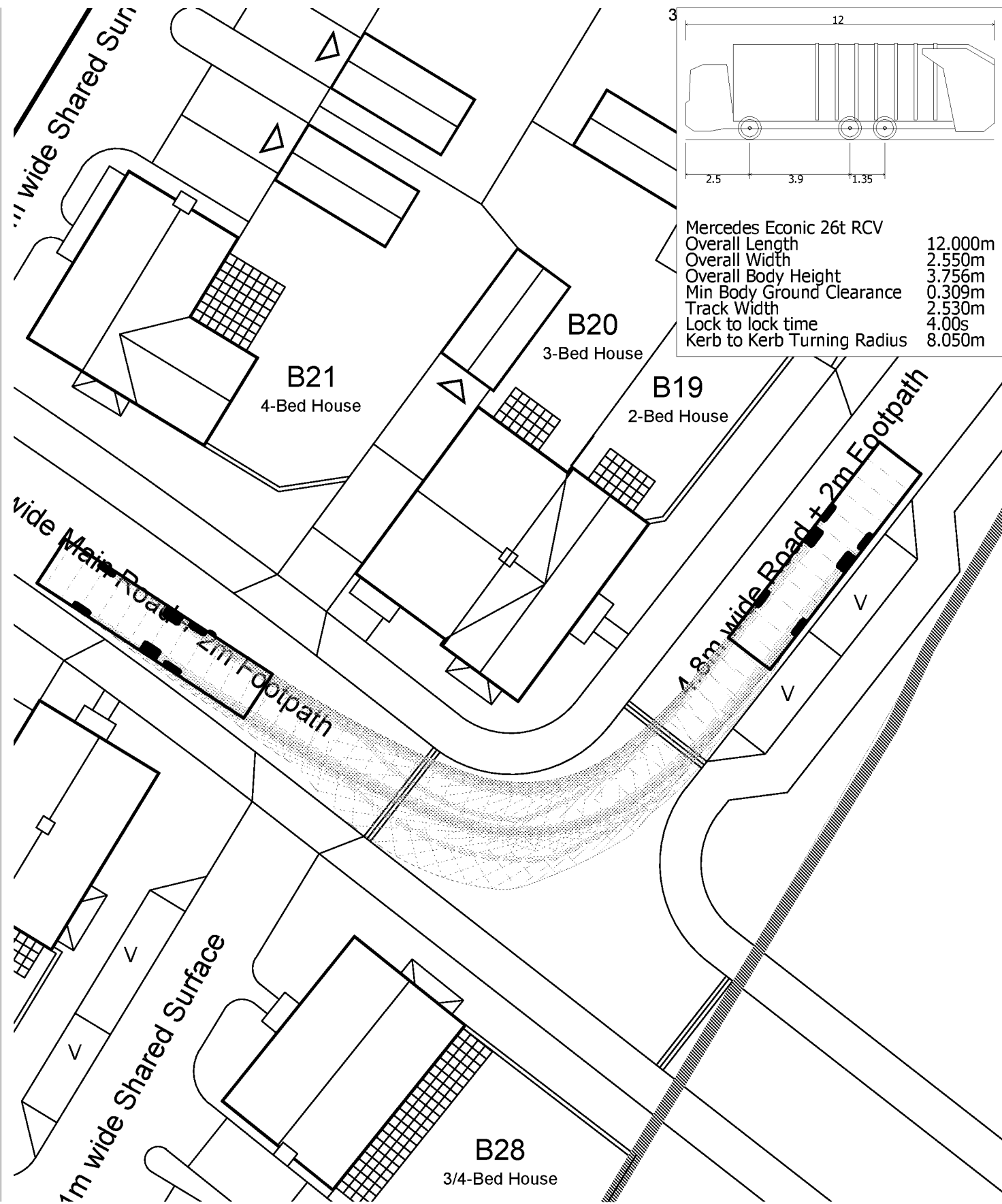
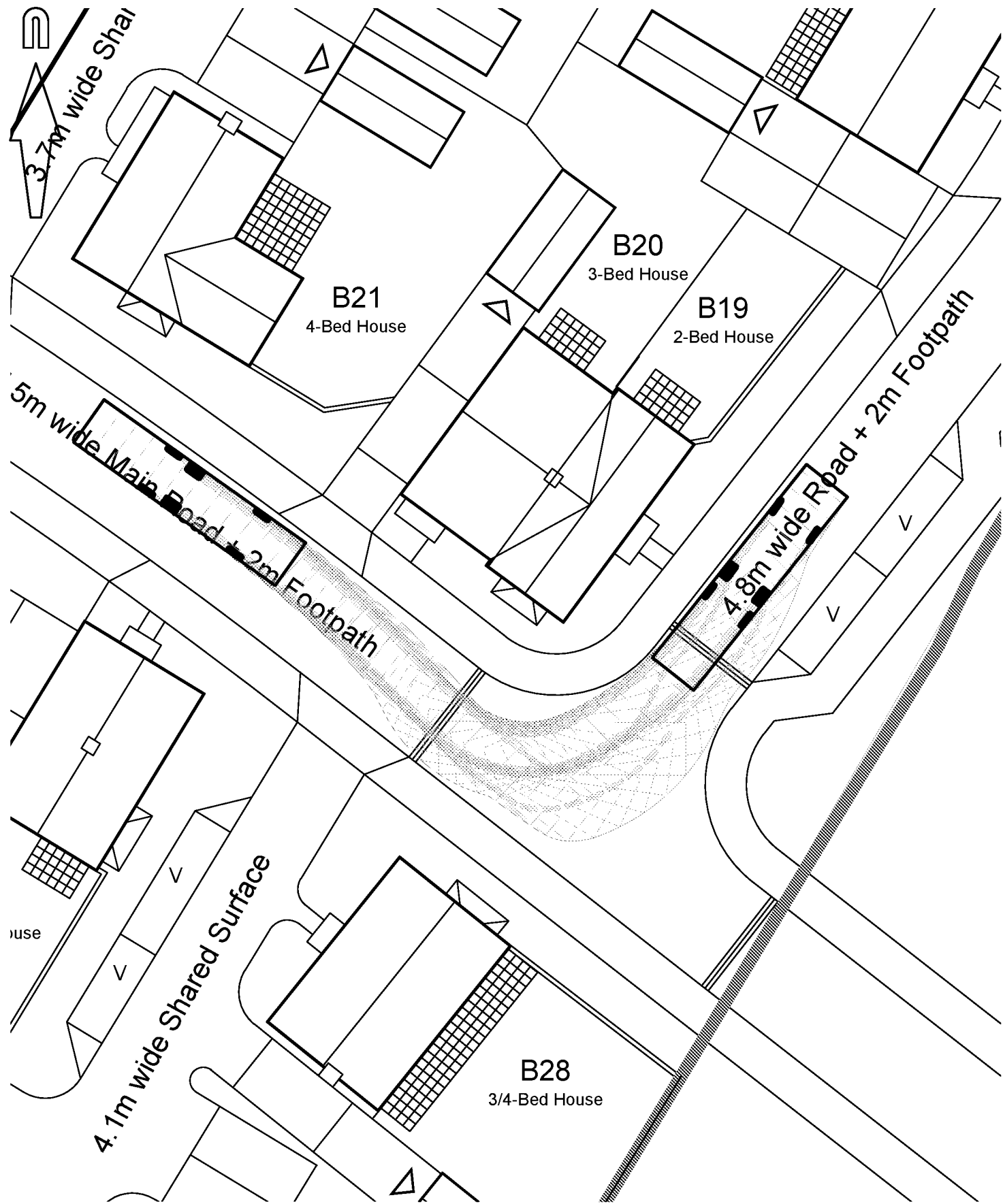
project
THE BOWERIES, BARNHAM ROAD
EASTERGATE



title
SWEPTH PATH ANALYSIS
12M REFUSE REVERSING DOWN CUL-DE-SACS

scale 1:250 @ A3	drawn by JME	checked by AP
date OCTOBER 2020		cad file FIGURES C.DWG
drawing number		rev. C

FIGURE 1.5



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

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THE BOWERIES, BARNHAM ROAD
EASTERGATE

title
SWEPth PATH ANALYSIS
12M REFUSE AT INTERNAL JUNCTION

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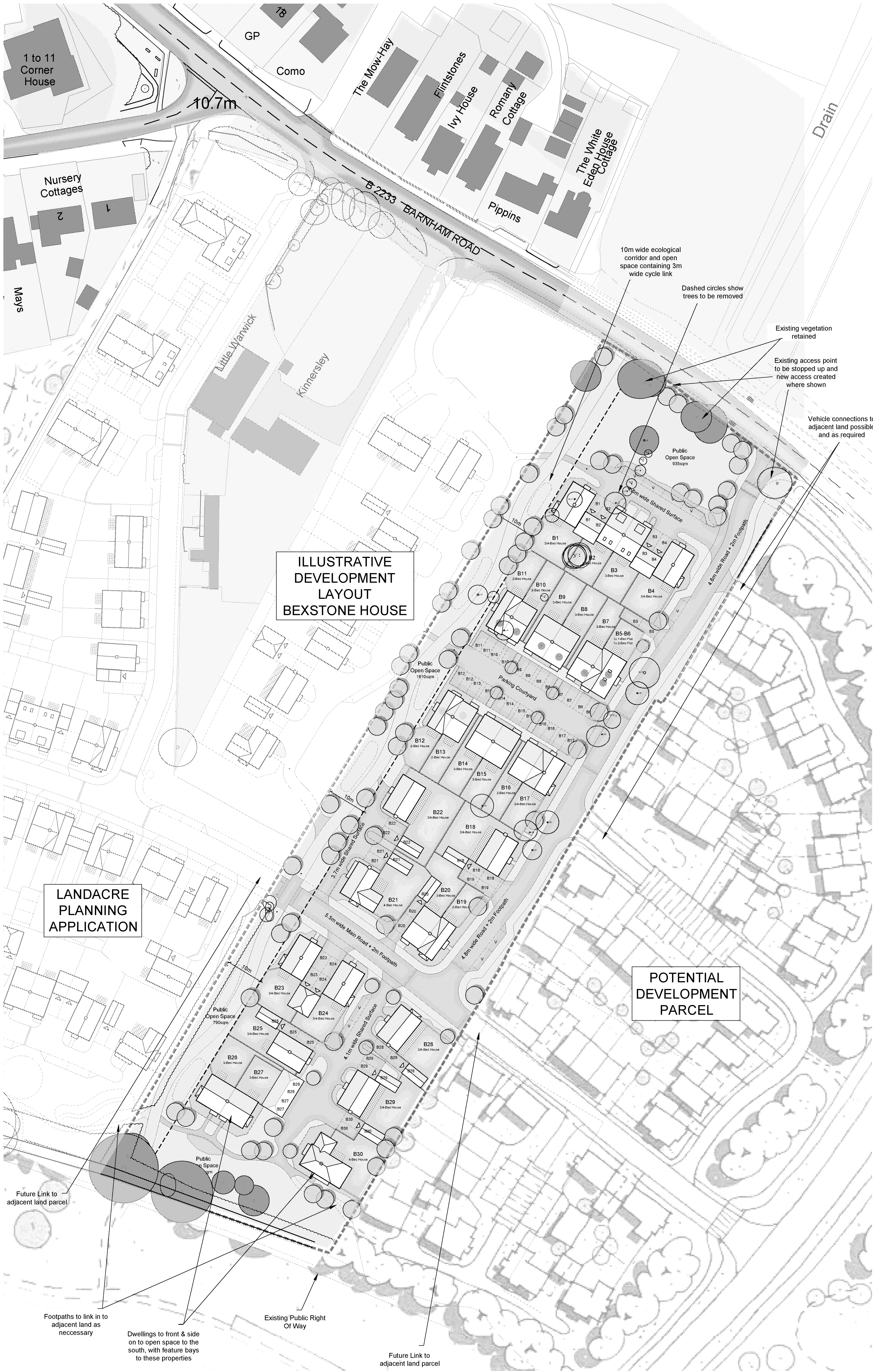
date OCTOBER 2020 cad file FIGURES C.DWG

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FIGURE 1.6

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APPENDIX A: Development Proposals



ACCOMMODATION SCHEDULE

Affordable Provision 9 Dwellings

Affordable Rent

- 1no. 1-Bed Flat
1no. 2-Bed Flat
3no. 2-Bed Houses
2no. 3-Bed Houses

Shared Ownership

- 2no. 2-Bed Houses

Open Market Provision 21 Dwellings

- 2no. 2-Bed Houses
5no. 3-Bed Houses
2no. 3-Bed Townhouses
10no. 3-Bed Houses
2no. 4-Bed Houses

Total; 30 Dwellings [1.50 Ha - 20.0 Dw/Ha]

Car Parking; 2 spaces per 1, 2 & 3-Bed dwellings
3 spaces per 4 bed dwelling
9 visitor spaces within lay-bys (0.3 per dwelling)

Cycle Parking; 2 spaces per dwelling within garden sheds

Refuse Storage; Within rear gardens to be brought to property fronts on collection days only

Public Open Space

Arun Requirement 30 dwellings = 2475sqm

Provision

Frontage Open Space 935sqm
Central Open Space (cycle corridor) 2400sqm
Southern Open Space 1020sqm
Total POS 4355sqm

B	13.10.20	Site Access amended to consultant comment	KE	SLG
A	10.09.20	Updated for submission	JW	SLG
Rev	Date	Revision Details	Dr	Ch



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Client's Name
Domusea

Job Title
**Boweries, Barnham Road
Eastergate, PO20 3RT**

Drawing Title
Proposed Masterplan

Scale
1:500 @ A1 / 1:1000 @ A3



Drawn: KE
Checked: KE
Date: 28.08.20

Job No: 6710A
Drawing No: PL-105
Rev: B

Status
FINAL

Boweries, Barnham Road, Eastergate
Domusea

6710/D10_1/A
29.09.20

Based on ECE Architecture Drawing 6710 PL-105A

Residential Accommodation Breakdown by Plot

Plot Number	Type	Position	Bedrooms	Habitable Rooms	Garage 6mx3m	Carport	Parking Space	Cycle Parking	Dwelling GIA sqm	Dwelling GIA sqft
B1	Type K2	Detached	4B6P	7	1		1	2	117.8	1268
B2	Type J	Semi	3B6P	6	1		1	2	123.2	1326
B3	Type J	Semi	3B6P	6	1		1	2	123.2	1326
B4	Type K2	Detached	4B6P	7	1		1	2	117.8	1268
B5	Type C	Flat	2B3P	3			2	1	61.7	665
B6	Type C	Flat	1B2P	2			2	1	57.8	622
B7	Type A	Semi	2B4P	4			2	2	80.2	863
B8	Type D	Semi	3B5P	5			2	2	93.8	1010
B9	Type D	Semi	3B5P	5			2	2	93.8	1010
B10	Type A	Semi	2B4P	4			2	2	80.2	863
B11	Type B	Semi	2B4P	4			2	2	80.8	870
B12	Type B	Semi	2B4P	4			2	2	80.8	870
B13	Type A	Semi	2B4P	4			2	2	80.2	863
B14	Type G	Semi	3B5P	5			2	2	93.8	1010
B15	Type G	Semi	3B5P	5			2	2	93.8	1010
B16	Type E	Semi	2B4P	4			2	2	81.1	873
B17	Type K1	Semi	4B6P	7			2	2	117.0	1259
B18	Type L	Detached	4B6P	7	1		2	2	120.8	1300
B19	Type F	Semi	2B4P	4			2	2	82.6	889
B20	Type H	Semi	3B5P	5	1		2	2	95.1	1024
B21	Type M	Detached	4B7P	7	1		2	2	135.5	1459
B22	Type L	Detached	4B6P	7	1		2	2	120.8	1300
B23	Type K2	Detached	4B6P	7	1		2	2	117.8	1268
B24	Type K2	Detached	4B6P	7	1		2	2	117.8	1268
B25	Type K2	Detached	4B6P	7	1		2	2	117.8	1268
B26	Type I	Semi	3B5P	5		2		2	98.8	1063
B27	Type I	Semi	3B5P	5		2		2	98.8	1063
B28	Type L	Detached	4B6P	7	1		2	2	120.8	1300
B29	Type L	Detached	4B6P	7	1		2	2	120.8	1300
B30	Type N	Detached	4B8P	7	1		2	2	156.1	1680
TOTALS	30 Dwellings				14 garage	4 carport	52 car space	58 cycles	3080.4 GIA sqm	33157 GIA sqft

APPENDIX B: TRICS Output

Calculation Reference: AUDIT-807401-180313-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
KC KENT	1 days
SC SURREY	1 days
WS WEST SUSSEX	3 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: 37 to 805 (units:)
 Range Selected by User: 36 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 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	1 days
Wednesday	1 days
Thursday	4 days
Friday	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)	3
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	7
------------------	---

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.

LIST OF SITES relevant to selection parameters

1	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		37
	Survey date: FRIDAY		18/11/11
			Survey Type: MANUAL
2	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		62
	Survey date: MONDAY		27/11/17
			Survey Type: MANUAL
3	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
4	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
			Survey Type: MANUAL
5	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		151
	Survey date: THURSDAY		11/12/14
			Survey Type: MANUAL
6	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		48
	Survey date: WEDNESDAY		18/04/12
			Survey Type: MANUAL
7	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		805
	Survey date: THURSDAY		02/03/17
			Survey Type: MANUAL

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

OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

MULTI-MODAL 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	175	0.095	7	175	0.366	7	175	0.461
08:00 - 09:00	7	175	0.151	7	175	0.426	7	175	0.577
09:00 - 10:00	7	175	0.161	7	175	0.186	7	175	0.347
10:00 - 11:00	7	175	0.121	7	175	0.151	7	175	0.272
11:00 - 12:00	7	175	0.149	7	175	0.162	7	175	0.311
12:00 - 13:00	7	175	0.148	7	175	0.157	7	175	0.305
13:00 - 14:00	7	175	0.167	7	175	0.162	7	175	0.329
14:00 - 15:00	7	175	0.144	7	175	0.187	7	175	0.331
15:00 - 16:00	7	175	0.264	7	175	0.187	7	175	0.451
16:00 - 17:00	7	175	0.273	7	175	0.158	7	175	0.431
17:00 - 18:00	7	175	0.357	7	175	0.161	7	175	0.518
18:00 - 19:00	7	175	0.329	7	175	0.170	7	175	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.359			2.473			4.832

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:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	175	0.008	7	175	0.007	7	175	0.015
08:00 - 09:00	7	175	0.001	7	175	0.010	7	175	0.011
09:00 - 10:00	7	175	0.001	7	175	0.002	7	175	0.003
10:00 - 11:00	7	175	0.002	7	175	0.004	7	175	0.006
11:00 - 12:00	7	175	0.003	7	175	0.003	7	175	0.006
12:00 - 13:00	7	175	0.002	7	175	0.002	7	175	0.004
13:00 - 14:00	7	175	0.002	7	175	0.007	7	175	0.009
14:00 - 15:00	7	175	0.002	7	175	0.001	7	175	0.003
15:00 - 16:00	7	175	0.006	7	175	0.005	7	175	0.011
16:00 - 17:00	7	175	0.011	7	175	0.014	7	175	0.025
17:00 - 18:00	7	175	0.018	7	175	0.012	7	175	0.030
18:00 - 19:00	7	175	0.007	7	175	0.006	7	175	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.073			0.136

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:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

MULTI-MODAL PEDESTRIANS**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	175	0.020	7	175	0.027	7	175	0.047
08:00 - 09:00	7	175	0.020	7	175	0.158	7	175	0.178
09:00 - 10:00	7	175	0.048	7	175	0.045	7	175	0.093
10:00 - 11:00	7	175	0.038	7	175	0.037	7	175	0.075
11:00 - 12:00	7	175	0.033	7	175	0.026	7	175	0.059
12:00 - 13:00	7	175	0.033	7	175	0.033	7	175	0.066
13:00 - 14:00	7	175	0.039	7	175	0.024	7	175	0.063
14:00 - 15:00	7	175	0.040	7	175	0.054	7	175	0.094
15:00 - 16:00	7	175	0.159	7	175	0.043	7	175	0.202
16:00 - 17:00	7	175	0.077	7	175	0.044	7	175	0.121
17:00 - 18:00	7	175	0.071	7	175	0.067	7	175	0.138
18:00 - 19:00	7	175	0.051	7	175	0.035	7	175	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.593			1.222

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

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Survey date range:	01/01/09 - 27/11/17
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

MULTI-MODAL PUBLIC TRANSPORT USERS**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	175	0.001	7	175	0.024	7	175	0.025
08:00 - 09:00	7	175	0.000	7	175	0.011	7	175	0.011
09:00 - 10:00	7	175	0.002	7	175	0.008	7	175	0.010
10:00 - 11:00	7	175	0.002	7	175	0.006	7	175	0.008
11:00 - 12:00	7	175	0.002	7	175	0.004	7	175	0.006
12:00 - 13:00	7	175	0.001	7	175	0.003	7	175	0.004
13:00 - 14:00	7	175	0.007	7	175	0.002	7	175	0.009
14:00 - 15:00	7	175	0.004	7	175	0.001	7	175	0.005
15:00 - 16:00	7	175	0.013	7	175	0.002	7	175	0.015
16:00 - 17:00	7	175	0.010	7	175	0.005	7	175	0.015
17:00 - 18:00	7	175	0.016	7	175	0.000	7	175	0.016
18:00 - 19:00	7	175	0.008	7	175	0.000	7	175	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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.

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