

Transport Statement

**Proposed
Redevelopment of
The Lillies
Caravan Park,
Barnham**

**Prepared for
One Property Group**

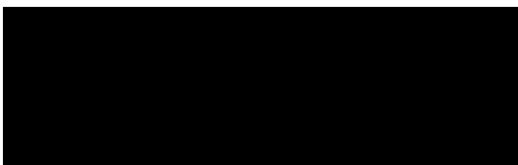
by

**Stuart Michael
Associates Limited**

June, 2015



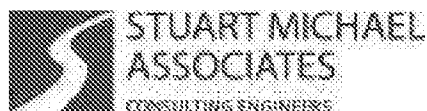
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ACRONYMS AND ABBREVIATIONS

DfT	Department for Transport
MfS	Manual for Streets (2007)
PIA	Personal Injury Accident
SMA	Stuart Michael Associates Limited
TRICS	Trip Rate Information Computer System

1.0 INTRODUCTION

Instruction

- 1.1 This Transport Statement has been prepared by Stuart Michael Associates Limited (SMA), consulting engineers, on behalf of One Property Group (the “Applicant”). This Transport Statement is in support of a planning application for the redevelopment of The Lillies Caravan Park, (the “Site”), in Barnham (**Figure 1.1** refers).

Site Description

- 1.2 The Site currently comprises of a Caravan Park. There are a number of static caravans, large chalet buildings and an area for mobile caravans and tent pitches on the site. It is bounded by residential properties, land associated with garden nurseries and is located in a residential area.
- 1.3 The Site is located to the south east of Barnham village centre on the B2233 Yapton Road. It is proposed that the existing facility would be redeveloped and replaced with 38 new residential dwellings. The Site and its relation to the local area are illustrated within Figure 1.1.
- 1.4 A new access will be provided from B2233 Yapton Road. The existing drop kerbed access will remain and be modified to suit the access that serves the two existing cottages to the north east of the site.
- 1.5 The B2233 Yapton Road provides access to the A29 and the centre of Barnham to the northwest and the A259 and Yapton to the south.

Consultation

- 1.6 This TS has had regard to the advice contained within the Transport Evidence Basis in Plan Making and Decision Making (October 2014) and Manual for Streets Volume I and II (March 2007 and 2010).

Assessment Methodology

1.7 The remainder of this report is structured as follows:

- Section 2: Describes the existing highway conditions surrounding the Site including provision for walking, cycling and public transport and recent road safety history;
- Section 3: Describes the extent of the proposed development, including parking provisions and access;
- Section 4: Assesses the likely trip generation of the proposed development and the impact this would prompt on the local highway network;
- Section 5: Concludes that the proposed development would not have an adverse impact on the local highway network.

1.8 Research undertaken in connection with this assessment has included:

- Site visits to assess local infrastructure, facilities and surrounding highway network;
- Assessment of accessibility to local facilities and existing public transport routes;
- Assessment of existing traffic levels and vehicle speeds on the local highway network;
- Assessment of the operation and capacity of the proposed site access junction; and
- Assessment of the road safety implications of the proposed development.

2.0 EXISTING CONDITIONS

Site Location

- 2.1 The Site is located on land to the south east of Barnham village centre on the B2233 Yapton Road. (Figure 1.1 refers), with good accessibility to the local area on foot, by bicycle and on public transport.

Accessibility

Walking and Cycling

- 2.2 Yapton Road benefits from a continuous footway connection to the centre of Barnham. Barnham Town centre is within 0.5km of the site and the residential area provides favourable conditions for walking. Residents may access the local bus services on foot by walking circa 200 metres north west along Yapton Road where bus stops can be found.
- 2.3 Barnham has an off road cycle route from Church Lane to the south of the site that connects with Hoe Lane in Felpham. The railway station has sheltered cycle storage conveniently located at the front of the station.

Public Transport: Accessibility by Bus

- 2.4 Bus route 66 is the closest bus routes to the Site. The 66 service is operated by Stagecoach and runs along the B2233 Yapton Road to the north of the Site. The bus stops are approximately 200m from the site.
- 2.5 The 66 service operates between Bognor Regis, Glenwood, Barnham, Yapton and Walberton. The service provides a direct bus link to Barnham Railway Station and village centre. The service typically operates between 07:23 and 18:07 and provides 10 journeys per day from Monday to Saturday.

Public Transport: Accessibility by Train

- 2.6 Barnham railway station is situated approximately 600 metres to the north west of the Site. Southern Trains operate typically four trains per hour to London Bridge and London Victoria and typically between two and four trains per hour to Southampton and Portsmouth.

Surrounding Road Network

- 2.7 Yapton Road is typically 6.1 metres wide, a bus route and is subject to a 30mph speed limit. There is a continuous footway on the northern side of the road adjacent to the site.
- 2.8 The B2233 Yapton Road provides access to the A29 and the centre of Barnham to the northwest and the A259 and Yapton to the south.

Local Facilities

- 2.9 There is a wide range of local facilities within the recommended walking and cycling distances from the Site.

Retail and Employment

- 2.10 The closest retail and employment facilities to the Site are located in the centre Barnham, approximately 600m to the north of the site. The centre of Barnham has a range of retail opportunities including a bank, co-op, post office, pharmacy, estate agent, hairdresser, beauty salon, cycle shop and a variety of restaurants and take away shops.

Education

- 2.11 There are a range of schools located in the area. The Chartered Institution of Highways and Transportation (CIHT) has published 'desirable', 'acceptable' and 'maximum' recommended walking distances for accessing school facilities, these distances are 500m, 1000m and 2000m respectively (reference: CIHT: Providing for Journeys on Foot).
- 2.12 St Philip Howard Catholic High School and Barnham Primary School are located to the north west of the site in Barnham off Elm Grove via the B2233 Yapton/Barnham Road. The schools are located within a reasonable walking distance (circa 1200 metres).

Recreation

- 2.13 The Site is within walking distance of Barnham where there are several of children's equipped play areas. Barnham village is surrounded by a number of public footpaths ideal for potential recreational walks.
- 2.14 A summary of the local facilities mentioned above are well located to the site when compared with the CIHT recommended walking and cycling distances.

Road safety

- 2.15 The latest 5 year Personal Injury Accident (PIA) data has been examined for a section of the local highway network, including Yapton Road between Hill Lane and Garden Crescent has been examined. It is understood that there have been no recorded injury accidents in the vicinity of the site.
- 2.16 It is therefore concluded that there does not appear to be a road safety problem in this location.

3.0 DEVELOPMENT PROPOSALS

- 3.1 It is proposed that the existing Caravan Park facility would be redeveloped and replaced with 38 new residential dwellings. The Site and its relation to the local area are illustrated within **Figure 1.1**.
- 3.2 The development would comprise of a mix of detached, semi detached, terrace houses and apartments.
- 3.3 Eleven of the residential properties will be affordable (plots 19 to 29) and the remaining units will market tenure.

Layout

- 3.4 An illustrative site layout has been prepared and is provided at **Appendix 1**.

Site Access

- 3.5 A new vehicular access to the development is to be provided from the B2233 Yapton Road. The existing drop kerbed access that serves the site will be modified to suit access to the existing cottage that will remain to the north east corner of the site
- 3.6 The proposed vehicular access to the development has been positioned to optimise visibility onto Yapton Road for drivers on egress (**drawing numbers 5184.001** refers). 6 metres junction radii kerbing and an access road width of 5.5m for the first 10 metres to allow for ease of entry and exit.
- 3.7 Clear visibility splays of 2.4m x 43m+ onto Yapton Road West can be achieved in both directions (with reference to MfS Table 7.1, this is considered adequate for a 30mph speed limit).
- 3.8 The drive areas in front of the new properties have been designed to accommodate enter and exit the parking spaces safely.
- 3.9 The proposed access road running north to south within the site and turning head will be built to an adoptable standard. Refuse collection vehicles can enter the site, turn around and exit the site in forward gear. **Drawing number 5184.002** illustrates autotrack manoeuvre of a large refuse vehicle entering, turning and exiting the site. A foul water pumping station is proposed in the southwest corner of the site. Drawing 5184.002 also demonstrates that a large tanker can enter and exit this area.

Parking

- 3.10 West Sussex County Council (WSCC) guidance for Parking in New Residential Developments are set out in Supplementary Planning Document dated September 2010.
- 3.11 **Appendix 2** illustrates and summarises the required parking standards for WSCC, for the Barnham Ward in the Arun District, according to dwelling size.
- 3.12 It is proposed that each dwelling would have the appropriate allocated parking spaces as shown on the latest Architects layout (**Appendix 1** refers).
- 3.13 The site layout illustrates 38 residential units. The development would comprise of a mix of detached, semi detached, terrace houses and apartments.
- 3.14 Some of the larger 4 bed residential dwellings will have a single garage with two car parking spaces and the smaller residential units typically have two car parking spaces. Visitor spaces are also provided within the site close to the front and back of the site in convenient locations to accommodate visitors and service vehicles.
- 3.15 The total number of car parking spaces, including car parking spaces within garages and visitor spaces is 87. This level of parking is considered to be acceptable and accordance with the above guidance on parking provision.
- 3.16 In order to encourage a modal shift towards more sustainable transport modes such as cycling to/from the site, it is proposed that cycle parking spaces would also be provided on site.
- 3.17 A minimum of one space for a 2 bedroom dwellings and two spaces for 3 to 5 bedroom dwelling will be provided. Properties with oversized garages can accommodate bicycles or secure sheds will be provided for bicycle storage for each dwelling without a garage.

4.0 TRIP GENERATION AND IMPACT ASSESSMENT

4.1 The TRICS database, version 2015(b) v7.1.3, has provided data to assess the likely trip generating potential of the proposed development, based upon similar locations elsewhere in England. A comparison has been drawn between the current land use of the Site, and the proposed residential use of the Site.

Existing Situation

4.2 To establish the likely trip generation of the existing site, the following selection criteria has been used within TRICS:

- Land Use Category: 03 – Residential; J – Holiday Accommodation
- Mode: Vehicle Assessment
- Survey days: Weekdays (Monday to Friday)
- Site location: Edge of Town, Neighbourhood

4.3 The sites selected by TRICS provided the trip rates indicated in **Table 4.1** below, the full TRICS output report is attached at **Appendix 2**. **Table 4.2** summarises the potential trip generation from the existing use (18 chalets and static caravans).

Table 4.1: TRICS Trip Rates (per 1 Unit) for existing use – Caravan Park Accommodation

	Arrivals	Departures	Two-Way
0800 to 0900 hours	0.076	0.041	0.117
1700 to 1800 hours	0.066	0.087	0.153
24 hour Daily	1.177	1.234	2.411

Table 4.2 TRICS Trip Rates for Caravan Park Accommodation

	Arrivals	Departures	Two-Way
0800 to 0900 hours	1	1	2
1700 to 1800 hours	1	2	3
24 hour Daily	21	22	43

- 4.4 Based upon the existing use, it is assumed that the site has the potential to generate circa 43 daily movements and 2 and 3 two-way vehicle movements in the AM and PM peak period, respectively (**Table 4.2** refers).

.

Proposed Development

- 4.5 To establish the likely trip generation of the proposed site, the following selection criteria has been used within TRICS:

- Land Use Category: 03 – Residential; A – Privately Owned
- Mode: Multi-modal Assessment
- Survey days: Weekdays (Monday to Friday);
- Site location: Edge of Town, Neighbourhood, Suburban Area;

- 4.6 The TRICS sites selected provided the trip rates indicated in **Table 4.3** below, the full TRICS output report is attached at **Appendix 3**.

- 4.7 Based upon the proposal for 38 new residential dwellings, it is anticipated that the proposed development would result in 21 and 22 two-way vehicle movements in both the AM and PM peak periods, respectively (**Table 4.4** refers).

Table 4.3: Net Development Trip Generation (proposed residential development)

	Arrivals	Departures	Two-Way
0800 to 0900 hours	0.146	0.397	0.543
1700 to 1800 hours	0.374	0.219	0.593
24 hour Daily	2.468	2.589	5.057

Table 4.4: Development Trip Generation (proposed 38 residential dwellings).

	Arrivals	Departures	Two-Way
0800 to 0900 hours	6	15	21
1700 to 1800 hours	14	8	22
24 hour Daily	94	98	192

Traffic Impact

- 4.8 Taking account of the fore going assessments of the existing and proposed developments (Table 4.4 minus Table 4.2) it is predicted that there would be an increase in trips. It is anticipated that the residential development would generate 19 more trips in the AM and PM peak and 149 more trips over a 24 hour period compared with the current use on the site (**Table 4.5** refers).

**Table 4.5: Net increase in Trip Generation following the
Redevelopment of site to provide the Proposed
Residential development**

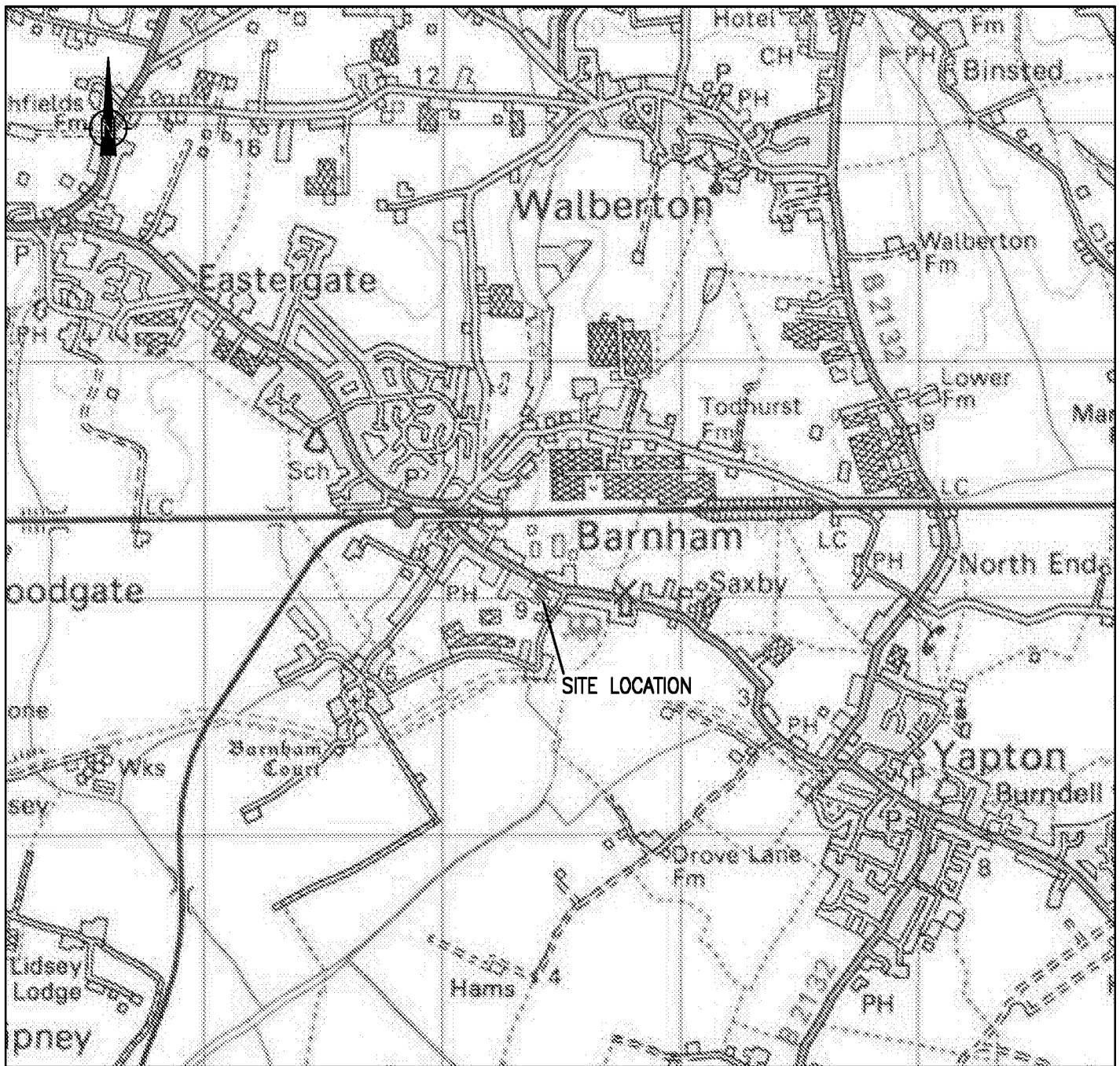
	Arrivals	Departures	Two-Way
0800 to 0900 hours	5	14	19
1700 to 1800 hours	13	6	19
24 hour Daily	73	76	149

- 4.9 Table 4.5 clearly demonstrates that the redevelopment of the site could result in more peak period movements arriving in the morning and departing in the afternoon and more potential daily traffic generation over the potential current existing use on the site.
- 4.10 This level of traffic is not considered significant when compared with the existing traffic on the surrounding highway network. The development proposals would therefore not have any adverse impact on the operation of the local road network.

5.0 SUMMARY AND CONCLUSION

- 5.1 It is proposed that the existing Caravan Park facility would be redeveloped and replaced with 38 new residential dwellings. The Site and its relation to the local area are illustrated within **Figure 1.1**.
- 5.2 Barnham offers a range of retail, employment and school facilities that are within reasonable walking and cycling distance.
- 5.3 The proposed site is situated within 200m of bus services operating between Bognor Regis, Yapton and Barnham.
- 5.4 Barnham railway station is situated approximately 600 metres to the north west of the Site. Southern Trains operate regular services to London, Southampton and Portsmouth from this station.
- 5.5 The latest Personal Injury Accident record has been procured and it confirms that there have been no recorded personal injury accidents in proximity to the site over the last five years
- 5.6 An improved access to the Site is proposed onto Yapton Road. Drawing 5184.001 indicates that a good standard of access and visibility can be achieved onto Yapton Road. The existing wide drop kerbed site access onto Yapton Road will be modified to only serve the existing cottage at the north east corner of the site.
- 5.7 Analysis of trip generation data has indicated that the proposed development is likely to generate additional peak hour traffic movements onto the local road network. This level of traffic is not considered significant when compared with the existing traffic on the surrounding highway network. The development proposals would therefore not have any adverse impact on the operation of the local road network.
- 5.8 Based upon the above conclusions, it is considered that overall the proposed development would be acceptable in highways terms and would not result in a detrimental impact on the local highway network.

FIGURES



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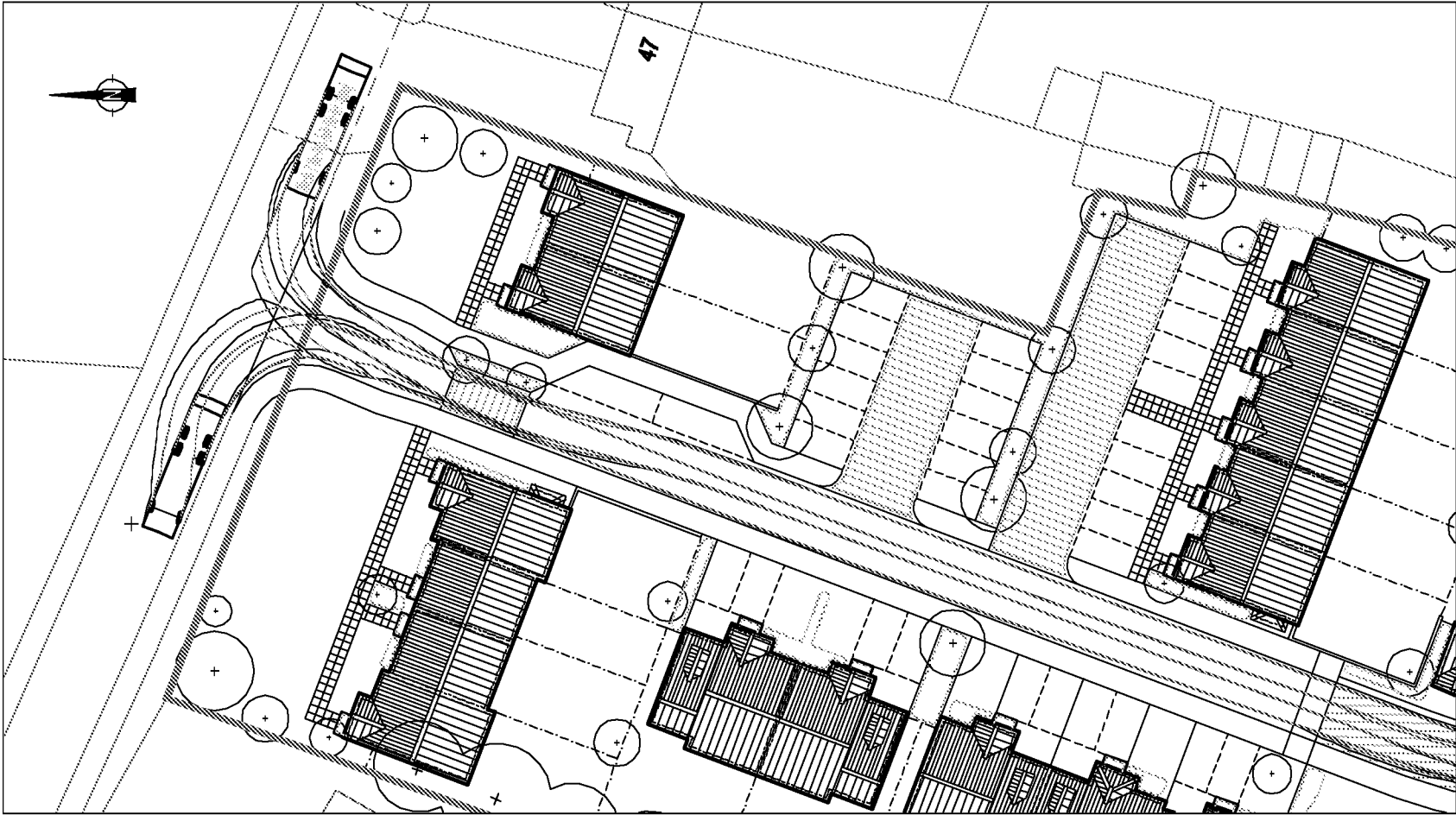
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REVISIONS				

JOB TITLE
**PROPOSED REDEVELOPMENT OF THE LILLIES
CARAVAN PARK, BARNHAM**

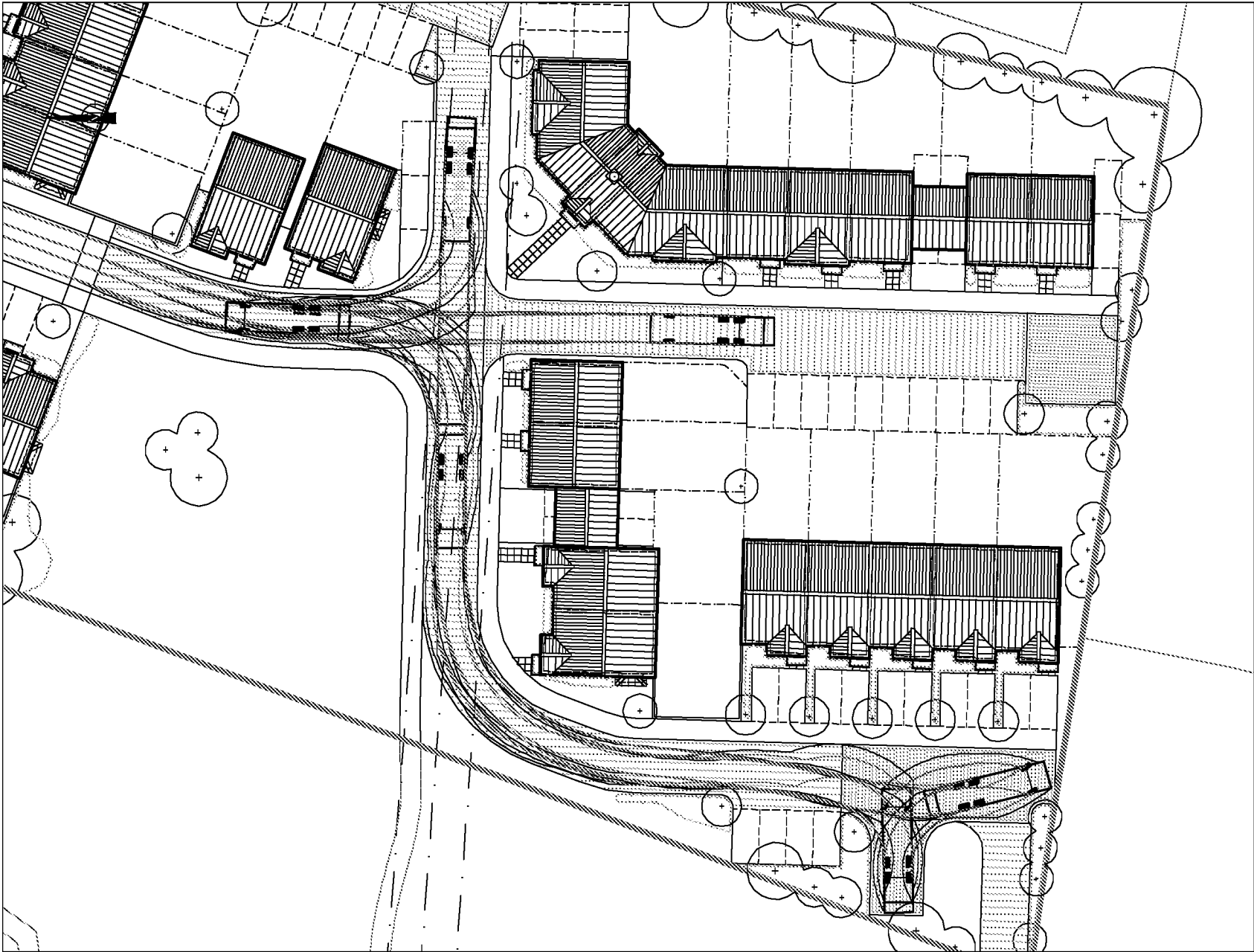
DRAWING TITLE
SITE LOCATION PLAN

DATE	OCT '12	DRAWN	JGP	CHECKED	DLW	ISSUE CHECKBOX
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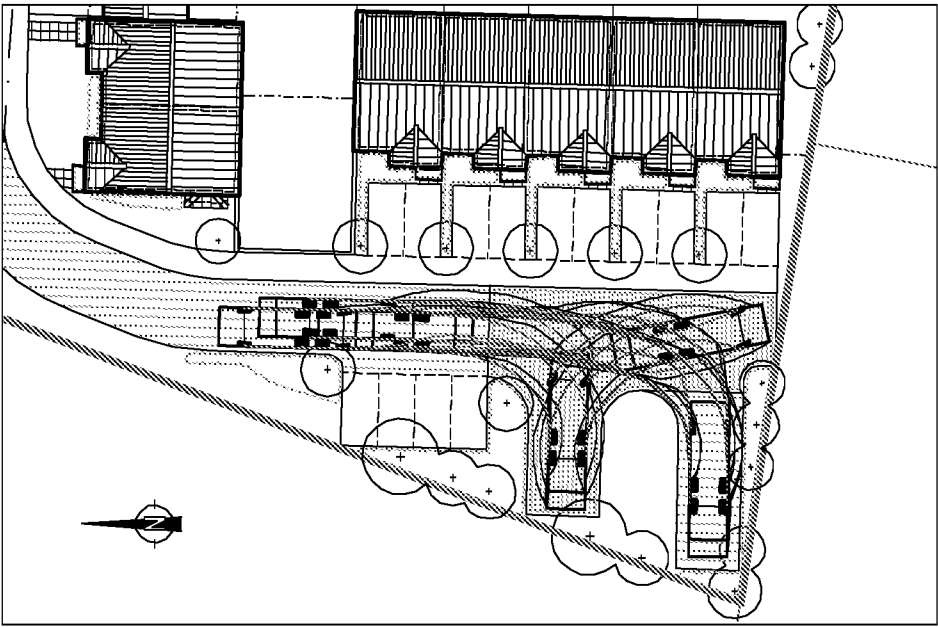
DRAWINGS



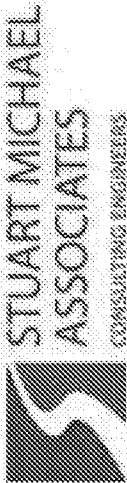
(1) AUTOTRACK SWEEP PATH – LARGE 11m REFUSE VEHICLE ENTER AND EXIT SITE IN FORWARD GEAR



(2) AUTOTRACK SWEEP PATH – LARGE 11m REFUSE VEHICLE TURNING MANOEUVRES WITHIN THE SITE AT JUNCTIONS AND TURNING HEADS



(3) AUTOTRACK SWEEP PATH – LARGE RIGID TANKER VEHICLE ENTERING, TURNING AND EXITING PROPOSED FOUL PUMPING STATION



Stuart Michael Associates Ltd
Company House, Church Lane, Spalding, Lincolnshire, LN11 9JF

THE LILLIES, YAPTON ROAD, BARNHAM

AUTOTRACK SWEEP PATHS

Rev	Description	Dm	Chk	Date
REVISIONS				
Preliminary	Approval	Tender	Const.	
DRAWING STATUS				
DATE	JUNE '15	JGP	DLW	
DRAWING No.	5184.002	REV	SCALE	1:500 @ A3
ISSUE CHECKBOX				

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APPENDICES

APPENDIX 1



APPENDIX 2

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 Finder		
Postcode		Ward

No special provision need be made for visitors where at least half of the total parking provision is 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.

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

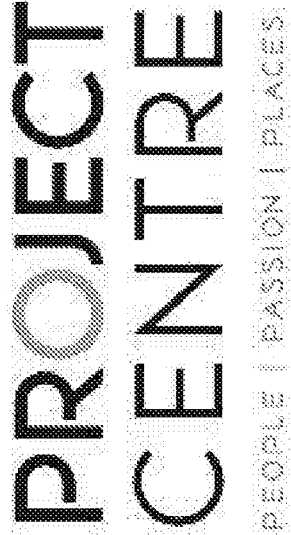
The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Rooms is not available, the number of Beds is used. A general guide for conversion is as follows but not in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 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 Data Tables highlight if the Census data does not include data for certain dwelling sizes, in such cases the 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 green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve sample size.

DEVELOPMENT MIX					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
						per unit	Total	per unit	Total	
A	Flats	Private	3	6	12	0	0	0	1	13
B	Houses	Private	4	9	18	0	1	0	2	21
C	Houses	Private	5	16	32	0	2	0	3	38
D	Houses	Private	6	7	14	0	2	0	1	17
E										
F										
G										
H										
I										
J										
K										
L										
M										
N										
O										
P										
Q										
R										
S					76		4.83		7.60	88
Total										



APPENDIX 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days

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

Filtering Stage 2 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 units
Actual Range:	115 to 1792 (units:)
Range Selected by User:	115 to 1792 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/06 to 04/06/10
-------------	----------------------

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:

Friday	2 days
--------	--------

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

Selected survey types:

Manual count	2 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:

Edge of Town Centre	1
Edge of Town	1

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

Selected Location Sub Categories:

No Sub Category	2
-----------------	---

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
D2	1 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

75,001 to 100,000	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	1 days
1.6 to 2.0	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:

Yes	1 days
No	1 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	2	954	0.024	2	954	0.019	2	954	0.043
08:00 - 09:00	2	954	0.076	2	954	0.041	2	954	0.117
09:00 - 10:00	2	954	0.071	2	954	0.119	2	954	0.190
10:00 - 11:00	2	954	0.066	2	954	0.174	2	954	0.240
11:00 - 12:00	2	954	0.090	2	954	0.158	2	954	0.248
12:00 - 13:00	2	954	0.139	2	954	0.120	2	954	0.259
13:00 - 14:00	2	954	0.165	2	954	0.124	2	954	0.289
14:00 - 15:00	2	954	0.144	2	954	0.080	2	954	0.224
15:00 - 16:00	2	954	0.112	2	954	0.063	2	954	0.175
16:00 - 17:00	2	954	0.087	2	954	0.091	2	954	0.178
17:00 - 18:00	2	954	0.066	2	954	0.087	2	954	0.153
18:00 - 19:00	2	954	0.059	2	954	0.070	2	954	0.129
19:00 - 20:00	2	954	0.050	2	954	0.046	2	954	0.096
20:00 - 21:00	2	954	0.019	2	954	0.025	2	954	0.044
21:00 - 22:00	2	954	0.009	2	954	0.017	2	954	0.026
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.177			1.234			2.411

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.

Parameter summary

Trip rate parameter range selected: 115 - 1792 (units:)
 Survey date date range: 01/01/06 - 04/06/10
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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 4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	KI KINGSTON	2 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	WE WESTMINSTER	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	FI FIFE	1 days
	HI HIGHLAND	3 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	GA GALWAY	3 days
	MA MAYO	1 days
	RO ROSCOMMON	2 days
13	MUNSTER	
	WA WATERFORD	2 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	5 days

16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	3 days
	AR ARMAGH	1 days
	DO DOWN	1 days

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

Filtering Stage 2 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 437 (units:)
Range Selected by User: 4 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 20/05/14

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	17 days
Tuesday	22 days
Wednesday	13 days
Thursday	19 days
Friday	14 days

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

Selected survey types:

Manual count	85 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)	48
Edge of Town	34
Neighbourhood Centre (PPS6 Local Centre)	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	69
Built-Up Zone	2
Out of Town	1
No Sub Category	13

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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	83 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	12 days
5,001 to 10,000	15 days
10,001 to 15,000	13 days
15,001 to 20,000	19 days
20,001 to 25,000	8 days
25,001 to 50,000	15 days
50,001 to 100,000	2 days
101,000 or More	1 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	6 days
25,001 to 50,000	8 days
50,001 to 75,000	11 days
75,001 to 100,000	15 days
100,001 to 125,000	9 days
125,001 to 250,000	10 days
250,001 to 500,000	12 days
500,001 or More	11 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	26 days
1.1 to 1.5	55 days
1.6 to 2.0	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	85 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.

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	85	82	0.068	85	82	0.256	85	82	0.324
08:00 - 09:00	85	82	0.146	85	82	0.397	85	82	0.543
09:00 - 10:00	85	82	0.156	85	82	0.224	85	82	0.380
10:00 - 11:00	85	82	0.136	85	82	0.159	85	82	0.295
11:00 - 12:00	85	82	0.165	85	82	0.168	85	82	0.333
12:00 - 13:00	85	82	0.191	85	82	0.173	85	82	0.364
13:00 - 14:00	85	82	0.191	85	82	0.187	85	82	0.378
14:00 - 15:00	85	82	0.195	85	82	0.199	85	82	0.394
15:00 - 16:00	85	82	0.260	85	82	0.204	85	82	0.464
16:00 - 17:00	85	82	0.308	85	82	0.196	85	82	0.504
17:00 - 18:00	85	82	0.374	85	82	0.219	85	82	0.593
18:00 - 19:00	85	82	0.278	85	82	0.207	85	82	0.485
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.468			2.589			5.057

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.

Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date range: 01/01/06 - 20/05/14
 Number of weekdays (Monday-Friday): 85
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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	85	82	0.004	85	82	0.013	85	82	0.017
08:00 - 09:00	85	82	0.004	85	82	0.019	85	82	0.023
09:00 - 10:00	85	82	0.004	85	82	0.005	85	82	0.009
10:00 - 11:00	85	82	0.003	85	82	0.006	85	82	0.009
11:00 - 12:00	85	82	0.004	85	82	0.003	85	82	0.007
12:00 - 13:00	85	82	0.005	85	82	0.005	85	82	0.010
13:00 - 14:00	85	82	0.005	85	82	0.005	85	82	0.010
14:00 - 15:00	85	82	0.006	85	82	0.006	85	82	0.012
15:00 - 16:00	85	82	0.013	85	82	0.007	85	82	0.020
16:00 - 17:00	85	82	0.014	85	82	0.010	85	82	0.024
17:00 - 18:00	85	82	0.014	85	82	0.009	85	82	0.023
18:00 - 19:00	85	82	0.011	85	82	0.005	85	82	0.016
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.093			0.180

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date range: 01/01/06 - 20/05/14
 Number of weekdays (Monday-Friday): 85
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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 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	85	82	0.022	85	82	0.055	85	82	0.077
08:00 - 09:00	85	82	0.047	85	82	0.167	85	82	0.214
09:00 - 10:00	85	82	0.046	85	82	0.061	85	82	0.107
10:00 - 11:00	85	82	0.039	85	82	0.056	85	82	0.095
11:00 - 12:00	85	82	0.044	85	82	0.045	85	82	0.089
12:00 - 13:00	85	82	0.046	85	82	0.042	85	82	0.088
13:00 - 14:00	85	82	0.046	85	82	0.050	85	82	0.096
14:00 - 15:00	85	82	0.059	85	82	0.054	85	82	0.113
15:00 - 16:00	85	82	0.130	85	82	0.070	85	82	0.200
16:00 - 17:00	85	82	0.092	85	82	0.059	85	82	0.151
17:00 - 18:00	85	82	0.086	85	82	0.057	85	82	0.143
18:00 - 19:00	85	82	0.077	85	82	0.058	85	82	0.135
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.837			0.808			1.645

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: $\text{COUNT}/\text{TRP} \times \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date range: 01/01/06 - 20/05/14
 Number of weekdays (Monday-Friday): 85
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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 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	85	82	0.002	85	82	0.022	85	82	0.024
08:00 - 09:00	85	82	0.005	85	82	0.038	85	82	0.043
09:00 - 10:00	85	82	0.003	85	82	0.014	85	82	0.017
10:00 - 11:00	85	82	0.003	85	82	0.008	85	82	0.011
11:00 - 12:00	85	82	0.007	85	82	0.008	85	82	0.015
12:00 - 13:00	85	82	0.007	85	82	0.010	85	82	0.017
13:00 - 14:00	85	82	0.006	85	82	0.006	85	82	0.012
14:00 - 15:00	85	82	0.009	85	82	0.007	85	82	0.016
15:00 - 16:00	85	82	0.014	85	82	0.008	85	82	0.022
16:00 - 17:00	85	82	0.014	85	82	0.004	85	82	0.018
17:00 - 18:00	85	82	0.024	85	82	0.006	85	82	0.030
18:00 - 19:00	85	82	0.025	85	82	0.004	85	82	0.029
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.135			0.254

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.

Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/06 - 20/05/14
 Number of weekdays (Monday-Friday): 85
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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 TOTAL PEOPLE

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	85	82	0.104	85	82	0.400	85	82	0.504
08:00 - 09:00	85	82	0.235	85	82	0.805	85	82	1.040
09:00 - 10:00	85	82	0.238	85	82	0.360	85	82	0.598
10:00 - 11:00	85	82	0.209	85	82	0.273	85	82	0.482
11:00 - 12:00	85	82	0.260	85	82	0.270	85	82	0.530
12:00 - 13:00	85	82	0.297	85	82	0.282	85	82	0.579
13:00 - 14:00	85	82	0.297	85	82	0.298	85	82	0.595
14:00 - 15:00	85	82	0.331	85	82	0.320	85	82	0.651
15:00 - 16:00	85	82	0.554	85	82	0.359	85	82	0.913
16:00 - 17:00	85	82	0.550	85	82	0.350	85	82	0.900
17:00 - 18:00	85	82	0.616	85	82	0.365	85	82	0.981
18:00 - 19:00	85	82	0.477	85	82	0.353	85	82	0.830
19:00 - 20:00	4	29	0.017	4	29	0.034	4	29	0.051
20:00 - 21:00	3	36	0.009	3	36	0.000	3	36	0.009
21:00 - 22:00	2	40	0.000	2	40	0.000	2	40	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.194			4.469			8.663

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.

Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date range: 01/01/06 - 20/05/14
 Number of weekdays (Monday-Friday): 85
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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.