

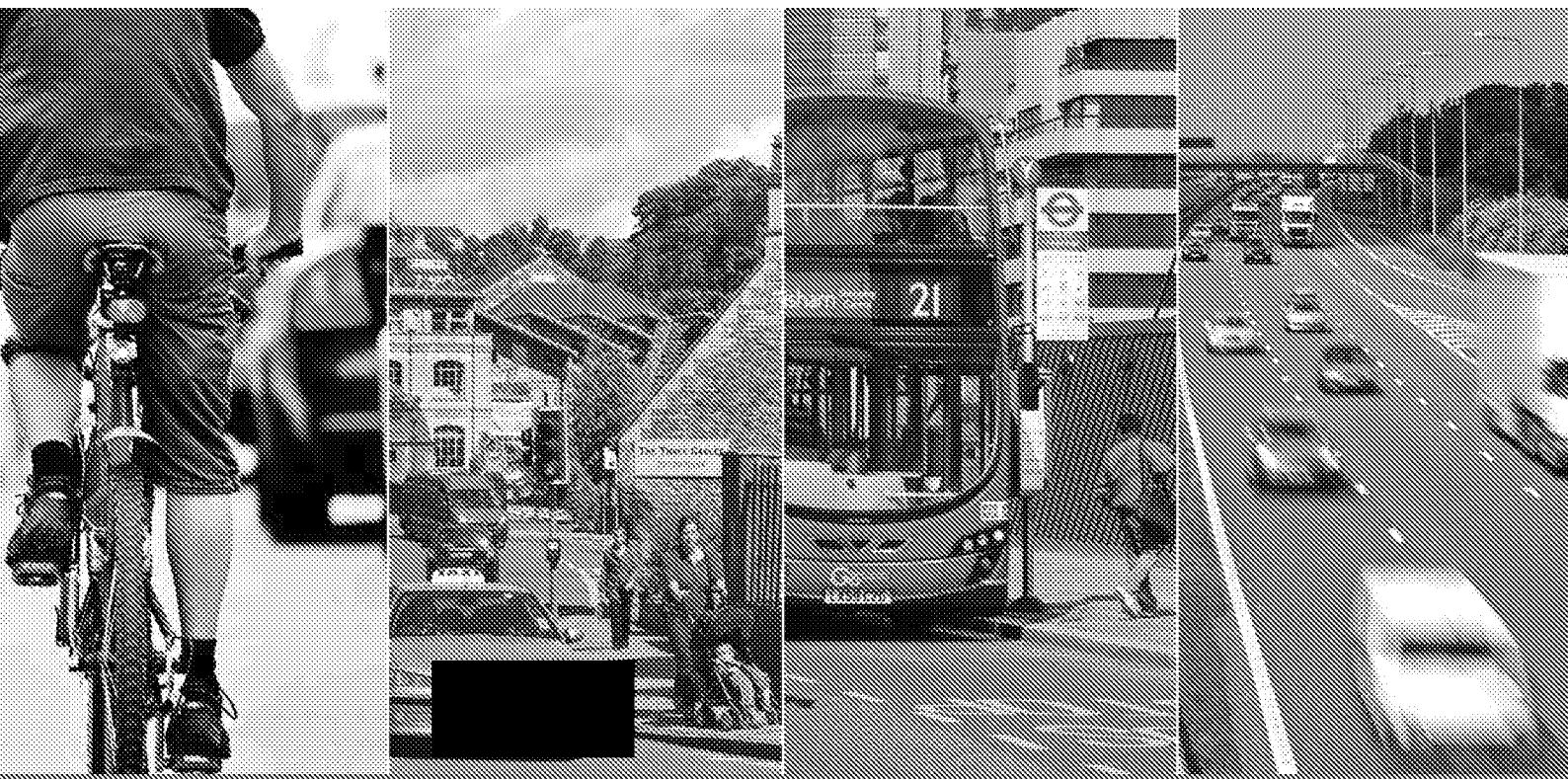
Transport Statement

Follyfoot Farm

Eastergate Lane

Fontwell

West Sussex



Client: ADM Architects

Ref: 11354

Date: May 2021

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Issue	Issue date	Compiled	Checked	Authorised
1	07-05-21	SH	RW	LS

Executive Summary

The site is located on Eastergate Lane, Fontwell, West Sussex within the area administered by Arun District Council. The existing site is currently agricultural land with no existing vehicular access from Eastergate Lane.

The proposed development is for a single 4-bed dwelling and 5 industrial units with a GFA of 715sqm together with associated car and cycle parking.

This Transport Statement summarizes the existing situation, local and national transport policy, the local highway network and modal choices available to future residents and employees and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Arun District Council and West Sussex County Council and are compliant with national guidance documents such as Manual for Streets, Design Manual for Roads and Bridges (DMRB) and the National Planning Policy Framework 2019 (NPPF).

A trip forecasting exercise was undertaken using the TRICS database for the proposed development. This demonstrated that the estimated level of trips generated by the development will not have a detrimental impact on the surrounding highway network.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for ADM Architects in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by ADM Architects to prepare a Transport Statement in connection with the proposed development at Follyfoot Farm, Eastergate Lane, Footwell, West Sussex.
- 1.3 Specifically, the report has been prepared to investigate and advise on the transport impacts of the proposed residential dwelling and industrial units with a GFA of 715m².

2 Policy Context

2.1 This Transport Statement has been written in accordance with the following frameworks:

- ✦ 2019 National Planning Policy Framework (NPPF);
- ✦ 2014 National Planning Policy Guidance (NPPG);
- ✦ Manual for Streets (MfS 1 & 2);
- ✦ West Sussex County Council Local Transport Plan (2011);
- ✦ West Sussex County Council Guidance on Parking at New Developments (2020);
- ✦ Arun Local Plan 2011-2031.

National Planning Policy Framework (2019)

2.2 The National Planning Policy Framework (NPPF) is a long-term strategy for sustainable development and promotes the use of sustainable transport, safe road design and efficient and sustainable delivery of goods and supplies.

Manual for Streets (MfS)

2.3 MfS and MfS2 were published in 2007 and 2010 respectively and are referred to throughout the report.

2.4 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.

2.5 Some of the key aims for streets in the introduction, are as follows:

- ✦ help build and strengthen the communities they serve;
- ✦ meet the needs of all;
- ✦ form part of a well-connected network;

It also discourages designs that:

- ✦ primarily meet motor traffic needs;
- ✦ are difficult to serve by public transport.

2.6 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

West Sussex County Council Local Transport Plan

- 2.7 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- ◆ Promoting Economic Growth;
- ◆ Tackling a Changing Climate;
- ◆ Providing Access to Services, Employment and Housing;
- ◆ Improving Safety, Security and Health.

- 2.8 The West Sussex Transport Plan is currently being reviewed. This is to update the strategic approach to investment in, and management of the transport network. Until a new plan is adopted the current LTP for West Sussex will be used in planning decisions.

West Sussex Parking Guidance for New Developments (2020)

- 2.9 Section 1.2 of the West Sussex County Council Guidance on Parking at New Developments (2020) states:

'The County Council's overall ambition for parking at new developments is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport. This ambition is not intended to replace relevant national and local planning policy on this issue'.

- 2.10 Table 2.2 below demonstrates the minimum cycle parking standards for new residential developments set out in table 1 in the WSGPND.

Table 2.2 Minimum Cycle Parking Standards for New Residential Developments

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

- 2.11 The WSCC Parking Guidance for New Developments has also been used to determine the appropriate parking demand for the proposal.

Arun Local Plan 2011-2031

2.12 The Arun Local Plan 2011-2031 was adopted in July 2018 and sets out the spatial vision, objectives and sustainable strategy for delivering the need growth of the District. Policies that are relevant to the transport implications of the site include:

- Policy SD SP1 – Sustainable Development;
- Policy T SP1 – Transport and Development;
- Policy T DM1 – Sustainable Travel and Public Rights of Way;

2.13 This Transport Statement has been produced in line with the above policies.

3 Existing Site

Site Location

- 3.1 The existing site is currently vacant land located directly south of Eastergate Lane and east of the A29 Fontwell Avenue in Fontwell, West Sussex.
- 3.2 There is no existing vehicular access into the site from Eastergate Lane. An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red boundary line.

Figure 3.1 - Aerial View of the Existing Site



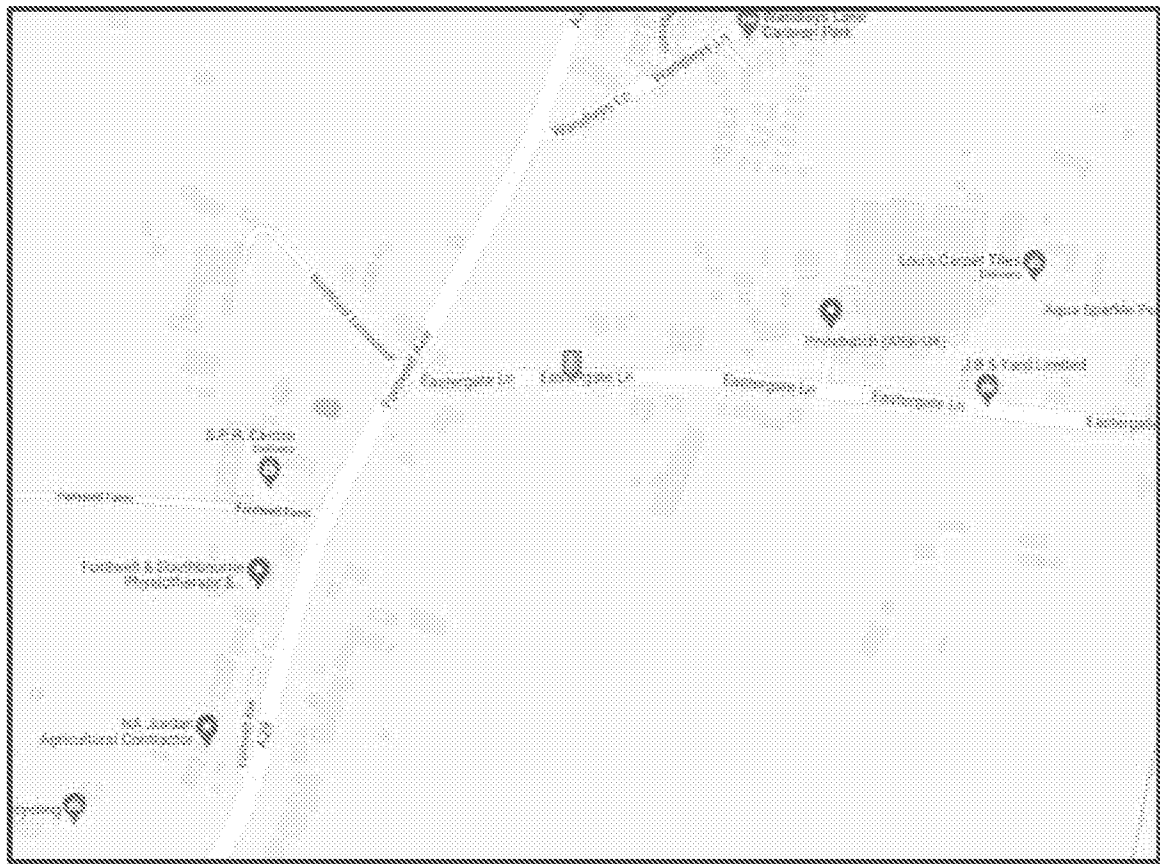
4 Local Highway Network

- 4.1 The site is located on the south side of Eastergate Lane which runs from the A29 in the west and terminated at Barnham Lane to the east in Walberton. It is subject to a 40mph speed restriction with no footway provision in the vicinity of the proposed site.
- 4.2 Eastergate Lane connects to the A29 Fontwell Avenue to the east of the site. This runs south into Westergate and Woodgate and provides links to the B2233 Barnham Road at a roundabout junction. Barnham Road leads to Barnham village providing links to the available amenities and services.
- 4.3 To the north the A29 joins the A27 at a large roundabout junction. The A27 runs east-west along the south of England. To the east the A27 connects to the A280 and the A24. To the west it joins the A285 and the A259 in Chichester.

Accident Data

- 4.4 Local vehicle incident records in a 250m vicinity of the site were reviewed for the years 2016-2020 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.5 Accident data was reviewed on Eastergate Lane for 250m from the proposed access location, as well as on the A29 250m in each direction of the junction with Eastergate Lane. During the 5-year review period (2016-2020) one accident was recorded on Eastergate Lane.
- 4.6 This single incident which occurred on 27th July 2016 was classified as a slight injury incident involving 2 vehicles and 1 casualty. The location of this is illustrated in **Figure 4.1** below.

Figure 4.1 - Recorded Accident Crash Map



- 4.7 The incident involved a motorcycle travelling down Eastergate Lane. The motorcycle was slowing down while a van was reversing likely out of the bay at the side of the road. The incident seems to be a one-off incident. Thus, the review of the accident data suggests that the location of the proposed access will not cause any future highway issues.

5 Modal Choice & Travel Data

Bus Services

- 5.1 The nearest bus stops are located on Fontwell Avenue approximately 570m south of the site access. Both bus stops are provided with timetable information. Services from these stops are operated by Compass Travel. This stop provides 4 daily services Monday to Friday and connects to Arundel, Walberton, Barnham and Chichester.

Rail

- 5.2 The nearest railway station is Barnham, located approximately 2.5km south of the site. This is just outside the standard 2km walking distance but it well within the standard 5km cycle radius. It is also 4 minutes away by car.
- 5.3 Barnham Station facilities and services include:
- ✦ 42 cycle parking spaces with storage CCTV;
 - ✦ 131 car parking spaces including 3 accessible spaces operated by APCOA Parking UK;
 - ✦ Ticket office (including induction loop);
 - ✦ Accessible ticket machines;
 - ✦ waiting rooms available;
 - ✦ accessible toilets and baby change facilities;
 - ✦ ramp for train access; and
 - ✦ step free access (Category B1).
- 5.4 Services from this Station are operated by Southern and GWR and provide connections to Littlehampton, Brighton, London Victoria, Southampton Central and Portsmouth & Southsea.

Walking and Cycling

- 5.5 Manual for Streets suggests 800m as being the maximum target distance to amenities for new developments. NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.
- 5.6 There are few public rights of way (PRoWs) located within 500m of the site. However, the site is located near residential areas and therefore many roads have footway provisions. A number of roads within the close vicinity of the site are also considered cycle friendly due to the speed restrictions in place. There are a number of amenities that can be accessed via walking or cycling, which are detailed below.

Site Accessibility

- 5.7 Manual for Streets suggests 800m as being the maximum target distance to amenities for new developments. NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.
- 5.8 The site is located on the edge of the village of Fontwell and north of the village of Eastergate. Within the village there are some facilities that will be accessible for the residents of the new development.
- 5.9 Amenities within the village and their proximity to the site are listed below in **Table 5.2**.

Table 5.2 – Accessibility of development site to local facilities

Destination	Distance from site access	Walk time
Fontwell Avenue Bus Stops	570m	7 minutes
Eastergate Cricket Club	675m	8 minutes
Eastergate Post Office	680m	8 minutes
The Croft Surgery	910m	11 minutes
Hursts Convenience Store	970m	12 minutes
The Wilkes Head	1.05km	13 minutes
Ormiston Six Villages Academy	1.1km	14 minutes
Eastergate CE Primary School	1.1km	14 minutes
Restaurant	1.1km	14 minutes
Methodist Church	1.3km	16 minutes
St George's Church	1.3km	16 minutes
Hirange supermarket	1.5km	19 minutes
Aldingbourne Community Sports Centre	1.6km	20 minutes

- 5.10 As shown above there are a number of services and facilities within Eastergate and Westergate that are within 2km of the site access. Therefore, residents of the new development will be able to access shopping, entertainment, education and community facilities.

6 Proposed Development

- 6.1 The proposed development is for a single 4-bed dwelling with studio above garage and 5 industrial units with a total GFA of 715m². The proposals also include associated car parking and cycle storage.
- 6.2 The block plan can be seen in **Appendix A**.

Proposed Access

- 6.3 The proposal includes new individual accesses from Eastergate Lane to access the dwelling and the industrial units separately. Both accesses are designed with a width of 4.8m and a 6m radii.
- 6.4 Manual for Streets 1 (MfS1) determines that a distance of 2.4m is the appropriate X distance for most roads. Manual for Streets 2 (MfS2) is the appropriate guidance for determining visibility splay requirements for a road of this type subject to a speed restriction of 40mph.
- 6.5 Based on a speed limit of 40mph, visibility spays of 2.4m x 120m are required in each direction at both accesses onto Eastergate Lane. These splays are readily achievable to the east of the accesses and visibility to the west is achievable up to the junction with the A29. Achievable visibility splays have been demonstrated on the block plan included in **Appendix A**.

Proposed Parking - Residential

- 6.6 The West Sussex Parking Guidance for New Developments sets out the minimum cycle parking standards for new residential development. The relevant standards to this Transport Statement can be seen below in **Table 6.1**.

Table 6.1 – Minimum Cycle Parking Standards for New Residential Developments

Table 1: Minimum Levels of Cycle Provision		
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

- 6.7 In accordance with WSCC cycle parking standards (see **Table 6.1**) set out for new residential developments, a provision of 2 cycle parking spaces will be included for the residential property to allow future residents to make full use of every cycling opportunity. These will be provided in the proposed garage associated with the property.

- 6.8 The WSCC parking guidance also sets out vehicle parking requirements for residential dwellings based on the Parking Behaviour Zone (PBZ) that the site falls into. The site falls into Parking Behaviour Zone 2. The standards for 4 bed houses within this zone are detailed in **Table 6.2** below.

Table 6.2 – Residential Parking Demand for PBZ2 (spaces per dwelling)

No. of bedrooms	No. of habitable rooms	Spaces required for PBZ1	Visitor Parking
4+	7 or more	2.7	0.2

- 6.9 Regarding visitor parking the WSCC parking guidance directly quotes national research (DCLG, 2007, Residential Car Parking Research) which suggests “that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling.”
- 6.10 All spaces on site are allocated, therefore based on these standards this would equate to 2.7 spaces for residents and an additional 0.2 spaces for visitors equating to 3 spaces. In line with this and the above guidance, provision has been made to allow space for 3 cars to park on the property of the residential development. This provision is shown on the block plan in **Appendix A**.

Proposed Parking - E Use Class

- 6.11 The West Sussex Parking Guidance for New Developments also details the minimum cycle parking standards and car parking standards for new E Use Class development. The relevant standards to this Transport Statement can be seen below in **Table 6.3**.

Table 6.3 – E Use Class (Commercial, Business and Service)

Use Class	Vehicle	Cycle
Business – Office, research and development, and light industrial processes	1 space per 30sqm	1 space per 150sqm for staff and 1 space per 500sqm for visitors

- 6.12 Based on the above guidance 24 car parking spaces and 6 cycle parking spaces are required for the industrial units. As shown on the proposed development plan, 26 car parking spaces and 6 cycle parking spaces are proposed for the industrial units.
- 6.13 In relation to disabled parking standards the guidance states that “disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site”.

- 6.14 Based on this guidance a provision of 2 disabled parking spaces is proposed for the new industrial units.

Servicing & Emergency Access

- 6.15 Paragraph 6.8.9 of Manual for Streets 1 requires refuse vehicles to be able to reach within 25metres of the refuse storage point for collection. The site has been laid out to allow refuse vehicles to enter via each access, turn on site and re-enter Eastergate Lane in a forward gear. A swept path analysis has been undertaken to demonstrate that refuse vehicles can safely enter and exit the site from both accesses.
- 6.16 In accordance with Manual for Streets, a fire appliance will be able to access the site and reach within 45metres of all buildings. A swept path analysis has been produced to show emergency vehicles will be able to safely enter and exit both access onto Eastergate Lane. Drg. 11354_102 showing the swept path analysis is included in **Appendix B**.

7 Trip Generation

Existing Site Trip Generation

- 7.1 The existing site is currently vacant land and therefore there is no significant traffic generation associated with the existing site.

Proposed Trip Generation - Methodology

- 7.2 The proposed development is for a 4-bed dwelling with studio above garage and 5 industrial units with a total GFA of 715m².
- 7.3 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:
- ✦ Post 2013 surveys;
 - ✦ All regions in England, with the exception of Greater London;
 - ✦ Weekdays only;
 - ✦ Suburban area and Edge of town location types;
- 7.4 The TRICS database interrogated using the use categories of 'Privately Owned Houses' and 'Industrial Units'.
- 7.5 **Appendix C** holds details of sites selected and provides a full TRICS output report.

Trip Rates & Trips

- 7.6 **Table 7.3** below provides trip rate data for the proposed dwellings, based on the site selection criteria.

Table 7.3 Privately Owned Dwellings – Weekday Trip Rates

Privately Owned Houses	AM Peak (8:00 – 9:00)			PM Peak (17:00 – 18:00)			Daily (7:00 – 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Per Unit	0.153	0.397	0.550	0.286	0.174	0.460	2.321	2.429	4.750

- 7.7 Based on the above data, the proposed residential development will likely lead to up to 5 two-way daily weekday trips.
- 7.8 Trip rate data and the resultant weekday trips to and from a development of industrial units measuring a GFA of 715sqm is shown in **Table 7.4** below.

Table 7.4 Industrial Units – Weekday Trip Rates

Industrial Units	AM Peak (8:00 – 9:00)			PM Peak (17:00 – 18:00)			Daily (7:00 – 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
100sqm	0.516	0.183	0.699	0.017	0.300	0.317	2.944	3.117	6.061
715sqm	3.689	1.308	4.998	0.122	2.145	2.267	21.050	22.287	43.336

7.9 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 5 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 2 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 43 two-way daily weekday vehicle trips are forecast.

7.10 Based on the likely trip generation of the proposed development, the resultant 5 daily two-way trips generated by the proposed dwelling and up to 5 two-way trips during the peak hours generated by the industrial units are unlikely to have a material impact and could be readily accommodated on the local highway network.

8 Conclusion

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed single 4-bed dwelling and 5no. industrial units from a transport perspective.
- 8.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 The internal layout of the site and the proposed accesses have been reviewed against MfS1 & 2 and WSCC design standards. Both accesses have been designed with a width of 4.8m and 6m radii to allow two cars to pass one another safely. A swept path analysis of both the accesses and internal roads has been undertaken to ensure that refuse and emergency vehicles can enter and turn on site allowing them to re-enter Eastergate Lane in a forward gear. This is in accordance with MfS1 standards.
- 8.4 The sites provision of car and cycle parking complies with WSCC parking standards.
- 8.5 A trip forecasting exercise was undertaken using the TRICS database to determine the trip generation of the proposed development. The proposed single dwelling is likely to lead to 1 two-way trip during the AM and PM peak hours and up to 5 two-way trips daily. The proposed industrial units are likely to lead to:
 - Around 5 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - Around 2 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, around 43 two-way daily weekday vehicle trips are forecast.
- 8.6 The resultant combined 6 two-way trips in the AM peak and 3 two-way trips in the PM peak hours are unlikely to have a material impact and could be readily accommodated on the local highway network.
- 8.7 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Block Plan



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

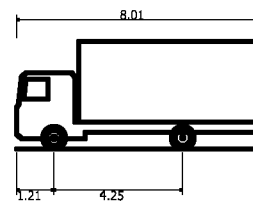
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Rev	Amendments	Date	Dsn	Chk	
Status	FOR PLANNING				
Client	ADM ARCHITECTS				
Architect					
Project	FOLLYFOOT FARM EASTERGATE LANE, FONTWELL				
Title	BLOCK PLAN & VISIBILITY SPLAYS				
Date	Scale @ A1		1:500		
Clients Ref.	Project Ref.		11354		
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number		11354/101		Rev.	P1

Appendix B

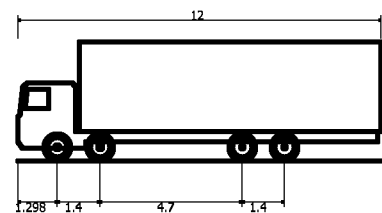
Swept Path Analysis



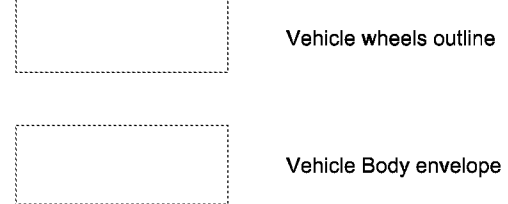
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7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.664m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.925m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m



P1	INITIAL ISSUE	06.05.2021	JMW	LS	
Rev	Amendments	Date	Dsn	Chk	
Status	FOR PLANNING				
Client	ADM ARCHITECTS				
Architect					
Project	FOLLYFOOT FARM EASTERGATE LANE, FONTWELL				
Title	VEHICLE TRACKING				
Date	Scale @ A1		1:500		
Clients Ref.	Project Ref.		11354		
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number		11354/102		Rev.	P1

Appendix C

TRICS Output Data

Calculation Reference: AUDIT-349901-210429-0434

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 20/10/20

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	1 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	11 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)	11
------------------------------------	----

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	11
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:Use Class:

C3	11 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 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	6 days
1.1 to 1.5	5 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	2 days
No	9 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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
3	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
4	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
5	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
6	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
7	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
8	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
9	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
11	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL

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

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

TOTAL 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	11	26	0.080	11	26	0.223	11	26	0.303
08:00 - 09:00	11	26	0.153	11	26	0.397	11	26	0.550
09:00 - 10:00	11	26	0.143	11	26	0.143	11	26	0.286
10:00 - 11:00	11	26	0.150	11	26	0.150	11	26	0.300
11:00 - 12:00	11	26	0.157	11	26	0.171	11	26	0.328
12:00 - 13:00	11	26	0.202	11	26	0.185	11	26	0.387
13:00 - 14:00	11	26	0.181	11	26	0.206	11	26	0.387
14:00 - 15:00	11	26	0.174	11	26	0.226	11	26	0.400
15:00 - 16:00	11	26	0.286	11	26	0.220	11	26	0.506
16:00 - 17:00	11	26	0.279	11	26	0.181	11	26	0.460
17:00 - 18:00	11	26	0.286	11	26	0.174	11	26	0.460
18:00 - 19:00	11	26	0.230	11	26	0.153	11	26	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.321			2.429			4.750

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:	10 - 50 (units:)
Survey date range:	01/01/13 - 20/10/20
Number of weekdays (Monday-Friday):	11
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-349901-210429-0435

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 150 to 1100 (units: sqm)
Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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

Selected survey days:

Tuesday	1 days
Thursday	5 days
Friday	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)	4
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:

Industrial Zone	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	3 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:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 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	4 days
1.1 to 1.5	4 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-02-C-01	PUMPS, MOTORS & FANS	BEDFORDSHIRE
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
3	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
4	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
5	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
6	NR-02-C-02	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	TREVITHICK ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL
7	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
8	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	874	0.000	2	874	0.000	2	874	0.000
06:00 - 07:00	2	874	0.057	2	874	0.172	2	874	0.229
07:00 - 08:00	8	751	0.483	8	751	0.100	8	751	0.583
08:00 - 09:00	8	751	0.516	8	751	0.183	8	751	0.699
09:00 - 10:00	8	751	0.233	8	751	0.216	8	751	0.449
10:00 - 11:00	8	751	0.200	8	751	0.150	8	751	0.350
11:00 - 12:00	8	751	0.166	8	751	0.200	8	751	0.366
12:00 - 13:00	8	751	0.266	8	751	0.383	8	751	0.649
13:00 - 14:00	8	751	0.383	8	751	0.300	8	751	0.683
14:00 - 15:00	8	751	0.200	8	751	0.166	8	751	0.366
15:00 - 16:00	8	751	0.266	8	751	0.250	8	751	0.516
16:00 - 17:00	8	751	0.083	8	751	0.516	8	751	0.599
17:00 - 18:00	8	751	0.017	8	751	0.300	8	751	0.317
18:00 - 19:00	8	751	0.017	8	751	0.067	8	751	0.084
19:00 - 20:00	2	874	0.057	2	874	0.114	2	874	0.171
20:00 - 21:00	2	874	0.000	2	874	0.000	2	874	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.944				3.117			6.061

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

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

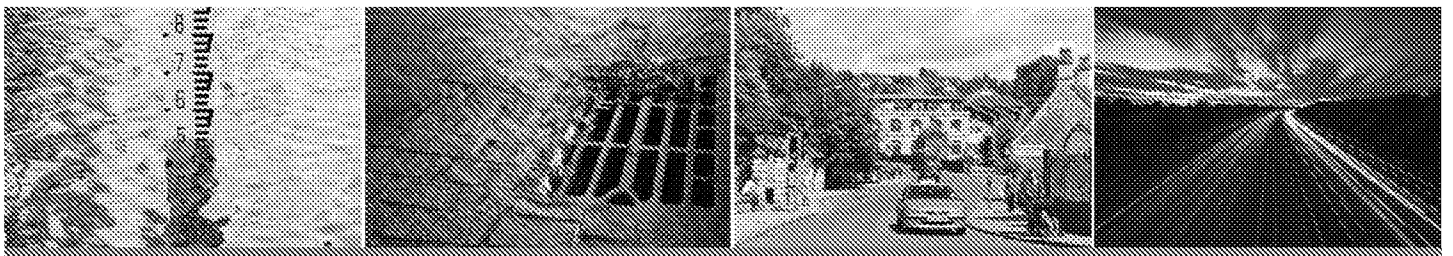
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Parameter summary

Trip rate parameter range selected:	150 - 1100 (units: sqm)
Survey date range:	01/01/13 - 22/10/20
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.



Civil Engineering - Transport Planning - Flood Risk

