



Transport Assessment

Proposed Residential Development

Durban Road, Bognor Regis, PO22 9QT

9th November 2021

ENVIRONMENTAL AND
SUSTAINABILITY CONSULTANTS

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Executive Summary

This report has been prepared in connection with the full planning application for the development of residential flats at Durban Road, Bognor Regis which includes the construction of an apartment building and undercroft parking.

From investigations in respect of existing traffic, accident data, sustainable accessibility, car parking provision, and traffic generation the main findings are:

- The existing site is currently vacant, on the site of a warehouse/office unit which has now been demolished. The site access is located off Durban Road, with undercroft parking.
- The proposed development is for an apartment building of 3 storeys (with a 4th level set back) comprising 24 units of 1 and 2 bedrooms, with primarily undercroft parking. The parking is to be accessed from Durban Road.
- The undercroft provides 20 parking spaces, and there are 6 surface spaces possibly for use by visitors.
- Investigations into the proposed quantum of car parking for the development concluded the amount of parking space is sufficient to strike the requisite balance between parking provision and restraint in order to encourage alternative sustainable modes of travel and will adequately serve the needs of the residents without leading to indiscriminate on-street parking within the vicinity of the site which is currently in high demand.
- The site also proposes a cycle store providing 24 cycle parking spaces for residents and visitors to encourage cycling as a mode of transport.
- The location of the site provides good accessibility by sustainable modes, with a bus stop located within walking distance of the site. The train station is located 2km south of the site and provides good viability for commutes on a regular basis as opposed to driving. There is a good range of local amenities within a 15 minute walk of the development, with Bognor Regis town centre 2.2km south of the development.
- Traffic surveys have been undertaken to understand the current traffic flows of Durban Road which demonstrates that on average 2,900 vehicles travel in both directions each weekday, dropping to 1,487 on weekends.
- Investigations into the number and severity of accidents recorded in the vicinity of the site indicate that there is an accident rate of 0.4 accidents per year over the last 5 years for the study area. No accidents have occurred around the existing site access on Durban Road or at the junction with Ash Grove.

- The TRICS database has been examined to determine the number of vehicular trips that are to be generated by the proposed residential uses. The data shows during the AM peak hour, the total development is expected to generate 5 two-way vehicular trips and 6 two-way trips during the PM peak hour which falls below the threshold of 30-50 movements specified by West Sussex County Highways and therefore no further assessment required.
- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact to the current traffic flows on the adjacent highways within the vicinity of the site and as such, in accordance with paragraph 109 of the NPPF, will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

The Local Authority can rest assured that the impact on the local roads from the proposed development has been assessed in terms of traffic generation, sustainable accessibility and highway safety and would not present a detrimental impact to the highway network.

1 Introduction

- 1.1 This Transport Assessment (TA) has been submitted in connection with an application to develop land on the corner of Durban Road and Ash Grove, Bognor Regis, in order to assess the impact of the proposed development on the existing highway network. The proposals involve the construction of 24 residential units in a 3 storey building (with a 4th level set back), with undercroft parking.
- 1.2 Pre-application advice was received from Arun District Council that has been used to inform the scope of this report.
- 1.3 The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2019) and best practice guidance within 'Manual for Streets' (DfT 2007) and 'Manual for Streets 2 - Wider Application of the Principles' (CIHT 2010), the Design Manual for Roads and Bridges (Highways Agency 2002). The report has also been produced in line with local planning policy, including The Adopted Arun Local Plan 2011-2031, Arun District Council Parking Standards Supplementary Planning Document January 2020 and West Sussex Walking & Cycling Strategy 2016-2026.

2 Background

- 2.1 The planning application to be submitted includes the development of a disused site to provide 24 x 1 and 2 bedroom apartments across 3 storeys with a further 4th level set back, with undercroft parking provided for residential use.
- 2.2 The site is located on the corner of Durban Road and Ash Grove within South Bersted, 2km north of the coastal town of Bognor Regis. The site is bound by Durban Road to the south and Ash Grove to the west. There are a number of commercial units to the north and east and a large residential area to the west.
- 2.3 Bognor Regis is a town in the Arun District of West Sussex. The town is part of an 11km urban settlement along the southern coastline that spans from Pagham in the west, to Elmer in the east.
- 2.4 **Existing situation**

The application site has previously been developed land and was occupied by a 2 storey office and warehouse unit. The unit has now been demolished but the ground floor slab is still visible. The vehicular access point is off Durban Road.

- 2.5 The site is bounded on two sides by roads, Durban Road to the south and Ash Grove to the west. Ash Grove leads to Rowan Way A529 providing access to Chichester to the north west, Portsmouth to the west and central Bognor Regis to the south. The site lies between a residential area in the west and several commercial units to the east.

3 Scope of Assessment

3.1 This Transport Assessment has been produced to consider the following issues:

- Existing traffic flows
- Highway safety and existing accident data for the local area
- Sustainable accessibility of the current site
- Proposed development including access and parking provision
- Calculation of trips from the proposed development

3.2 The scope of the transport assessment is based on pre-application advice received from Arun District Council Planning on the 9th April 2021.

3.3 Existing traffic data for Durban Road, the highway from which the development is to be accessed, was collected via an ATC (automatic traffic count) survey installed on Durban Road at the current access point to the site. The survey equipment was left in-situ for 7 days between 00:00 9th September 2021, and 24:00 15th September 2021.

3.4 This Assessment considers the extent of the transport and movement needs and implications of the proposed development for the mixed use nature of the site. In particular, the likely vehicle trip generation and the accessibility of the site in terms of sustainable transport options and an assessment of the suitability of the proposed access from the site exit are all examined.

3.5 Existing trips generated by the site and the trips from the proposed uses have been calculated using the TRICS database for the proposed residential development.

3.6 The report comprises the following sections:

Section 5 - Provides a description of the existing highway and pedestrian conditions in the site vicinity, including a site description, existing traffic conditions, accident data analysis, and assessments of the existing public transport and walking networks.

Section 6 - Sets out the development proposals for the amount and type, including a description of the development, proposed access and level of on-site parking provision.

Section 7 - Sets out the existing and proposed traffic generation for the site.

Section 8 - Summarises the key findings and concludes the report.

4 Description of Existing Conditions

4.1 This section describes the existing:

- site location and surrounding area
- development site
- local highway network
- traffic flows
- accident data
- sustainable modes of transport
 - bus travel
 - rail travel
 - walking
 - cycling

4.2 Site Location and Surrounding Area

The application site is located 2.2km to the north of Bognor Regis within South Bersted and falls within the planning jurisdiction of Arun District Council, and the Local Highways Authority of West Sussex County Council.

4.3 Bognor Regis is located centrally within the continuous urban development along the south coast between Elmer and Pagham.

Figure 1: OS map showing context of the site



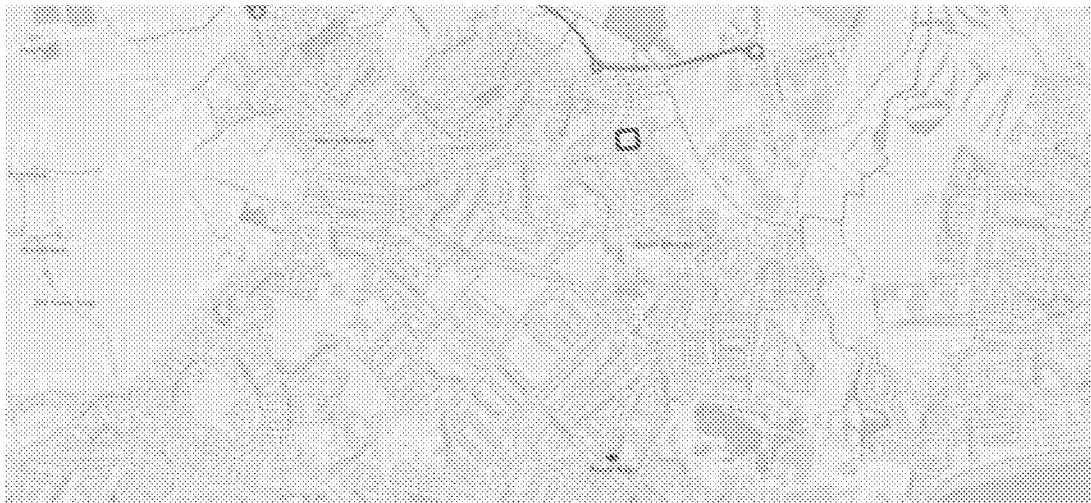
4.4 The map above demonstrates that the site is located centrally within the urban settlement along the coast, to the north of Bognor Regis. Chichester is located 9km to the north west with Worthing to the east.

- 4.5 Bognor Regis is well connected to the surrounding area, being located centrally in the area of settlement along the south coast. The A259 runs north from the town connecting with the A27 which runs east to west. The A27 provides access to Chichester and Portsmouth to the west where it connects with the M27 and M3. The A27 to the east provides access to Worthing and Brighton.

4.6 Development Site

The application site is located on the corner of Durban Road and Ash Grove, with the existing vehicular access from Durban Road. The existing site is currently disused, the previous 2 storey commercial building has been demolished but the ground slab is still visible. The junction with Ash Grove is 23 metres west of the current access point of the site. Just north of the site is a junction with Tamarisk Close and just south is a junction with Oak Grove. To the south and west of the site are areas of residential dwellings mainly built in the 1960s and 70s. There is, however, a newer apartment block on the opposite side of Durban Road around 40 metres to the south east. To the east of the site there is a change in land use to commercial and industrial units and beyond this a large caravan park.

Figure 2: Map showing the study area



4.7 Local Highway Network

- 4.8 The application site is accessed from Durban Road. This road is an access road for a residential apartment building and a number of commercial units. The road has a speed limit of 30mph and connects with Ash Grove to the west and Orchard Way to the south. There are a number of minor roads off Durban Road providing access to commercial premises. In the immediate vicinity of the site on Durban Road there are no road markings to restrict parking (except a 10m section of double yellow lines on the opposite side of the road), with a combination of on-street parking observed, as well as off street parking bays. Double yellow lines become present approximately 45m from the site on the north side of Durban Road and

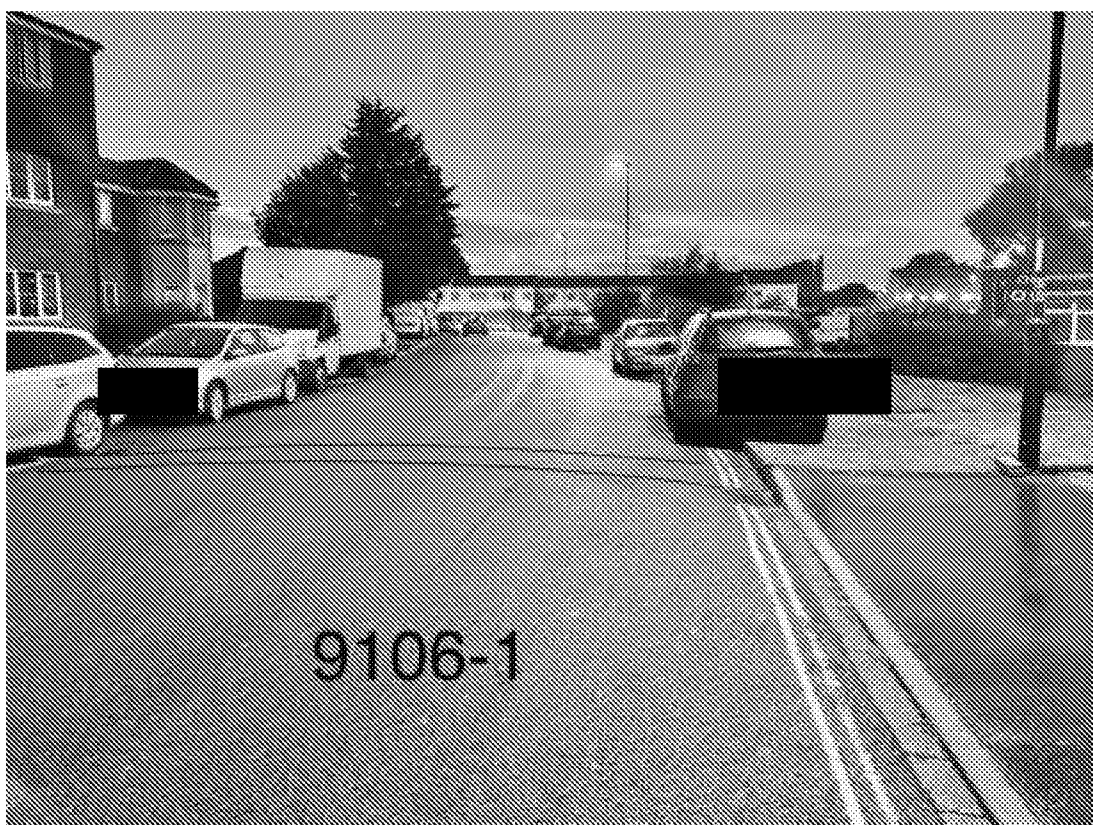
approximately 110m from the site on the south side meaning no on-street parking is permitted. There are footpaths on both sides of the road with street lighting present on the same side as the site. Tactile paving is provided at the junction with Ash Grove.

- 4.9 Ash Grove runs along the western site boundary, linking with Orchard Way to the south and Rowan Way A259 to the north, spanning 800m in length. The road is mainly residential with a speed limit of 30mph. There are no road markings to restrict parking and to the north of the site there is a combination of on-street parking and some off street parking bays. To the south of the site the houses mainly have private driveways and there appears to be very little on-street parking. There are footpaths on both sides of the road and streetlighting.
- 4.10 Rowan Way (A259) is a primary road that runs to the north of the site boundary at the junction with Ash Grove. The A259 connects to the A29 to the east and the North Bersted Bypass and on to the A27 to the west. The road has a speed limit of 40mph with street lighting present. There are footpaths on both sides of the road, on the south side this is a shared cycle and footpath.
- 4.11 The A27 is a dual carriageway that runs to the north of Bognor Regis connecting with Portsmouth to the west and Brighton to the east. There are junctions onto other main roads such as the A3(M) and the M27 providing access to other major road networks.
- 4.12 **Existing Traffic Flows - Durban Road**

To ascertain the existing traffic flows in proximity to the site, an ATC traffic survey was carried out.

The ATC was installed on Durban Road just outside the site access, and data was collected between 00:00 on Thursday 9th September 2021 and 24:00 on Wednesday 15th September 2021.

The photograph below shows the ATC device in-situ on Durban Road:



4.13 Automatic Traffic Count Vehicle Flow - Eastbound

Hr Ending	09/09/21 Thurs	10/09/21 Fri	11/09/21 Sat	12/09/21 Sun	13/09/21 Mon	14/09/21 Tues	15/09/21 Wed
1	8	10	11	3	1	9	6
2	0	2	3	4	0	3	3
3	0	2	1	3	1	2	1
4	1	2	2	1	2	1	2
5	2	3	5	4	4	2	4
6	22	25	11	4	32	30	23
7	56	40	20	14	58	55	50
8	107	123	30	13	99	107	102
9	157	140	79	22	141	163	154
10	108	116	104	37	126	140	122
11	89	99	96	73	122	114	88
12	82	100	95	96	104	104	102
13	76	94	95	103	112	98	100
14	94	112	97	82	120	143	125
15	102	106	87	75	98	111	124
16	118	107	85	69	127	129	133
17	133	152	70	31	147	159	147
18	118	145	49	37	144	134	137
19	91	86	67	40	110	118	102
20	73	89	45	31	59	73	88
21	38	40	30	28	29	36	51
22	24	21	15	14	18	9	16
23	11	11	11	5	9	11	5
24	12	9	5	2	4	4	1
0-24	1522	1634	1113	791	1667	1755	1686

The data above shows that a total of 10,168 vehicles travelled past the site along Durban Road in an eastern direction during the 7-day survey period. The average weekday 24-hour total was 1,653 vehicles. The weekday AM peak hour was consistently between 08:00 - 09:00, and the average weekday AM peak hour volume flow was 151 vehicles. The PM peak was consistently between 16:00 - 17:00, although vehicle flow was also consistently high between 17:00 - 18:00. The average PM peak volume flow was 148 vehicles.

4.14 Automatic Traffic Count Vehicle Flow - Westbound

Hour Ending	09/09/21 Thurs	10/09/21 Fri	11/09/21 Sat	12/09/21 Sun	13/09/21 Mon	14/09/21 Tues	15/09/21 Wed
1	3	1	1	2	5	5	2
2	2	1	1	2	1	3	0
3	3	3	3	2	1	2	1
4	1	0	3	0	0	0	0
5	5	2	0	0	1	2	4
6	8	7	5	7	10	10	12
7	35	30	17	5	35	32	32
8	75	72	19	13	67	62	72
9	83	79	36	7	86	81	72
10	75	56	41	22	69	95	87
11	86	88	79	37	101	96	76
12	83	87	70	42	75	87	88
13	89	87	69	38	81	86	89
14	87	98	54	39	70	82	75
15	89	85	35	41	69	86	78
16	106	78	39	33	81	90	92
17	139	114	39	30	132	128	107
18	130	115	31	24	139	124	138
19	69	67	28	22	78	91	70
20	42	44	23	18	52	53	42
21	49	54	17	24	42	27	57
22	30	19	19	8	16	28	18
23	6	14	8	5	6	6	8
24	6	6	6	5	2	8	5
0-24	1301	1207	643	426	1219	1284	1225

The above data shows that a total of 7,305 vehicles travelled past the site along Durban Road in a Western direction during the 7-day survey period. The average weekday 24-hour total was 1,247 vehicles. The weekday AM peak hour was between 10:00-11:00 on Monday, Tuesday, Thursday & Friday and 09:00-10:00 on Wednesday. The weekday AM Peak hour average volume flow was 92 vehicles. The weekday PM peak hours were consistently between 16:00 - 18:00. The average PM peak volume flow was 127 vehicles.

4.15 The surveyed traffic data also included vehicle types and travelling speeds. Full details are included in Appendix A but are summarised below.

4.16 Vehicle Class

Eastbound

Car/LGV/Caravan = 87%

OGV1/Bus = 13 %

OGV2 = <1 %

Westbound

Car/LGV/Caravan = 84 %

OGV1/Bus = 16 %

OGV2 = <1 %

- 4.17 The vehicle class survey illustrates that the vast majority of vehicles travelling on Durban Road are in the car/LGV/caravan category. The number of OGV 1/bus vehicles travelling eastbound and southbound was very similar. The proportion of larger goods vehicles and articulated HGVs was insignificant.

4.18 Vehicle Speed

A summary of the speed data recorded is given below:

Speed Survey - Eastbound

	5-DAY MEAN
0000-2400 Vehicle Flow	1653
85%ile Speed	28.4
% Vehicles >30 MPH Limit	2.7

Speed Survey - Westbound

	5-DAY MEAN
0000-2400 Vehicle Flow	1247
85%ile Speed	28.7
% Vehicles >30 MPH Limit	4.8

- 4.19 The results above demonstrate that the majority of vehicles travelling in both direction along Durban Road were below the 30 mph speed limit. The 85th percentile speed of vehicles travelling eastbound was 28.4 mph (45.70 kph) and travelling southbound was 28.7 mph (46.18 kph).

4.20 Summary of Existing Traffic Survey

The ATC survey data reveals that the 5-day average of vehicles travelling in both directions past the site on Durban Road is 2,900 vehicles. The weekday AM peak occurs between 08:00 - 09:00 in an eastbound direction and between 10:00 - 11:00 in a westbound direction. The weekday PM peak varies slightly, between 16:00 - 17:00 and 17:00 - 18:00. A significant proportion of vehicles recorded in the survey were classed as Car/LGV/ Caravan. The majority of vehicles recorded travelling in both directions were below the 30mph speed limit. The speeds of vehicles travelling in either direction were the same, with the 85thile of eastbound vehicles travelling at 28.4mph, compared to 28.7mph for westbound vehicles.

4.21 Local Car Parking Opportunities

The previous section briefly summarises the availability of on-street parking within the vicinity of the site.

At the north end, within the immediate vicinity of the site, Durban Road provides access to some residential dwellings including an apartment block with private car park. Within this area, Durban Road has no parking restrictions (except a 10m section of double yellow lines on the opposite side of the road) and there is a significant amount of on-street parking with some off-street parking bays. At 45m (north) and 110m (south) double yellow lines are present on both sides of Durban Road so on-street parking is not available. At this point the land changes to commercial premises.

4.22 Ash Grove is a residential road and does not have any parking restrictions. Immediately to the north of the site there is a combination of on-street parking and some off street parking bays. To the south of the site the houses mainly have private driveways and there is little demand for on-street parking. There are footpaths on both sides of the road and streetlighting.

4.23 There are no local car parks that could be used by residents.

4.24 In summary, there are nearby residential roads where parking may be available, with Durban Road being the most viable due to the site being accessed from this road. It is unlikely that the residents will want to park their cars on a regular basis outside of the immediate vicinity of the development due to inconvenience.

4.25 Accident Data

Accident data for the highway network surrounding the site access was requested from Sussex Police: Sussex Safer Roads Partnership. This data covers the latest 5-year period available, between 01.06.2016 to 31.05.2021. Analysis of this data is carried out to identify if any

patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site.

- 4.26 Please note that the data provided is classified as sensitive so has been used for this analysis but cannot be shared due to the sensitive nature of the information. It is permitted to share the accident location map, which has been appended to this report. However, the collision details cannot be included in public documents because they contain sensitive information on the age of the casualty, contributory factors and accident descriptions. The content is collated by the attending officer using the information available to them at the time. This information is not public because it can be interpreted as assigning blame or allegations and that is not why the data is collected.
- 4.27 The following tables provide a summary of the accidents to assist analysis without deductions being possible over which accident is which, in accordance with the above restrictions.

4.28 Accident Data Study area

The data for those accidents within the vicinity of the site (as shown in Appendix B), focuses on a 250m radius around the site to capture the safety of the wider area, including the junction with Ash Grove at the corner of the site, and the nearest bus stops to the site.

- 4.29 The data reveals that there have been 2 accidents within the study area during the 5 year period (up to 31st May 2021).
- 4.30 The locations of the accidents are indicated by the coloured shapes on the map in Appendix B. Both accidents were classed as slight. There have been no serious or fatal accidents. There were no accidents at the junction of Durban Road and Ash Grove.
- 4.31 1 accident took place at the Ash Grove/ Tamarisk Close junction, 50 metres north of the site. The other accident took place 140 metres south of the site on Ash Grove.
- 4.32 The frequency of accidents is as follows:

Table 1: Frequency of Accidents

Severity	01.06.16 - 31.05.17	01.06.17 - 31.05.18	01.06.18 - 31.05.19	01.06.19 - 31.05.20	01.06.20 - 31.05.21
Slight	1	1	0	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0
Totals	1	1	0	0	0

4.34 The 2 accidents involved the following:

Table 2: Accidents involving:

	Fatal	Serious	Slight	Total
Car	0	0	2	2
Cycle	0	0	0	0
Goods Vehicle <3.5 Tonne	0	0	0	0
Motorcycle >500cc	0	0	0	0
Motorcycle <125cc	0	0	0	0
Bus/coach	0	0	0	0
Total	0	0	0	2

4.35 The 2 accidents involved the following casualties:

Table 3: Accidents involving:

	Fatal	Serious	Slight	Total
Car driver	0	0	2	2
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Good vehicle <3.5 tonne driver	0	0	0	0
Motorcycle >500 cc	0	0	0	0
Motorcycle <125 cc	0	0	0	0
Total	0	0	2	2

4.36 Summary and Analysis

A 250m radius of the site has been examined to provide a wider picture of the safety record for the area. Only 2 accidents to take place in the 5 year period up to the 31st May 2021, both of these took place in 2017 and both were classed as slight.

4.37 Taking both accidents into account, the accident rate equates to 0.4 accidents per year in the last 5 years. The average volume of vehicles travelling on Durban Road (According to the ACT Traffic Count) is 2,496 vehicles in both directions per day.

4.38 Both accidents involved cars only.

4.39 No accidents have taken place within the existing site access on Durban Road or at the junction with Ash Grove. Therefore, the safety record of the site does not highlight any specific problems associated with the proposed site access onto Durban Road.

4.40 Sustainable Accessibility

An investigation into the provision of sustainable travel options for potential users of the application site has been carried out to assess the sustainable accessibility of the site. The following modes of transport have been investigated:

- Bus travel
- Rail travel
- Walking
- Cycling

4.41 Bus Travel

The Institute of Highways and Transportation (IHT) Guidelines for "Planning for Public Transport in New Developments" state that the maximum walking distance to a bus stop should not exceed 400m if bus travel is to be maximised.

4.42 The nearest bus stops to the site are located 130m to the south of the site access on Ash Grove and 140m west of the site on Oak Grove. Both bus stops are served by the STAR bus route operated by Stagecoach and running through the local Bognor Regis area. There is also a 68 bus route but this appears to be a very limited service between Bersted and Pagham with only two buses in the early morning and two in the late evening.

- 4.43 A summary of the frequency of bus services in proximity to the site are summarised below:

Table 4: Bus services

Bus service	Bus stop	Route	Weekday				Weekend	
			Frequency		Times		Frequency	
			On-peak	Off-peak	First	Last	Sat	Sun
STAR	Oak Grove	Bognor - Bersted - Bognor (circular route)	30 mins	30 mins	07:39	18:16	30 mins	No service
68	Oak Close	Bersted to Pagham	hourly	hourly	05:13	06:13	As weekday	As weekday
68	Oak Close	Pagham to Bersted	hourly	hourly	18:34	19:34	As weekday	As weekday

- 4.44 There are bus stops within walking distance of the site that provide access to Bognor Regis town centre and the surrounding local area with good service frequency. Bus travel provides good opportunities for residents to travel within the local area such as to work on a regular basis.

4.45 Rail Travel

Bognor Regis train station is located 2km south of the site for pedestrian access via Station Road.

- 4.46 The station is located on the West Coastway Line operated by Southern with 3 platforms. The ticket office is open Monday-Saturday 06:00 - 19:50 and on Sundays 08:10 - 19:45 and ticket machines are available. The car park has 95 spaces and charges can be pre-paid up to a year. There are also 184 cycle parking spaces. The station has step free access to all platforms.
- 4.47 Trains run regularly to destinations such as London Victoria, Littlehampton, Barnham, and London Gatwick. Trains run to London roughly every half an hour with a 1 hour 45 minute duration.
- 4.48 By making one change on the train route it is also possible to reach wider destinations including Chichester, Southampton (journey time 1hour 15 minutes) and Brighton (journey time between 50 minutes and 1 hour 15 minutes).

4.49 The local train station is 2km away with a half hourly bus service going direct to the station. Alternatively, the station is a 25 minute walk or a 7 minute cycle. Rail travel has a good viability for travel on a regular basis for the various site users, who may need to commute to and from work in the surrounding region and into London. The station also provides good viability for visitors of the residents who may be travelling from further destinations, rather than driving.

4.50 **Walking**

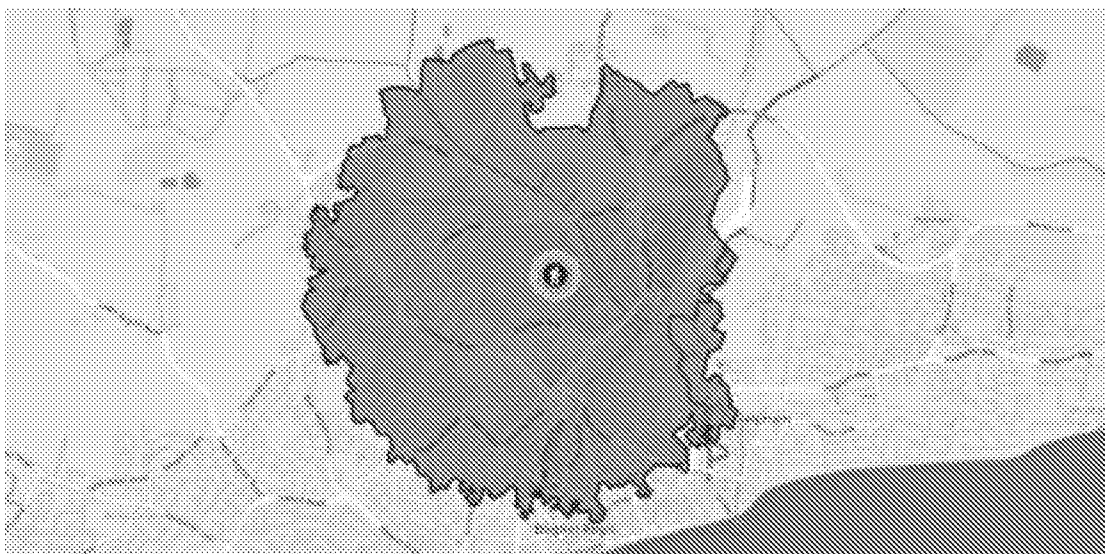
A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

4.51 National Planning Policy Framework (NPPF) makes reference to the importance of encouraging walking as an alternative mode of travel which offers the greatest potential to replace short car trips, particularly under 2.0 km, (approximately 1.5 miles).

4.52 The Institution of Highways and Transportation (IHT) publication "Guidelines for Providing for Journeys on Foot" note that walking accounts for over 25% of all journeys and 80% of journeys up to 2km.

4.53 The 2.0 km walking isochrone map below shows that a good proportion of Bognor Regis is within walking distance, including South Bersted and North Bersted. A good range of local amenities including the train station are within walking distance, as are a large proportion of residential areas.

Figure 3: 2km Walking Isochrone Map



4.54 Durban Road and Ash Grove both have footpaths on both sides of the road with streetlighting present. Tactile paving is provided at crossing points on both roads.

- 4.55 Approximately 650 metres west of the site is the area of Bersted Green and Durlston Drive with a GP Surgery, Pharmacy and a small row of shops including a convenience store.

4.56 Local Amenities

There are some local amenities in the surrounding area that site users can access by foot, bicycle or bus. A selection of the nearest amenities is shown in the table:

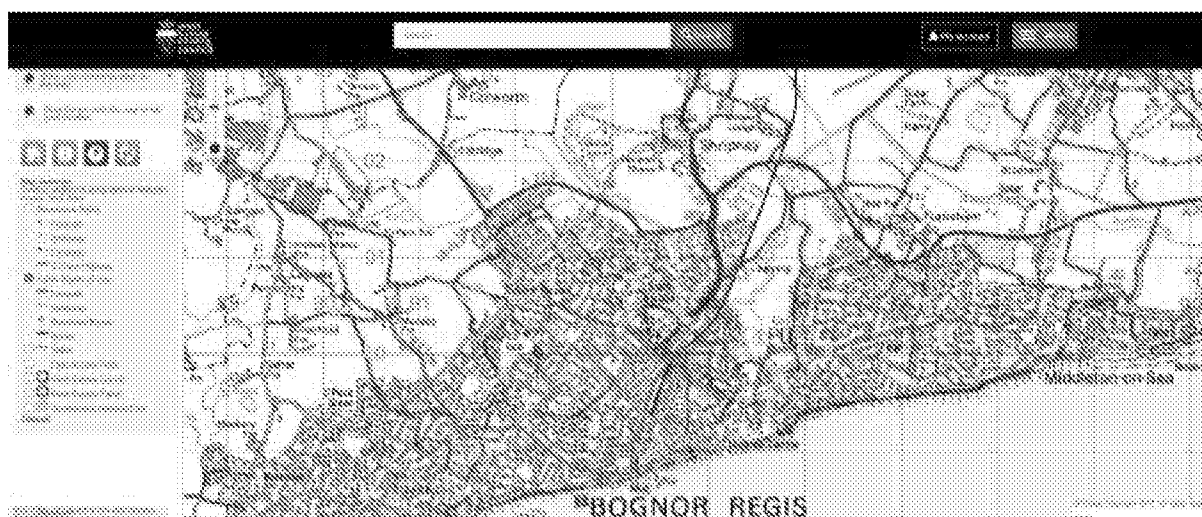
Table 5: Local Amenities

Amenity	Location	Distance	* Walking Time
Bersted Green Primary School	Laburnum Grove	450m	6 mins
Bersted Green Surgery (GP Practice)	Durlston Drive	700m	8 mins
Kamsons Pharmacy	Durlston Drive	700m	8 mins
One Stop Convenience Store & Post Office	Durlston Drive	650m	8 mins
Tesco Supermarket with ATM	Shripney Road	1.2km	14 mins
The Regis School (Secondary School)	Westloats Lane	1.8km	22 mins
Train station	Station Road	2km	25 mins
Halifax Bank	London Road	2.2km	27 mins
Arun Leisure Centre	Felpham Way	2.2km	27 mins

* Walking times based on “leisurely” 5km/hr (3mph/hr)

- 4.57 The following map demonstrates the availability of Public Rights of Way within Bognor Regis. Routes 141 and 3038 are within proximity of the site, providing access to the town centre.

Figure 4: Public Rights of Way



- 4.58 Given the close proximity of the site to a range of land uses including residential areas, local amenities and transport interchanges, walking is considered to have a high viability for the variety of site users.

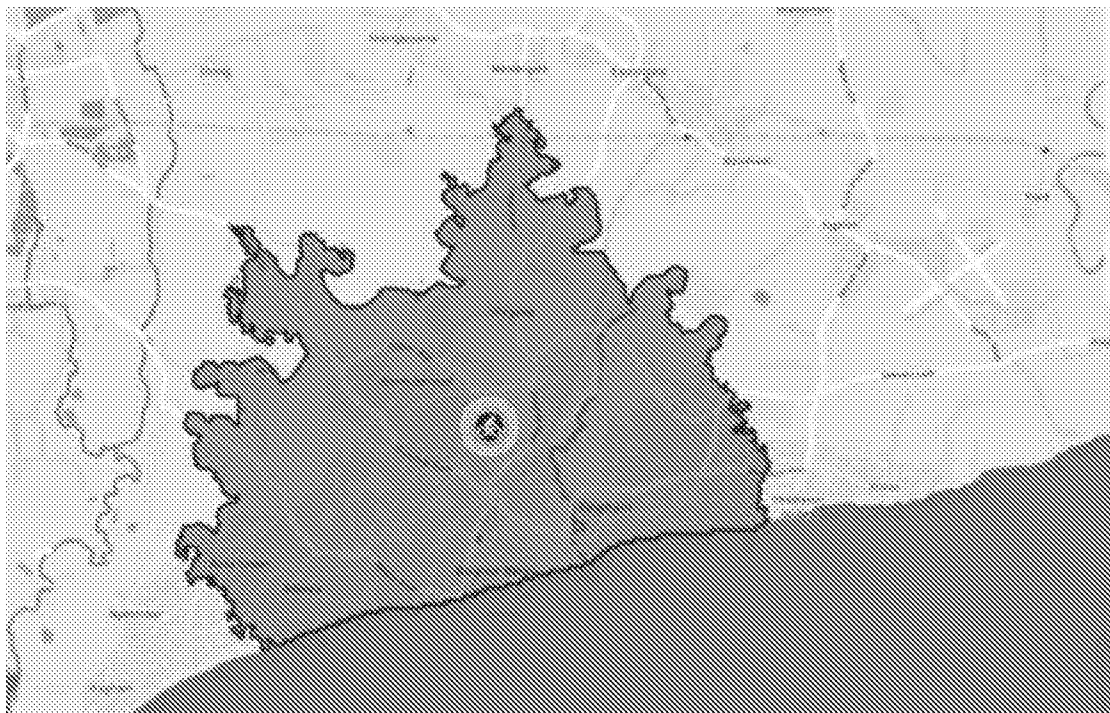
4.59 **Cycling**

National Planning Policy Framework makes reference to the importance of encouraging cycling as an alternative mode of travel which has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

- 4.60 The location of the site provides a wide catchment area, including residential and retail facilities in the local area and offers an opportunity for areas within an acceptable cycling distance from the site.

- 4.61 The "Cycling Isochrone Map" below shows that a 5km cycle catchment area, centred on the site, includes Bognor Regis town centre, Felpham and North & South Bersted within the catchment.

Figure 5: 5km Cycling Isochrone Map

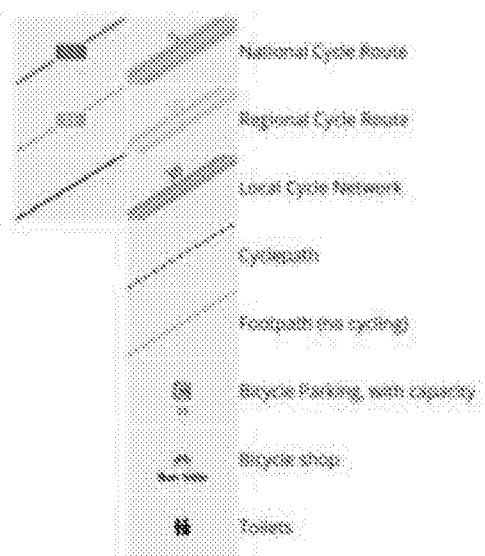


- 4.62 National Cycle Route 2 runs east from the centre of Bognor Regis to Worthing in the west, through Shoreham by Sea, Southwick and Brighton, towards Newhaven. Within the vicinity of the site there are a number of local cycle network routes connecting the local residential areas and the town centre. The route also connects with routes 90, 20, 82, and 223. There are also local cycleways within Southwick, running east to west along Old Shoreham Road.

Figure 6: Cycle Routes

Map key

The cycle map legend below described the map symbols and lines:



- 4.63 In addition to the above existing routes, West Sussex County Council have a number of proposed improvements to cycle routes, detailed in the West Sussex Walking and Cycling Strategy 2016-2026. These include routes from Bognor Regis to Chichester, Barnham, Felpham and Nyetimber. There is also a proposal to link the Bognor east communities to National Cycle Route 2.
- 4.64 The proposed development provides 24 cycle parking spaces in secure storage.
- 4.65 For those planning a bike ride, the Cycle Streets website and app propose the latest route information and are designed to encourage people to take up cycling as an alternative to using their cars.

- 4.66 The existing road network is considered good to encourage cyclists and offers links to areas within an acceptable cycling distance.

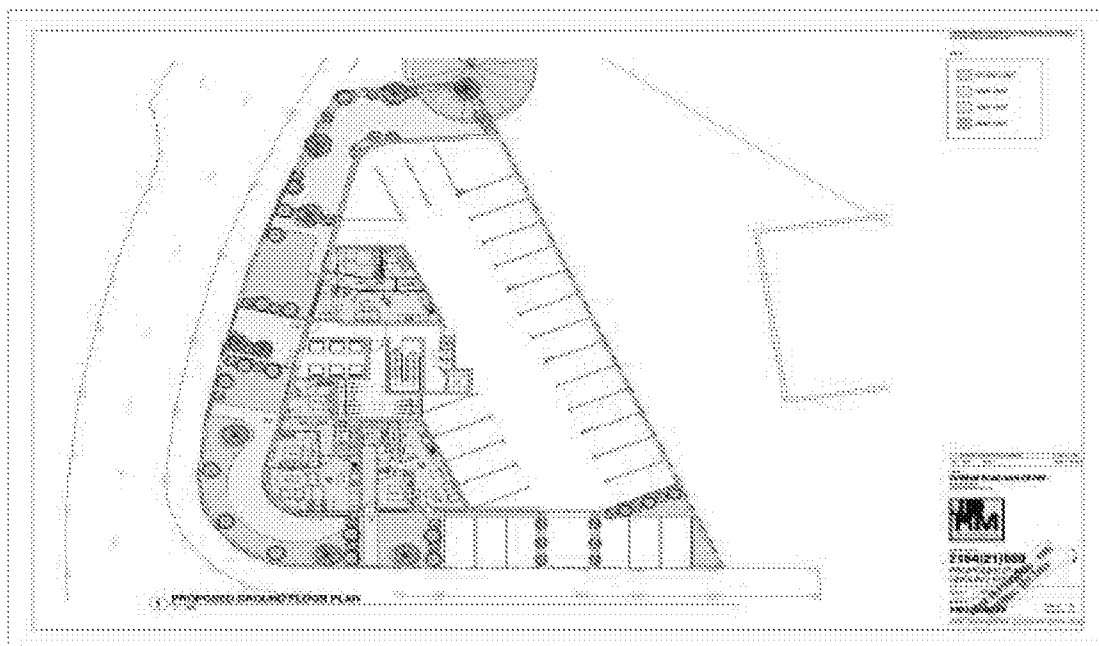
4.67 Sustainable Accessibility Conclusion

The location of the site provides good accessibility by sustainable modes, with bus stops within walking distance of the site that are highly viable for regular travel to the wider area. The train station is accessible by bus, cycle or a slightly longer walk. The local cycle network provides a safe option for cyclists. There is also a good provision of local amenities and community facilities within walking distance. There is therefore a variety of modes of sustainable modes of transport available to site users to propose a valid alternative to using the car.

5 Development Proposals

- 5.1 This section sets out the development proposals for the site in greater detail.
- 5.2 A full planning application is to be submitted for the for the development of an apartment block at Durban Road, Bognor Regis, comprised of 24 flats and undercroft parking.
- 5.3 The following plan shows the layout of the proposed new site:

Figure 7: Proposed Ground Floor Plan



- 5.4 The residential development entails 24 units across 3 storeys (with 4th level set back), with the schedule as follows:
- 13 x 1 bedroom
 - 11 x 2 bedroom
- 5.5 The development also provides cycle parking and a refuse area. The pedestrian entrance for residential access is to the west from Ash Grove. The vehicle access is from Durban road and from the undercroft car park there is a stairwell and lift providing access to all levels.
- 5.6 All dwellings have external private amenity space. The ground floor flats have a private secluded terrace whilst the upper floors have balconies. The top floor that is set back provides a wraparound terrace.
- 5.7 **Proposed Access (Pedestrian/ Cyclist)**

Due to the sustainable location of the development, the proposals are keen to incorporate adequate pedestrian and cyclist facilities. The pedestrian access for the apartments is via the footpath on Ash Grove. Access from the undercroft parking level is provided via a stairwell or lift which leads to all levels.

- 5.8 Cycle parking is provided in the centre of the development adjacent to the communal entrance.

5.9 **Proposed Access (Vehicles)**

In order to maximise parking for the residential use to prevent overspill parking on the neighbouring streets, parking has been provided at undercroft level. An access ramp is situated off Durban Road to the south leading down into the undercroft where residential parking is provided.

- 5.10 The undercroft provides 20 parking spaces, and there are 6 surface spaces intended for use by visitors.

5.11 **Cycle Parking Standards**

West Sussex Cycling Design Guide (2019) states that:

“All cycle parking facilities should be secure, easy to use, and located in convenient, sheltered positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development (‘Sheffield’ stands preferred).”

- 5.12 Cycle parking guidance is further set out in Arun District Council Parking Standards Supplementary Planning Document (January 2020) with recommended levels of cycle parking spaces as follows:

Table 2.3 Recommended 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
Flats	Up to 3 rooms (1 & 2 bed)	1 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

5.13 Based on the standards set out in the table above, the following cycle parking is required as a minimum:

- 13 x 1 bed apartments = 13 spaces
- 11 x 2 bed apartments = 11 spaces
- **Total = 24 spaces**

5.14 Cycle Parking Provision

The development proposes a cycle store where two tiered storage for 24 cycles is provided.

5.15 Car Parking Standards

The West Sussex County Council Guidance on Parking at New Developments (2019) sets out parking guidance for new development 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.

5.16 Further car parking guidance is set out in Arun District Council Parking Standards Supplementary Planning Document (January 2020) and provides the following guidance for residential developments:

Table 3.1 – Expected level of provision for new residential developments

Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone		
		1	2	4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

5.17 The location of the development is identified as Parking Behaviour Zone 4, as per the map in Appendix A of the guidance. As such, the following parking spaces are required:

- 13 x 1 bed apartments = 13 spaces
- 11 x 2 bed apartments = 11 spaces
- Plus 20% of the total number of units for visitor spaces = 5
- **Total = 29 spaces**

5.18 Car Parking Provision

As previously outlined, parking will be provided predominantly at undercroft level with some spaces at surface level. 20 spaces are provided within the undercroft, including 1 disabled space. 6 parking spaces are provided at surface level, accessed directly from Durban Road. Therefore in total, 26 car parking spaces are proposed which meets the requirements set out by Arun District Council.

5.19 In accordance with Paragraph 3.2 Residential Parking Guidance, to satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through section 106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives. Therefore, the requirement for 29 spaces can be reduced by 3 spaces to 26 in total which means the proposed parking provision is in accordance with local authority requirements.

5.20 The 20 undercroft parking spaces will have high speed charging points installed in order to encourage the use of electric vehicles and ensure that provision is in place for the increasing demand. This meets requirements set out within Arun District Council policy which requires 20% of all bays to have active EV charging points.

- 5.21 The development is to provide information to residents on alternative modes of travel, including marketing public transport information, as well as car sharing initiatives, which are discussed in more detail in 6.29.
- 5.22 The table included in Section 7 - Trip Generation demonstrates the anticipated modal share of trips generated by the residential development. Whilst 43% of trips are to be made by car, 34% are by walking, and 19% by public transport. This indicates that car usage will account for less than half of all journeys from the site and as such fewer parking spaces will be necessary due to lower car ownership and lower anticipated car usage.
- 5.23 The proposed quantum of car parking for the development is therefore considered to be sufficient to strike the requisite balance between parking provision and restraint in order to encourage alternative sustainable modes of travel and will adequately serve the needs of the residents without leading to indiscriminate on-street parking within the vicinity of the site which is currently in high demand.

5.24 Sustainable Car Ownership

The benefit of sharing a lift between friends is recognised as a valuable method of reducing the number of car journeys. A reduction in single occupancy car travel amongst its residents will be encouraged by supporting the sharing of lifts to “develop informally when people socialise outside of work with whom sharing a lift home will be a “safe and convenient option”.

- 5.25 Alternatively, West Sussex has a club via Lift Share available from the following link:

<https://liftshare.com/uk/community/westsussexcarshare>

- 5.26 The West Sussex general community has over 3,000 members.
- 5.27 Car sharing with Lift Share works by first adding your journey details, and Lift Share will search for a potential partner with a similar journey. Once someone suitable is identified, you have the option to introduce yourself, and arrange any details for how and when to meet.
- 5.28 The benefits of car sharing are as follows:
- Social benefits of having company on a journey, including reduced stress of driving.
 - Sharing a ride means sharing the costs, making car travel more affordable
 - Reducing CO2 emissions by reducing the number of single occupancy vehicles on the road. Lift Share have a mission to save 1 billion miles.

- 5.29 The site is located within Bognor Regis, in proximity to the train station as well as on the main route across the south coast. As a result, it is expected that a good range of car share partners will be available for the site users wishing to use the service for their regular commutes, or one off journeys. This can be a marketing point for advertising the sale of the apartments to encourage people who do not own cars to live here.

6 Trip Generation

6.1 This section sets out details with regards to trip generation for the existing and proposed site. The TRICS database where available has been used to calculate the proposed trips. The full TRICS data is included in Appendix D.

6.2 Existing Trips

The development site is currently disused land. There was previously a commercial building on the site, built in the 1980s and this is understood to be the only development to have ever occupied the site. The building has now been demolished and therefore there is no traffic generated by the existing application site.

6.3 Proposed Residential Trip Generation

Vehicular trip data for the residential application has been extrapolated from the TRICS database in order to determine the number of trips made to the site for the proposed 24 apartments. The search criteria for TRICS was set to include sites with between 15-60 dwelling units in edge of town centre and edge of town locations.

6.4 Based on the TRICS trip rates, the residential development would generate the following traffic:

Table 6: Trip Rates & Traffic Generation - Proposed Residential Site

Time Period	Trip Rates (1 dwelling)		Traffic Generation (24 dwellings)	
	Arrive	Depart	Total Arrive	Total Depart
AM Peak 08:00-09:00	0.059	0.164	1.416	3.936
PM Peak 17:00-18:00	0.167	0.088	4.008	2.112
07:00 - 21:00	1.223	1.288	29.352	30.912

6.5 The table above demonstrates that the proposed residential use of the site will generate 1 trip arriving, and 4 departing during the AM peak, and 4 arriving and 2 departing during the PM peak. In total, 29 vehicles will arrive and 31 will depart the residential site between the hours of 07:00 - 21:00.

6.6 Therefore the proposed development does not result in an increase in two way trips of over 30 movements during peak hours so is not expected to result in a detrimental increase in

traffic to the locality. As a result, further capacity assessment has been scoped out of this report.

6.7 Multi-modal trips

Table 7: Multi-modal Trip Generation

Mode	Total Two-Way Trip Rate	Total Two-Way Trips	Percentage of Total Trips
Vehicles	2.511	60	43%
Cycle	0.233	6	4%
Walking	2.008	48	34%
Public Transport	1.085	26	19%
Total		140	100%

- 6.8 The table above presents the modal share proportion of trips (arrivals and departures) generated by the residential development. The table shows that whilst most trips are vehicular (including taxi's, OGV's etc), a high proportion of trips are also made by walking and public transport.

6.9 Distribution

The distribution for trips has been estimated based on existing traffic flows and the location of travel destinations surrounding the site. Durban Road provides access to retail, leisure and commercial units. The local amenities at Bersted Green are to the west and therefore accessed via Ash Grove with vehicles turning right out of the development and left out of Durban Road.

- 6.10 Access to the A259 is provided by turning right onto Ash Grove rather than travelling through the town. It is therefore expected that 75% of vehicle trips will be distributed via Ash Grove. To the south along Durban Road, trips are likely to be associated with travel to Bognor Regis town centre or to the larger supermarket and retail parks.

7 Summary and Conclusions

7.1 This report has been prepared in connection with the full planning application for the development of residential flats at Durban Road, Bognor Regis which includes the construction of an apartment building and undercroft parking.

- From investigations in respect of existing traffic, accident data, sustainable accessibility, car parking provision, and traffic generation the main findings are:
- The existing site is currently vacant, on the site of a warehouse/office unit which has now been demolished. The site access is located off Durban Road, with undercroft parking.
- The proposed development is for an apartment building of 3 storeys (with a 4th level set back) comprising 24 units of 1 and 2 bedrooms, with primarily undercroft parking. The parking is to be accessed from Durban Road.
- The undercroft provides 20 parking spaces, and there are 6 surface spaces possibly for use by visitors.
- Investigations into the proposed quantum of car parking for the development concluded the amount of parking space is sufficient to strike the requisite balance between parking provision and restraint in order to encourage alternative sustainable modes of travel and will adequately serve the needs of the residents without leading to indiscriminate on-street parking within the vicinity of the site which is currently in high demand.
- The site also proposes a cycle store providing 24 cycle parking spaces for residents and visitors to encourage cycling as a mode of transport.
- The location of the site provides good accessibility by sustainable modes, with a bus stop located within walking distance of the site. The train station is located 2km south of the site and provides good viability for commutes on a regular basis as opposed to driving. There is a good range of local amenities within a 15 minute walk of the development, with Bognor Regis town centre 2.2km south of the development.
- Traffic surveys have been undertaken to understand the current traffic flows of Durban Road which demonstrates that on average 2,900 vehicles travel in both directions each weekday, dropping to 1,487 on weekends.
- Investigations into the number and severity of accidents recorded in the vicinity of the site indicate that there is an accident rate of 0.4 accidents per year over the last

5 years for the study area. No accidents have occurred around the existing site access on Durban Road or at the junction with Ash Grove.

- The TRICS database has been examined to determine the number of vehicular trips that are to be generated by the proposed residential uses. The data shows during the AM peak hour, the total development is expected to generate 5 two-way vehicular trips and 6 two-way trips during the PM peak hour which falls below the threshold of 30-50 movements specified by West Sussex County Highways and therefore no further assessment required.
- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact to the current traffic flows on the adjacent highways within the vicinity of the site and as such, in accordance with paragraph 109 of the NPPF, will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

7.2 The Local Authority can rest assured that the impact on the local roads from the proposed development has been assessed in terms of traffic generation, sustainable accessibility and highway safety and would not present a detrimental impact to the highway network.

This Report has been prepared by:

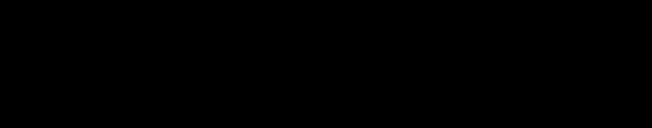
Encon Associates Limited

10 Chapel Lane

Arnold

Nottingham

NG5 7DR



Signed for and on behalf of Encon Associates Limited



Mark Bentley MCIHT

Traffic and Transportation Division

Date: 9th November 2021

Appendix A - ATC Data

Bognor Regis ATC, Durban Road

Channel 1 - Eastbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1822	1834	1113	791	1667	1759	1686	1693	1353
Mean Speed	22.6	22.7	23.9	23.9	22.5	22.2	22.7	22.5	22.9
85%ile Speed	28.5	28.4	28.4	28.6	28.7	28.0	28.2	28.4	28.4
No. Vehicles > 30 MPH Limit	57	49	49	39	31	35	46	44	44
% Vehicles > 30 MPH Limit	3.7	3.0	4.4	4.9	1.9	2.0	2.7	2.7	3.2
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Westbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1301	1207	643	426	1313	1234	1225	1247	1044
Mean Speed	22.7	23.2	24.0	23.9	22.7	22.5	22.9	22.8	23.1
85%ile Speed	28.5	28.5	28.7	28.9	28.7	28.9	29.0	28.7	28.7
No. Vehicles > 30 MPH Limit	62	71	56	37	57	55	54	60	56
% Vehicles > 30 MPH Limit	4.8	5.9	8.7	8.7	4.7	4.3	4.4	4.8	5.9
No. Vehicles > 45 MPH	0	1	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3123	3041	1756	1217	2980	3039	2911	2903	2397
Mean Speed	22.7	23.0	24.0	23.9	22.6	22.4	22.8	22.7	23.0
85%ile Speed	28.5	28.4	28.6	28.8	28.7	28.4	28.6	28.5	28.5
No. Vehicles > 30 MPH Limit	119	120	105	76	88	90	100	103	100
% Vehicles > 30 MPH Limit	4.2	4.2	6.0	6.2	3.0	3.0	3.4	3.6	4.3
No. Vehicles > 45 MPH	0	1	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bognor Regis ATC, Durban Road

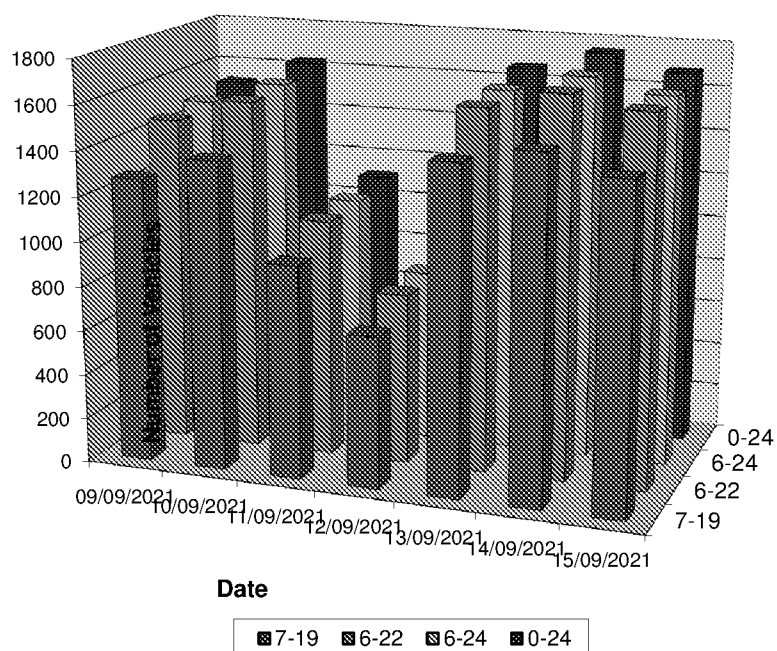
Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5 Day Ave	7 Day Ave
1	8	10	11	3	1	9	6	7	7
2	0	2	3	4	0	3	3	2	2
3	0	2	1	3	1	2	1	1	1
4	1	2	2	1	2	1	2	2	2
5	2	3	5	4	4	2	4	3	3
6	22	25	11	4	32	30	23	26	21
7	56	40	20	14	58	55	50	52	42
8	107	123	30	13	99	107	102	108	89
9	157	140	79	22	141	163	154	151	122
10	108	116	104	37	126	140	122	122	108
11	89	99	96	73	122	114	88	102	97
12	82	100	95	96	104	104	102	98	98
13	76	94	95	103	112	98	100	96	97
14	94	112	97	82	120	143	125	119	110
15	102	106	87	75	98	111	124	108	100
16	118	107	85	69	127	129	133	123	110
17	133	152	70	31	147	159	147	148	120
18	118	145	49	37	144	134	137	136	109
19	91	86	67	40	110	118	102	101	88
20	73	89	45	31	59	73	88	76	65
21	38	40	30	28	29	36	51	39	36
22	24	21	15	14	18	9	16	18	17
23	11	11	11	5	9	11	5	9	9
24	12	9	5	2	4	4	1	6	5
7-19	1275	1380	954	878	1450	1520	1436	1412	1242
6-22	1468	1570	1064	763	1514	1633	1541	1597	1402
6-24	1522	1634	1113	791	1667	1755	1686	1653	1453

Vehicle Flow (Channel 1)



Bognor Regis ATC, Durban Road

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	23.6	26.0	23.9	26.3	33.0	26.9	26.3
2	-	30.5	28.0	28.0	-	23.0	28.0
3	-	25.5	28.0	18.7	33.0	28.0	13.0
4	23.0	23.0	23.0	28.0	20.5	23.0	20.5
5	25.5	29.7	25.0	25.5	25.5	30.5	25.5
6	25.7	25.8	24.4	25.5	26.3	26.8	24.6
7	25.1	24.4	25.0	22.3	25.0	25.5	25.3
8	23.4	23.7	26.5	24.5	23.5	22.9	24.2
9	22.9	23.0	23.6	25.3	22.0	22.2	21.8
10	21.2	22.4	23.3	24.5	22.9	22.8	21.7
11	20.6	21.4	22.2	24.2	21.4	21.0	22.9
12	22.4	21.4	23.1	23.3	21.8	21.8	22.0
13	23.2	22.1	23.1	23.9	22.8	20.2	23.1
14	22.4	23.2	24.1	22.7	21.8	22.7	22.4
15	23.0	21.9	24.6	23.6	23.7	21.6	21.4
16	21.9	22.7	23.6	23.7	22.0	21.0	22.6
17	22.1	22.0	24.1	24.8	21.2	21.4	22.1
18	22.0	21.9	24.6	25.0	22.4	22.3	22.4
19	24.0	24.0	24.6	24.6	22.4	22.2	23.6
20	22.0	23.2	25.4	23.0	23.2	22.5	23.5
21	23.3	24.5	23.9	24.0	22.8	23.8	23.5
22	24.0	23.7	25.0	23.9	23.0	26.3	26.8
23	24.8	21.6	25.3	30.0	29.1	24.4	25.0
24	23.0	22.4	27.0	25.5	21.8	25.5	28.0

10-12	21.5	21.4	22.6	23.7	21.6	21.4	22.5
13-15	23.4	22.3	24.2	23.5	23.7	21.3	22.1
0-24	22.6	22.7	23.9	23.9	22.5	22.2	22.7

7 Day Ave 22.9

85th Percentile

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	28.7	28.3	28.3	28.1	33.5	28.5	33.3
2	-	33.6	28.9	28.6	-	33.4	33.8
3	-	28.6	29.0	28.7	33.2	28.1	13.3
4	23.5	28.3	23.4	28.9	23.9	23.7	23.2
5	28.6	33.3	38.3	28.8	28.7	33.9	28.5
6	28.3	28.8	33.2	28.0	33.5	28.5	28.3
7	33.3	28.8	28.2	28.5	28.4	28.1	28.3
8	28.8	28.6	28.6	28.9	28.1	28.8	28.0
9	28.0	29.0	28.4	28.4	28.8	28.4	28.5
10	28.8	28.9	28.4	28.7	28.5	28.5	28.2
11	23.8	28.2	28.7	28.5	28.8	23.5	28.9
12	28.7	23.7	28.3	28.5	28.6	28.2	28.6
13	28.0	29.0	28.6	28.5	28.8	23.3	28.8
14	28.4	28.2	28.2	28.4	28.0	28.1	28.9
15	28.9	28.5	28.2	28.4	28.2	28.6	28.3
16	28.8	28.1	28.6	28.3	28.1	28.2	28.5
17	28.4	29.0	28.1	28.1	28.1	28.9	28.1
18	29.0	28.7	28.5	28.2	28.3	28.1	28.6
19	28.9	28.0	28.9	29.0	28.1	28.4	28.4
20	28.1	28.6	28.3	28.1	28.0	28.3	29.0
21	28.9	28.1	28.8	28.4	28.5	28.9	28.1
22	28.4	28.1	28.4	33.4	28.7	33.8	33.9
23	28.5	28.8	33.3	38.5	33.5	28.3	28.6
24	28.8	28.3	33.9	28.2	28.8	28.7	28.3

10-12	28.1	28.0	33.5	28.5	28.1	33.3	28.1
13-15	28.3	28.3	28.5	28.5	28.3	28.1	28.1
0-24	28.5	28.4	28.4	28.6	28.7	28.0	28.2

7 Day Ave 28.4

Bognor Regis ATC, Durban Road

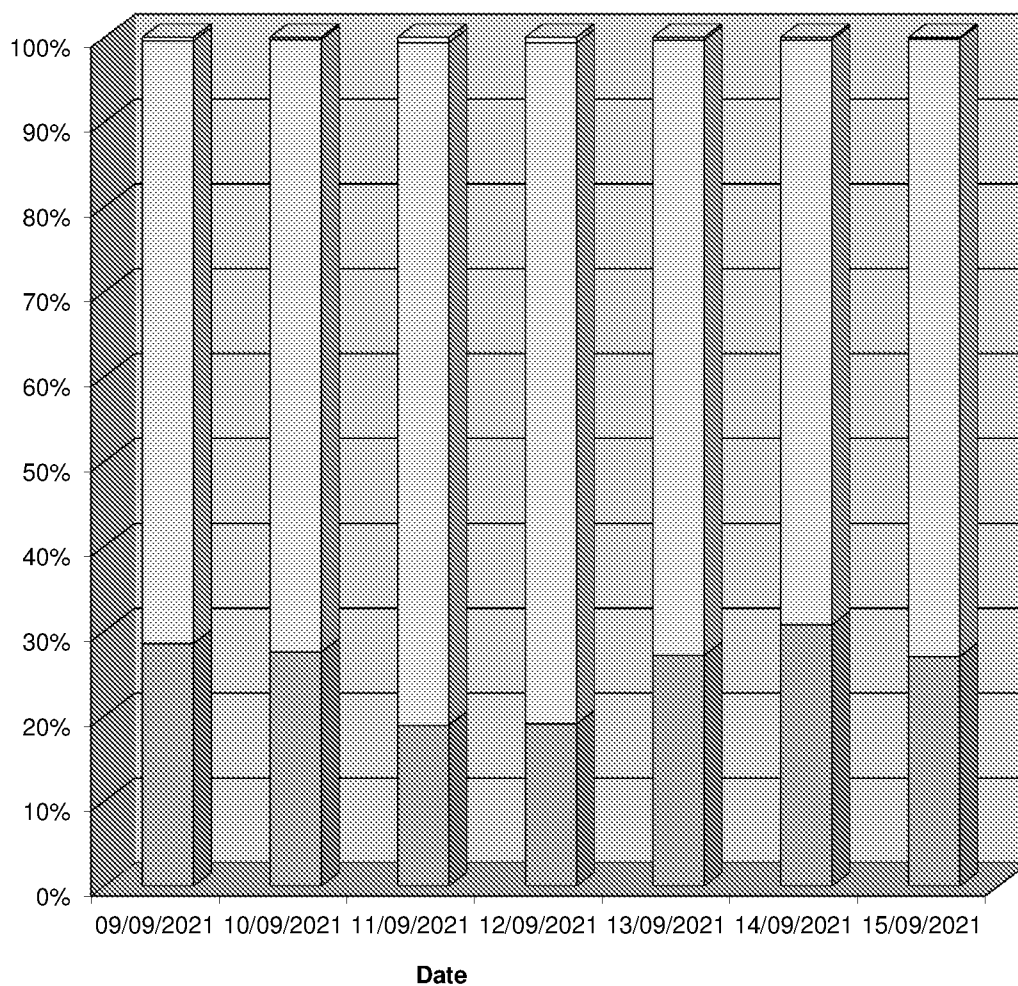
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
0-20	435	450	211	151	453	540	456
21-35	1081	1180	895	635	1209	1210	1227
36-50	6	4	7	5	5	5	3
51-100	0	0	0	0	0	0	0
TOTAL	1522	1634	1113	791	1667	1755	1686

Speed Summary (MPH)



■ 0-20 ■ 21-35 □ 36-50 □ 51-100

Bognor Regis ATC, Durban Road

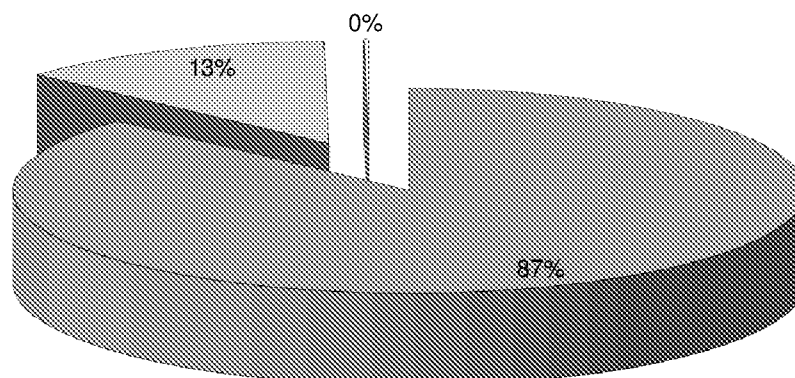
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/09/2021				
7-19	1071	198	6	1275
6-22	1244	218	6	1468
6-24	1255	213	3	1469
0-24	1294	222	6	1522
10/09/2021				
7-19	1153	235	2	1390
6-22	1326	240	2	1570
6-24	1335	241	2	1590
0-24	1386	248	2	1634
11/09/2021				
7-19	862	90	2	954
6-22	961	101	2	1064
6-24	975	103	2	1080
0-24	1004	107	2	1113
12/09/2021				
7-19	631	45	2	678
6-22	708	54	3	765
6-24	713	55	3	772
0-24	732	56	3	791
13/09/2021				
7-19	1245	205	0	1450
6-22	1395	218	1	1614
6-24	1406	213	1	1627
0-24	1443	223	1	1667
14/09/2021				
7-19	1312	205	3	1520
6-22	1472	218	3	1693
6-24	1505	233	3	1768
0-24	1526	224	3	1755
15/09/2021				
7-19	1217	216	3	1436
6-22	1399	238	4	1641
6-24	1415	233	4	1652
0-24	1441	241	4	1686
Average				
7-19	1070	189	3	1262
6-22	1215	184	3	1402
6-24	1253	185	3	1441
0-24	1261	188	3	1453

Total Vehicle Class Distribution



Bognor Regis ATC, Durban Road

Channel 2 - Westbound

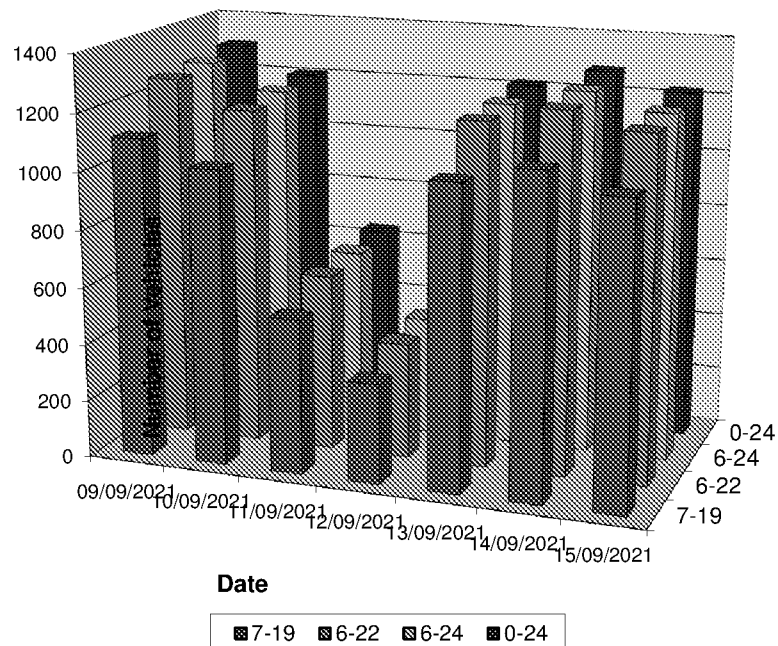
Vehicle Flow

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5 Day Ave	7 Day Ave
1	3	1	1	2	5	5	2	3	3
2	2	1	1	2	1	3	0	1	1
3	3	3	3	2	1	2	1	2	2
4	1	0	3	0	0	0	0	0	1
5	5	2	0	0	1	2	4	3	2
6	8	7	5	7	10	10	12	9	8
7	35	30	17	5	35	32	32	33	27
8	75	72	19	13	67	62	72	70	54
9	83	79	36	7	86	81	72	80	69
10	75	56	41	22	69	95	87	78	64
11	86	88	79	37	101	96	76	89	80
12	83	87	70	42	75	87	88	84	76
13	89	87	69	38	81	86	89	86	77
14	87	98	54	39	70	82	75	82	72
15	89	85	35	41	69	86	78	81	69
16	106	78	39	33	81	90	92	89	74
17	139	114	39	30	132	128	107	124	98
18	130	115	31	24	139	124	138	129	100
19	69	67	28	22	78	91	70	75	61
20	42	44	23	18	52	53	42	47	39
21	49	54	17	24	42	27	57	46	39
22	30	19	19	8	16	28	18	22	20
23	6	14	8	5	6	6	8	8	8
24	6	6	6	5	2	8	5	5	5

7-19	1111	1026	540	343	1048	1138	1044	1067	889
6-22	1267	1173	616	403	1193	1248	1193	1215	1013
6-24	1301	1207	643	426	1219	1284	1225	1247	1044

Vehicle Flow (Channel 2)



Bognor Regis ATC, Durban Road

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	26.3	33.0	28.0	28.0	23.0	25.0	30.5
2	25.5	28.0	23.0	30.5	23.0	29.7	-
3	26.3	28.0	28.0	25.5	33.0	23.0	28.0
4	13.0	-	24.7	-	-	-	-
5	28.0	28.0	-	-	28.0	25.5	25.5
6	28.0	21.6	19.0	23.0	23.5	26.5	22.2
7	25.0	25.5	22.4	29.0	24.6	25.2	23.9
8	24.4	24.7	25.1	28.0	26.1	24.3	24.3
9	22.8	22.7	23.1	23.0	21.9	21.2	22.7
10	22.1	22.9	23.2	21.7	22.7	22.1	21.9
11	21.2	21.6	22.5	25.2	21.7	22.5	23.4
12	23.3	21.3	22.6	23.2	21.9	21.9	21.8
13	23.4	22.7	25.0	22.9	22.3	20.4	23.3
14	22.0	22.3	24.3	25.7	23.4	22.9	23.3
15	22.6	23.2	25.9	23.2	23.7	22.4	21.9
16	22.2	22.4	25.4	23.2	22.6	22.6	23.1
17	21.7	22.5	23.4	21.6	22.5	21.2	22.4
18	22.6	23.0	24.9	21.8	22.0	23.1	21.6
19	23.8	25.8	25.1	24.8	21.7	22.7	23.6
20	23.2	25.3	25.0	24.4	22.4	22.6	25.1
21	23.3	24.7	24.3	23.4	23.2	24.2	23.8
22	21.3	24.1	25.1	26.8	24.6	22.5	25.2
23	25.5	27.1	26.8	28.0	26.3	24.7	23.0
24	24.7	28.0	26.3	27.0	28.0	26.1	25.0

10-12	22.2	21.4	22.5	24.1	21.8	22.8	22.5
13-15	23.3	22.5	23.8	23.2	23.1	21.8	22.1
0-24	22.7	23.2	24.0	23.9	22.7	22.5	22.9

7 Day Ave 23.1

85th Percentile

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	29.0	33.7	28.1	28.3	33.7	33.4	33.5
2	28.1	28.9	23.1	33.4	23.4	38.0	-
3	33.0	28.4	28.2	33.4	33.7	33.2	28.3
4	13.3	-	28.0	-	-	-	-
5	33.5	28.3	-	-	28.1	28.2	28.9
6	33.9	28.3	28.7	33.9	28.8	28.5	28.3
7	33.5	28.2	28.5	33.1	28.7	28.4	28.3
8	28.4	28.5	33.6	33.6	28.5	28.1	28.2
9	28.8	28.2	28.2	28.3	28.2	28.3	28.3
10	28.8	28.6	28.5	28.1	28.2	28.6	28.0
11	28.7	28.4	28.7	28.2	28.3	28.8	28.7
12	28.7	28.9	28.8	28.1	28.8	28.5	28.8
13	29.0	28.5	28.4	28.4	28.1	23.2	28.3
14	28.3	28.2	28.9	34.0	28.5	28.9	28.7
15	28.5	28.7	33.7	33.5	28.8	28.4	28.4
16	28.4	28.7	28.1	28.5	28.8	28.3	28.8
17	28.7	28.6	28.6	29.0	28.3	28.8	28.7
18	28.2	28.8	28.7	28.2	29.0	28.2	28.4
19	28.4	33.2	28.0	28.4	28.8	28.4	28.1
20	28.5	33.8	28.4	28.4	28.7	28.2	28.4
21	28.8	28.2	33.4	28.3	28.9	28.9	28.3
22	28.5	29.0	28.3	28.5	33.9	33.6	28.7
23	33.4	28.1	29.0	33.1	33.4	33.4	23.3
24	28.5	33.1	33.8	28.5	28.1	28.4	33.8

10-12	28.2	28.8	33.7	29.0	29.0	36.8	28.2
13-15	33.3	33.3	33.3	33.3	33.3	33.3	33.3
0-24	28.5	28.5	28.7	28.9	28.7	28.9	29.0

7 Day Ave 28.7

Bognor Regis ATC, Durban Road

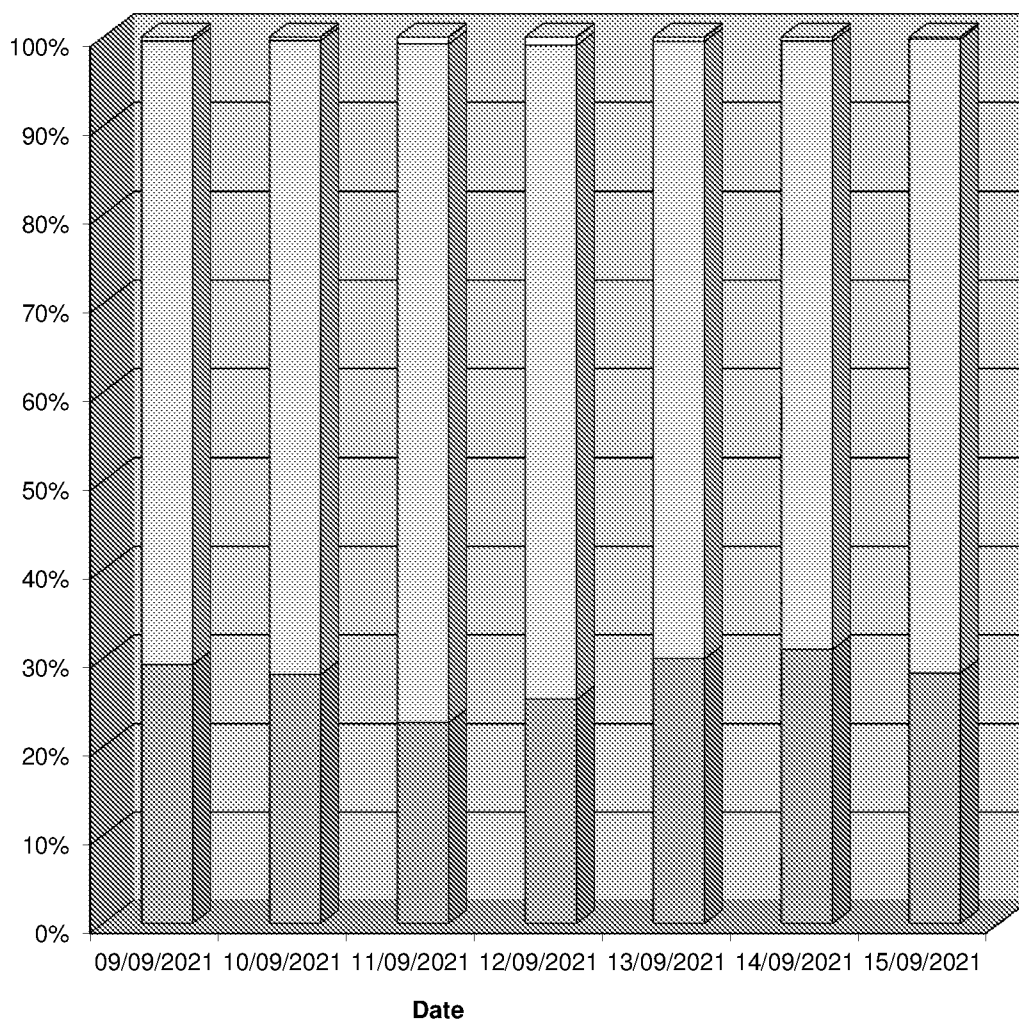
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
0-20	381	340	146	108	365	398	347
21-35	914	862	492	314	848	880	875
36-50	6	5	5	4	6	6	3
51-100	0	0	0	0	0	0	0
TOTAL	1301	1207	643	426	1219	1284	1225

Speed Summary (MPH)



0-20

21-35

36-50

51-100

Bognor Regis ATC, Durban Road

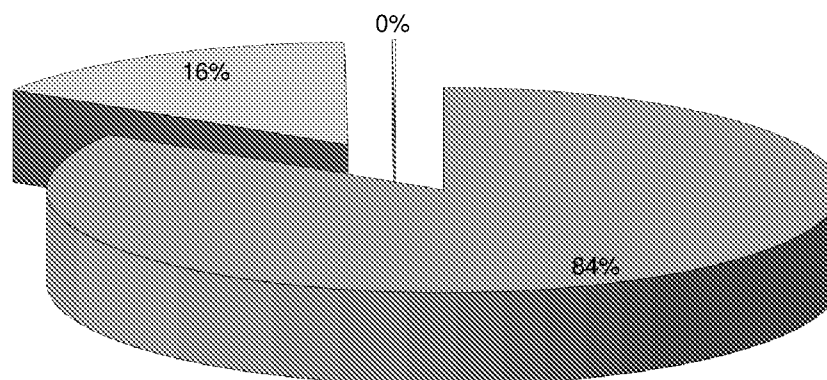
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/09/2021				
7-19	916	189	4	1111
6-22	1053	218	4	1267
6-24	1054	215	4	1279
0-24	1081	216	4	1301
10/09/2021				
7-19	841	184	1	1026
6-22	973	188	1	1173
6-24	985	183	1	1193
0-24	1001	205	1	1207
11/09/2021				
7-19	465	72	3	540
6-22	537	76	3	616
6-24	553	77	3	633
0-24	562	78	3	643
12/09/2021				
7-19	321	27	0	348
6-22	370	33	0	403
6-24	383	33	0	413
0-24	391	35	0	426
13/09/2021				
7-19	858	189	1	1048
6-22	993	199	1	1193
6-24	1000	193	1	1201
0-24	1016	202	1	1219
14/09/2021				
7-19	908	200	0	1108
6-22	1026	220	0	1246
6-24	1033	223	0	1262
0-24	1061	223	0	1284
15/09/2021				
7-19	862	180	2	1044
6-22	998	193	2	1193
6-24	1010	194	2	1206
0-24	1026	197	2	1225
Average				
7-19	739	149	2	889
6-22	853	161	2	1013
6-24	862	163	2	1028
0-24	877	165	2	1044

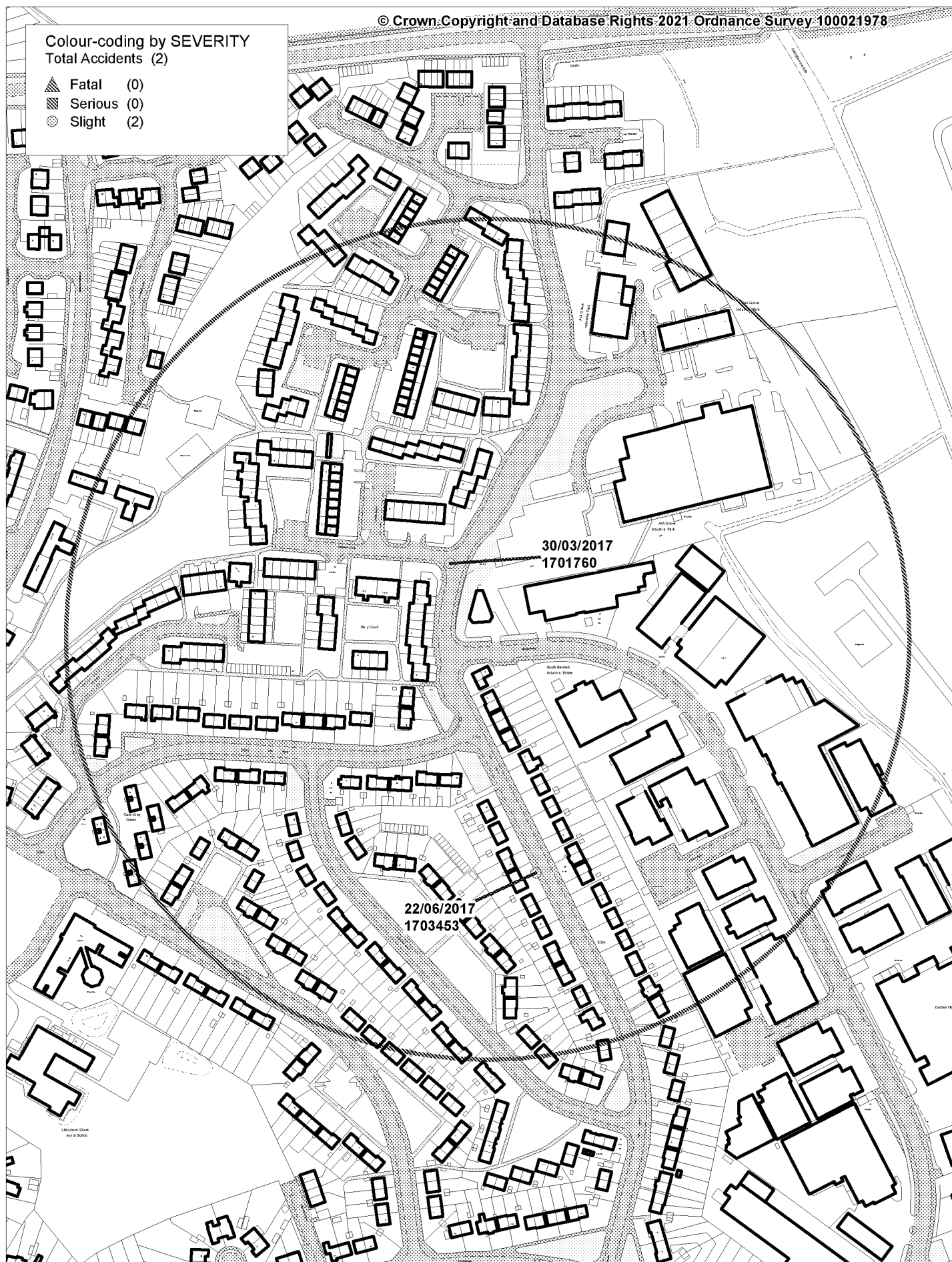
Total Vehicle Class Distribution



Appendix B - Accident Map

Colour-coding by SEVERITY
Total Accidents (2)

- ▲ Fatal (0)
- Serious (0)
- Slight (2)



Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads
PARTNERSHIP

Durban Road/Ash Grove junction (250m radius)
Collision Dates 01/06/2016 - 31/05/2021
Encon

SCALE	1 : 3000
DATE	07/09/2021
DRAWING No.	
DRAWN BY	

Appendix C - Sustainable Transport Information

61 62 STAR

• West Meads • Bognor Sainsburys

MONDAY TO SATURDAYS			
	61	61	61
Southern Cross Rbt	0938	1138	1338
Bognor Regis, High Street [B]	0951	1151	1351
Bognor Regis, High Street [B]	0953	1153	1353
Aldwick Road, Post Office	0956	1156	1356
Pevensey Rd, Sanditon Place	1003	1203	1403
West Meads, Oxford Drive	1010	1210	1410
West Meads, Trinity Way	1012	1212	1412
Pevensey Rd, Sanditon Place	1013	1213	-
Aldwick Road, Post Office	1021	1221	-
Bognor Regis, High Street [C]	1025	1225	-
Bognor Regis, High Street [C]	1027	1227	-
Southern Cross Rbt	1038	1238	-

• Rose Green • Bognor Sainsburys

MONDAY TO SATURDAYS			
	62	62	62
Southern Cross Rbt	-	1038	1238
Bognor Regis, High Street [B]	-	1051	1251
Bognor Regis, High Street [B]	-	1053	1253
Aldwick Road, Post Office	-	1056	1256
Aldwick Oaks Mews	0900	1100	1300
Westminster Drive, Truro Cres	0902	1102	1302
Rose Green, Leonora Drive	0909	1109	1309
Rose Green, St Anthonys Ch.	0915	1115	1315
Aldwick Road, Post Office	0921	1121	1321
Bognor Regis, High Street [C]	0925	1125	1325
Bognor Regis, High Street [C]	0927	1127	1327
Southern Cross Rbt	0938	1138	1338

• Bognor Regis • Bersted

MONDAY TO SATURDAYS										
	STAR	STAR	STAR		STAR	STAR		STAR	STAR	STAR
Bognor Regis, High Street [A]	-	0800	0830	then at these times each hour	00	30	until	1700	1730	1800
Bognor Stn, Longford Rd [J]	-	-	0832		-	32		-	1732	-
Bognor Stn, Linden Rd [H]	-	0802	-		02	-		1702	-	1802
South Bersted Orchard Court	0736	-	-		-	-		-	-	-
S.Bersted Oak Grove/Oak Cl.	0739	-	0839		-	39		-	1739	-
North Bersted, Shops	-	0808	-		08	-		1708	-	1808
Woodlands Rd, Ravens Way	0742	0812	0842		12	42		1712	1742	1812
North Bersted, Shops	0747	-	0847		-	47		-	1747	-
S.Bersted Oak Grove/Oak Cl.	-	0816	-		16	-		1716	-	1816
Bognor Stn, Richmond Rd [M]	0753	0823	0853	23	53	1723	1753	1823		
Bognor Regis, High Street [A]	0756	0826	0856	26	56	1726	1756	1826		

Days of Operation

Mondays to FridaysCommencing **10th January 2021**

Service Number

068

Service Description

Bognor Regis - Barfoots Farm

Service No.	69	68	69	68
Wick St, opp Post Office	0500	-	0600	-
Littlehampton, Anchor Springs	0505	-	0605	-
Middleton, Sea Lane	0515	-	0615	-
Felpham, Southdowns	0518	-	0618	-
North Bersted, Shops	-	0508	-	0608
South Bersted Orchard Court	-	0510	-	0610
S.Bersted Oak Grove/Oak Cl.	-	0513	-	0613
North Bersted, Shops	-	0517	-	0617
Bognor Stn, Richmond Rd [M]	0525	0525	0625	0625
Bognor Regis, High Street [B]	0527	0527	0627	0627
Aldwick Road, Post Office	0530	0530	0630	0630
Rose Green, St Anthony's Ch.	0535	0535	0635	0635
Pagham Barfoots Farm	0540	0540	0640	0640

Days of Operation

Mondays to FridaysCommencing **10th January 2021**

Service Number

068

Service Description

Bognor Regis - Barfoots Farm

Service No.	68	69	68	69
Pagham Barfoots Farm	1815	1815	1915	1915
Rose Green, St Anthonys Ch.	1818	1818	1918	1918
Aldwick Road, Post Office	1822	1822	1922	1922
Bognor Regis, High Street [D]	1825	1825	1925	1925
Bognor Stn, Longford Rd [J]	1827	1827	1927	1927
South Bersted Orchard Court	1830	-	1930	-
S.Bersted Oak Grove/Oak Cl.	1834	-	1934	-
North Bersted, Shops	1838	-	1938	-
Felpham, Southdowns	-	1834	-	1934
Middleton, Sea Lane	-	1837	-	1937
Littlehampton, Anchor Springs	-	1847	-	1947
Wick St, Post Office	-	1852	-	1952

Days of Operation

SaturdaysCommencing **10th January 2021**

Service Number

068

Service Description

Bognor Regis - Barfoots Farm

Service No.	69	68	69	68
Wick St, opp Post Office	0500	-	0600	-
Littlehampton, Anchor Springs	0505	-	0605	-
Middleton, Sea Lane	0515	-	0615	-
Felpham, Southdowns	0518	-	0618	-
North Bersted, Shops	-	0508	-	0608
South Bersted Orchard Court	-	0510	-	0610
S.Bersted Oak Grove/Oak Cl.	-	0513	-	0613
North Bersted, Shops	-	0517	-	0617
Bognor Stn, Richmond Rd [M]	0525	0525	0625	0625
Bognor Regis, High Street [B]	0527	0527	0627	0627
Aldwick Road, Post Office	0530	0530	0630	0630
Rose Green, St Anthonys Ch.	0535	0535	0635	0635
Pagham Barfoots Farm	0540	0540	0640	0640

Days of Operation

SaturdaysCommencing **10th January 2021**

Service Number

068

Service Description

Bognor Regis - Barfoots Farm

Service No.	68	69	68	69
Pagham Barfoots Farm	1815	1815	1915	1915
Rose Green, St Anthonys Ch.	1818	1818	1918	1918
Aldwick Road, Post Office	1822	1822	1922	1922
Bognor Regis, High Street [D]	1825	1825	1925	1925
Bognor Stn, Longford Rd [J]	1827	1827	1927	1927
South Bersted Orchard Court	1830	-	1930	-
S.Bersted Oak Grove/Oak Cl.	1834	-	1934	-
North Bersted, Shops	1838	-	1938	-
Felpham, Southdowns	-	1834	-	1934
Middleton, Sea Lane	-	1837	-	1937
Littlehampton, Anchor Springs	-	1847	-	1947
Wick St, Post Office	-	1852	-	1952

Days of Operation

SundaysCommencing **10th January 2021**

Service Number

068

Service Description

Bognor Regis - Barfoots Farm

Service No.	69	68	69	68
Wick St, opp Post Office	0500	-	0600	-
Littlehampton, Anchor Springs	0505	-	0605	-
Middleton, Sea Lane	0515	-	0615	-
Felpham, Southdowns	0518	-	0618	-
North Bersted, Shops	-	0508	-	0608
South Bersted Orchard Court	-	0510	-	0610
S.Bersted Oak Grove/Oak Cl.	-	0513	-	0613
North Bersted, Shops	-	0517	-	0617
Bognor Stn, Richmond Rd [M]	0525	0525	0625	0625
Bognor Regis, High Street [B]	0527	0527	0627	0627
Aldwick Road, Post Office	0530	0530	0630	0630
Rose Green, St Anthony's Ch.	0535	0535	0635	0635
Pagham Barfoots Farm	0540	0540	0640	0640

Days of Operation

SundaysCommencing **10th January 2021**

Service Number

068

Service Description

Bognor Regis - Barfoots Farm

Service No.	68	69	68	69
Pagham Barfoots Farm	1815	1815	1915	1915
Rose Green, St Anthony's Ch.	1818	1818	1918	1918
Aldwick Road, Post Office	1822	1822	1922	1922
Bognor Regis, High Street [D]	1825	1825	1925	1925
Bognor Stn, Longford Rd [J]	1827	1827	1927	1927
South Bersted Orchard Court	1830	-	1930	-
S.Bersted Oak Grove/Oak Cl.	1834	-	1934	-
North Bersted, Shops	1838	-	1938	-
Felpham, Southdowns	-	1834	-	1934
Middleton, Sea Lane	-	1837	-	1937
Littlehampton, Anchor Springs	-	1847	-	1947
Wick St, Post Office	-	1852	-	1952

SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line so please check the timetable.

REGULAR SERVICE

LIMITED SERVICE

Gatwick Express

Great Northern

Southern

Thameslink

Other train operators' routes

Bus links

Faygate*

Limited service stations on our network

Interchange with London Underground

Interchange with London Overground

Interchange with London Tramlink

Interchange with Eurostar

Interchange with other operators' train services

Interchange with Airports

Ferry service routes

Hovercraft service routes

Oyster and Contactless area

Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

Other train operators may provide additional services along some of our routes.

ACCESSIBILITY

Category 'A' Station: Step-free access between the street and all platforms and level access to the train without staff assistance.

Category 'A' Station: Step-free access between the street and all platforms, and also between platforms.

Category 'B' Station: Step-free access between the street and all platforms. There may not be step-free access between platforms or entrances.

Category 'B' Station: Step-free access between the street and some platforms

Category 'B' Station: Step-free access between the street and platforms but only available for trains in the direction of the arrow.

Category 'C' Station: No step-free access between the street and platforms

Notes:

There may not be step-free access to or between all station areas or facilities. Station entrances may only provide step-free access to certain areas. Access may be unsuitable for unassisted wheelchair users. Please contact us if you need more information.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible.

The shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance. At stations marked , staff assistance is required to operate a ramp between trains and platform for step-free access. Please check staff availability.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844

STAFF AVAILABILITY

On-train or station staff available for all trains

On-train or station staff available at certain times only

No on-train or station staff available

Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey, if you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

- pressing the "Emergency" or "Assisted travel" button on the Help Point;
- calling us on the Freephone number 0800 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.

The map illustrates the extensive rail network around London, including major lines like the Great Northern, Southern, and Thameslink. It shows numerous stations, from central hubs like London Victoria and King's Cross to more remote locations like Bournemouth and Brighton. The map is color-coded to represent different train services and includes a legend for accessibility and staff availability. A large 'oyster' logo is prominently displayed in the center, indicating the contactless payment area. The map also shows various interchanges and connections between different services and modes of transport.

This information is correct at 18th March 2021

Produced by **FWT London** 16.3.2021 (GTR All Brands Diagram) www.nationalrail.co.uk

Appendix D - TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01 GREATER LONDON	
IS ISLINGTON	1 days
KI KINGSTON	1 days
SK SOUTHWARK	2 days
WH WANDSWORTH	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
10 WALES	
CO CONWY	1 days
11 SCOTLAND	
SA SOUTH Ayrshire	1 days
SR STIRLING	1 days
14 LEINSTER	
LU LOUTH	3 days
16 ULSTER (REPUBLIC OF IRELAND)	
MG MONAGHAN	1 days
17 ULSTER (NORTHERN IRELAND)	
AN ANTRIM	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: 15 to 53 (units:)
 Range Selected by User: 15 to 60 (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: 01/01/12 to 25/09/19

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	4 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	16 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	13
Edge of Town	3

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

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

Secondary Filtering selection:

Use Class:

C3

16 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	4 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	2 days
0.6 to 1.0	5 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	1 days
No	15 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
2 Poor	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	BELFAST			
	KNOCK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
4	IS-03-C-05	BLOCK OF FLATS		ISLINGTON
	LEVER STREET			
	FINSBURY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	15		
	Survey date: WEDNESDAY	29/06/16		Survey Type: MANUAL
5	KI-03-C-03	BLOCK OF FLATS		KINGSTON
	PORTSMOUTH ROAD			
	SURBITON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	11/07/16		Survey Type: MANUAL
6	LU-03-C-01	BLOCKS OF FLATS		LOUTH
	DONORE ROAD			
	DROGHEDA			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: THURSDAY	12/09/13		Survey Type: MANUAL
7	LU-03-C-02	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
8	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
9	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE KING'S LYNN		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
11	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD HULL		
	Edge of Town Residential Zone Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
12	SA-03-C-01	BLOCK OF FLATS	SOUTH Ayrshire
	RACECOURSE ROAD AYR		
	Edge of Town Centre Residential Zone Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
13	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK
	PARK STREET SOUTHWARK		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL
14	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK BERMONDSEY		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL
15	SR-03-C-02	FLATS	STIRLING
	ROSEBERRY TERRACE STIRLING		
	Edge of Town Centre Residential Zone Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL
16	WH-03-C-01	BLOCKS OF FLATS	WANDSWORTH
	AMIES STREET CLAPHAM JUNCTION		
	Edge of Town Centre Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	09/05/12	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.

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

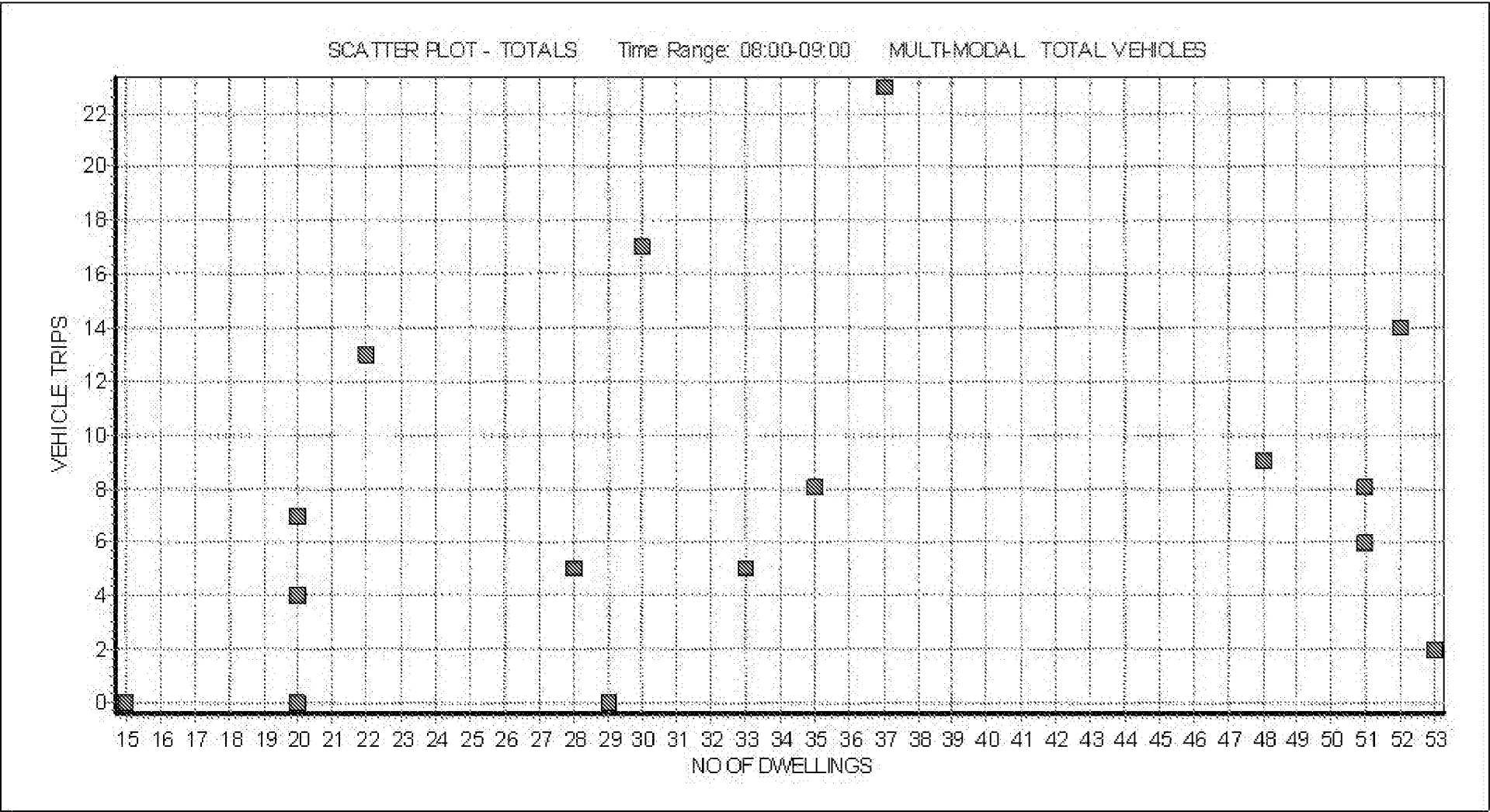
Ranking Type: **TOTALS** Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. **14** SK-03-C-02 Tot: 0.000
85th Percentile = No. **3** WH-03-C-01 Tot: 0.567

Median Values		Mean Values	
Arrivals:	0.011	Arrivals:	0.060
Departures:	0.173	Departures:	0.168
Totals:	0.183	Totals:	0.229

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CO-03-C-01	BLOCKS OF FLAT	LLANDUDNO	CONWY	37	Mon	26/03/18	0.162	0.459	0.621	1.30
2	AN-03-C-02	BLOCK OF FLATS	BELFAST	ANTRIM	22	Fri	28/11/14	0.182	0.409	0.591	1.00
3	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTI ON	WANDSWORTH	30	Wed	09/ 05/ 12	0.167	0.400	0.567	1.20
4	RI-03-C-01	FLATS	HULL	EAST RIDING OF YORK	20	Tue	13/05/14	0.100	0.250	0.350	1.10
5	LU-03-C-01	BLOCKS OF FLAT	DROGHEDA	LOUTH	52	Thu	12/09/13	0.096	0.173	0.269	1.23
6	CB-03-C-02	BLOCK OF FLATS	PENRITH	CUMBRIA	35	Wed	11/06/14	0.086	0.143	0.229	1.09
7	KI-03-C-03	BLOCK OF FLATS	SURBITON	KINGSTON	20	Mon	11/07/16	0.050	0.150	0.200	1.25
8	SR-03-C-02	FLATS	STIRLING	STIRLING	48	Wed	18/06/14	0.021	0.167	0.188	1.19
9	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	MONAGHAN	28	Fri	06/09/13	0.000	0.179	0.179	1.21
10	NF-03-C-01	BLOCKS OF FLAT	KING'S LYNN	NORFOLK	51	Thu	11/12/14	0.059	0.098	0.157	0.88
11	LU-03-C-02	BLOCK OF FLATS	DUNDALK	LOUTH	33	Mon	16/09/13	0.000	0.152	0.152	0.94
12	SA-03-C-01	BLOCK OF FLATS	AYR	SOUTH AYRSHIRE	51	Tue	16/09/14	0.039	0.078	0.117	1.75
13	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK	SOUTHWARK	53	Fri	19/09/14	0.000	0.038	0.038	1.11
14	SK-03-C-02	BLOCK OF FLATS	BERMONDSEY	SOUTHWARK	29	Thu	23/ 04/ 15	0.000	0.000	0.000	0.07
15	LU-03-C-03	BLOCK OF FLATS	DUNDALK	LOUTH	20	Mon	16/09/13	0.000	0.000	0.000	0.85
16	IS-03-C-05	BLOCK OF FLATS	FINSBURY	ISLINGTON	15	Wed	29/06/16	0.000	0.000	0.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01 GREATER LONDON	
IS ISLINGTON	1 days
KI KINGSTON	1 days
SK SOUTHWARK	2 days
WH WANDSWORTH	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
10 WALES	
CO CONWY	1 days
11 SCOTLAND	
SA SOUTH AYSRSHIRE	1 days
SR STIRLING	1 days
14 LEINSTER	
LU LOUTH	3 days
16 ULSTER (REPUBLIC OF IRELAND)	
MG MONAGHAN	1 days
17 ULSTER (NORTHERN IRELAND)	
AN ANTRIM	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: 15 to 53 (units:)
 Range Selected by User: 15 to 60 (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: 01/01/12 to 25/09/19

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	4 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	16 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	13
Edge of Town	3

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

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

Secondary Filtering selection:

Use Class:

C3

16 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	4 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	2 days
0.6 to 1.0	5 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	1 days
No	15 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
2 Poor	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	BELFAST			
	KNOCK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
4	IS-03-C-05	BLOCK OF FLATS		ISLINGTON
	LEVER STREET			
	FINSBURY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	15		
	Survey date: WEDNESDAY	29/06/16		Survey Type: MANUAL
5	KI-03-C-03	BLOCK OF FLATS		KINGSTON
	PORTSMOUTH ROAD			
	SURBITON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	11/07/16		Survey Type: MANUAL
6	LU-03-C-01	BLOCKS OF FLATS		LOUTH
	DONORE ROAD			
	DROGHEDA			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: THURSDAY	12/09/13		Survey Type: MANUAL
7	LU-03-C-02	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
8	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
9	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE KING'S LYNN		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
11	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD HULL		
	Edge of Town Residential Zone Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
12	SA-03-C-01	BLOCK OF FLATS	SOUTH AYSRSHIRE
	RACECOURSE ROAD AYR		
	Edge of Town Centre Residential Zone Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
13	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK
	PARK STREET SOUTHWARK		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL
14	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK BERMONDSEY		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL
15	SR-03-C-02	FLATS	STIRLING
	ROSEBERRY TERRACE STIRLING		
	Edge of Town Centre Residential Zone Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL
16	WH-03-C-01	BLOCKS OF FLATS	WANDSWORTH
	AMIES STREET CLAPHAM JUNCTION		
	Edge of Town Centre Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	09/05/12	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.

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

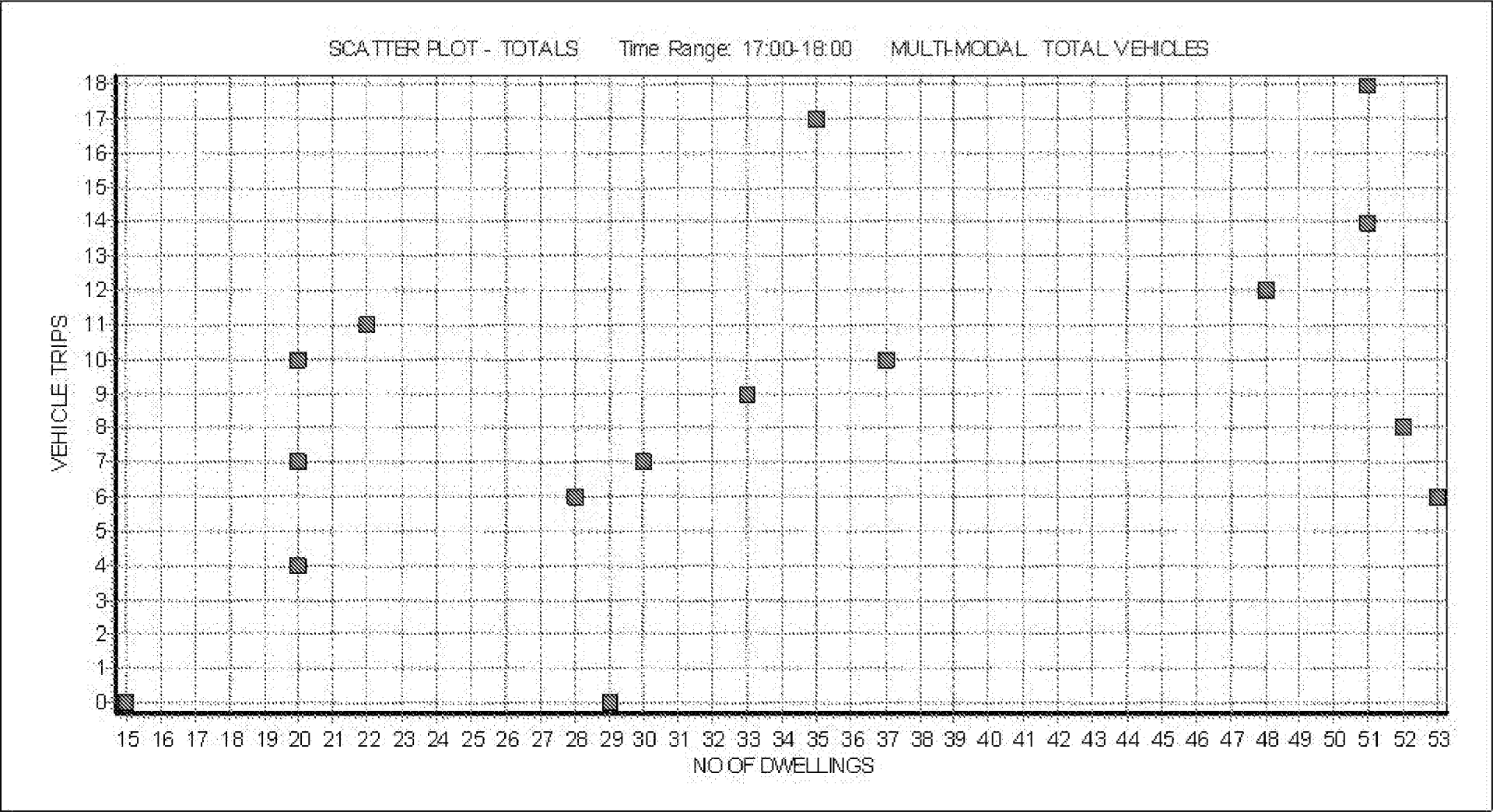
Ranking Type: **TOTALS** Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. **14** SK-03-C-01 Tot: 0.113
85th Percentile = No. **3** CB-03-C-02 Tot: 0.485

Median Values		Mean Values	
Arrivals:	0.127	Arrivals:	0.179
Departures:	0.133	Departures:	0.082
Totals:	0.260	Totals:	0.261

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	AN-03-C-02	BLOCK OF FLATS	BELFAST	ANTRIM	22	Fri	28/11/14	0.500	0.000	0.500	1.00
2	LU-03-C-03	BLOCK OF FLATS	DUNDALK	LOUTH	20	Mon	16/09/13	0.200	0.300	0.500	0.85
3	CB-03-C-02	BLOCK OF FLATS	PENRITH	CUMBRIA	35	Wed	11/ 06/ 14	0.314	0.171	0.485	1.09
4	NF-03-C-01	BLOCKS OF FLAT	KING'S LYNN	NORFOLK	51	Thu	11/12/14	0.176	0.176	0.352	0.88
5	RI-03-C-01	FLATS	HULL	EAST RIDING OF YORK	20	Tue	13/05/14	0.250	0.100	0.350	1.10
6	SA-03-C-01	BLOCK OF FLATS	AYR	SOUTH AYRSHIRE	51	Tue	16/09/14	0.176	0.098	0.274	1.75
7	LU-03-C-02	BLOCK OF FLATS	DUNDALK	LOUTH	33	Mon	16/09/13	0.242	0.030	0.272	0.94
8	CO-03-C-01	BLOCKS OF FLAT	LLANDUDNO	CONWY	37	Mon	26/03/18	0.108	0.162	0.270	1.30
9	SR-03-C-02	FLATS	STIRLING	STIRLING	48	Wed	18/06/14	0.146	0.104	0.250	1.19
10	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTION	WANDSWORTH	30	Wed	09/05/12	0.233	0.000	0.233	1.20
11	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	MONAGHAN	28	Fri	06/09/13	0.179	0.036	0.215	1.21
12	KI-03-C-03	BLOCK OF FLATS	SURBITON	KINGSTON	20	Mon	11/07/16	0.200	0.000	0.200	1.25
13	LU-03-C-01	BLOCKS OF FLAT	DROGHEDA	LOUTH	52	Thu	12/09/13	0.096	0.058	0.154	1.23
14	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK	SOUTHWARK	53	Fri	19/ 09/ 14	0.038	0.075	0.113	1.11
15	SK-03-C-02	BLOCK OF FLATS	BERMONDSEY	SOUTHWARK	29	Thu	23/04/15	0.000	0.000	0.000	0.07
16	IS-03-C-05	BLOCK OF FLATS	FINSBURY	ISLINGTON	15	Wed	29/06/16	0.000	0.000	0.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01 GREATER LONDON	
IS ISLINGTON	1 days
KI KINGSTON	1 days
SK SOUTHWARK	2 days
WH WANDSWORTH	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
10 WALES	
CO CONWY	1 days
11 SCOTLAND	
SA SOUTH AYSRSHIRE	1 days
SR STIRLING	1 days
14 LEINSTER	
LU LOUTH	3 days
16 ULSTER (REPUBLIC OF IRELAND)	
MG MONAGHAN	1 days
17 ULSTER (NORTHERN IRELAND)	
AN ANTRIM	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: 15 to 53 (units:)
 Range Selected by User: 15 to 60 (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: 01/01/12 to 25/09/19

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	4 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	16 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	13
Edge of Town	3

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

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

Secondary Filtering selection:

Use Class:

C3

16 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	4 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	2 days
0.6 to 1.0	5 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	1 days
No	15 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
2 Poor	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	BELFAST			
	KNOCK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
4	IS-03-C-05	BLOCK OF FLATS		ISLINGTON
	LEVER STREET			
	FINSBURY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	15		
	Survey date: WEDNESDAY	29/06/16		Survey Type: MANUAL
5	KI-03-C-03	BLOCK OF FLATS		KINGSTON
	PORTSMOUTH ROAD			
	SURBITON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	11/07/16		Survey Type: MANUAL
6	LU-03-C-01	BLOCKS OF FLATS		LOUTH
	DONORE ROAD			
	DROGHEDA			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: THURSDAY	12/09/13		Survey Type: MANUAL
7	LU-03-C-02	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
8	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
9	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE KING'S LYNN		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
11	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD HULL		
	Edge of Town Residential Zone Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
12	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE
	RACECOURSE ROAD AYR		
	Edge of Town Centre Residential Zone Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
13	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK
	PARK STREET SOUTHWARK		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL
14	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK BERMONDSEY		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL
15	SR-03-C-02	FLATS	STIRLING
	ROSEBERRY TERRACE STIRLING		
	Edge of Town Centre Residential Zone Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL
16	WH-03-C-01	BLOCKS OF FLATS	WANDSWORTH
	AMIES STREET CLAPHAM JUNCTION		
	Edge of Town Centre Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	09/05/12	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.

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Ranking Type: **TOTALS** Time Range: 07:00-19:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **14** LU-03-C-03 Tot: 1.200

85th Percentile = No. **3** CB-03-C-02 Tot: 3.172

Median Values

Arrivals: 0.975

Departures: 1.075

Totals: 2.050

Mean Values

Arrivals: 1.054

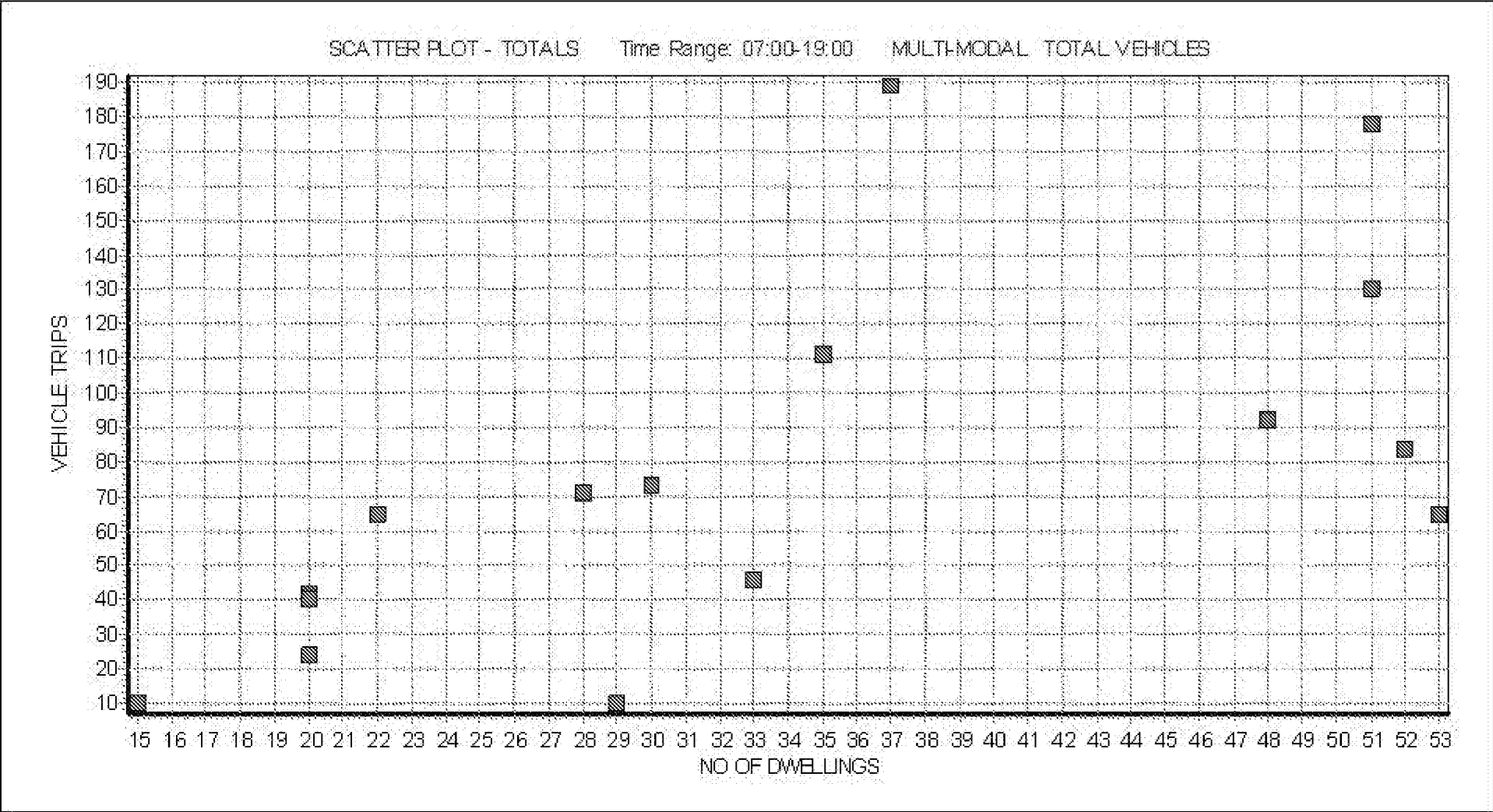
Departures: 1.115

Totals: 2.169

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CO-03-C-01	BLOCKS OF FLAT	LLANDUDNO	CONWY	37	Mon	26/03/18	2.405	2.703	5.108	1.30
2	NF-03-C-01	BLOCKS OF FLAT	KING'S LYNN	NORFOLK	51	Thu	11/12/14	1.765	1.725	3.490	0.88
3	CB-03-C-02	BLOCK OF FLATS	PENRITH	CUMBRIA	35	Wed	11/ 06/ 14	1.629	1.543	3.172	1.09
4	AN-03-C-02	BLOCK OF FLATS	BELFAST	ANTRIM	22	Fri	28/11/14	1.409	1.545	2.954	1.00
5	SA-03-C-01	BLOCK OF FLATS	AYR	SOUTH AYRSHIRE	51	Tue	16/09/14	1.275	1.275	2.550	1.75
6	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	MONAGHAN	28	Fri	06/09/13	1.286	1.250	2.536	1.21
7	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTION	WANDSWORTH	30	Wed	09/05/12	1.167	1.267	2.434	1.20
8	KI-03-C-03	BLOCK OF FLATS	SURBITON	KINGSTON	20	Mon	11/07/16	1.050	1.050	2.100	1.25
9	RI-03-C-01	FLATS	HULL	EAST RIDING OF YORK	20	Tue	13/05/14	0.900	1.100	2.000	1.10
10	SR-03-C-02	FLATS	STIRLING	STIRLING	48	Wed	18/06/14	0.875	1.042	1.917	1.19
11	LU-03-C-01	BLOCKS OF FLAT	DROGHEDA	LOUTH	52	Thu	12/09/13	0.731	0.885	1.616	1.23
12	LU-03-C-02	BLOCK OF FLATS	DUNDALK	LOUTH	33	Mon	16/09/13	0.697	0.697	1.394	0.94
13	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK	SOUTHWARK	53	Fri	19/09/14	0.566	0.660	1.226	1.11
14	LU-03-C-03	BLOCK OF FLATS	DUNDALK	LOUTH	20	Mon	16/ 09/ 13	0.600	0.600	1.200	0.85
15	IS-03-C-05	BLOCK OF FLATS	FINSBURY	ISLINGTON	15	Wed	29/06/16	0.333	0.333	0.666	
16	SK-03-C-02	BLOCK OF FLATS	BERMONDSEY	SOUTHWARK	29	Thu	23/04/15	0.172	0.172	0.344	0.07

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