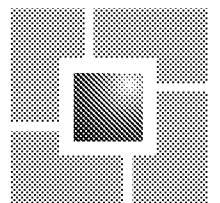


University of Chichester
Upper Bognor Road

Access Appraisal

- *Rev A*



david tucker associates
transport planning consultants



1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) have been commissioned by the University of Chichester to provide transport and highways advice regarding the use of the existing vehicular access from Upper Bognor Road, in Bognor Regis, shown at **Figure 1**.
- 1.2 Following the granting of planning application BR/54/16/PL for the development of land on the University Campus for a new Engineering and Technology Park, a restriction has been imposed on the use of the University's access from Upper Bognor Road to operate as an 'in only' for vehicles, with vehicles exiting the site onto Felpham Way. The restriction was introduced to guard against potential increases in traffic flows through the junction due to the construction of the new Engineering and Technology Park. Subsequently, all exiting traffic would be routed through the Campus onto Felpham Way via a new left in, left out priority junction.
- 1.3 The condition relating to its restriction is by way of a reference to drawing AP004 Rev A Proposed Masterplan within the published decision notice. An annotation on the drawing states the "Existing car park access changed to in only".
- 1.4 The car park can now be accessed via both Upper Bognor Road and Felpham Way via a new controlled bridge within the Campus
- 1.5 Importantly the Local Highway Authority in their consultation responses do not raise any concerns with the use of the Upper Bognor Road access and did not request any specific condition requiring any restrictions be imposed.
- 1.6 The University are looking to dispose of land to the south of the Campus in the vicinity of the Upper Bognor Road access and want to revert to using the access as two-way for vehicles entering and exiting the site.
- 1.7 The intention is to seal off the land from the wider University Campus meaning only traffic associated with a discrete parcel of land would be served. A new barrier would be installed within the access to prevent any University vehicular traffic from using the Upper Bognor Road junction. It would however, enable access to the southern buildings for emergency vehicles.



1.8 This note considers the use of the access for a potential future modest level of residential development. It presents information regarding the historical use of the Upper Bognor Road access and the forecast traffic generation of a potential residential development. It concludes that there would be a significant reduction in traffic using the access, resulting in no highway safety or capacity issues.

1.9 A concept drawing of the potential residential development is attached at **Appendix A**.

2.0 HISTORICAL UPPER BOGNOR ROAD ACCESS MOVEMENTS

2.1 The Upper Bognor Road access until the construction of the new access from Felpham Way (and opening of the new Engineering and Technology Park) was used for two-way traffic movements. It primarily serves the University Car Park known as “Longbrook” and historically was the only way to access the car park. In addition, it provided service and staff access to various buildings.

2.2 An image of the access is shown below (Source: Google Maps)

Image 1 – Former two-way access arrangement





2.3 WSP submitted a Car Park technical note (April 2016) in support of application BR/54/16/PL which presented traffic movements associated to the Longbrook car park. It provided a TRICs assessment of the 39 vehicle spaces to present an arrival and departure profile. Importantly this did not allow for any vehicle movements associated with the other staff accommodation and deliveries to the site and is therefore, a conservative estimate.

2.4 The table presented in appendix C of the car park note is replicated below for ease of reference.

Table 1 - Car Park Arrival and Departure Profile

Time	In	Out	Total
08:00-09:00	20	6	26
09:00-10:00	10	4	14
10:00-11:00	4	3	7
11:00-12:00	6	6	12
12:00-13:00	3	4	7
13:00-14:00	4	5	9
14:00-15:00	5	8	13
15:00-16:00	4	6	10
16:00-17:00	5	13	18
17:00-18:00	4	5	9
18:00-19:00	4	2	6
19:00-20:00	1	2	3
20:00-21:00	2	16	18
	72	80	152

2.5 The above table shows that the car park alone would have generated 72 inbound and 80 outbound vehicle movements between the hours of 08:00 and 21:00 to and from Upper Bognor Road. With 26 movements occurring the 08:00-09:00 AM peak and 9 movements during the 17:00-18:00 evening peak. It is assumed that 8 vehicles will have entered the car park before 08:00.

2.6 The last 5 years' worth of accident data has been received from Sussex Safer Roads Partnership and this shows there have been no recorded accidents within 100m of the access. The received report is attached in **Appendix B**. Further interrogation of publicly available data shows that in the last 10 years there have been no collisions associated to the operation of the access.



2.7 This demonstrates that the access when operating as two-way, did so safely.

3.0 FORECAST UPPER BOGNOR ROAD ACCESS MOVEMENTS

3.1 The proposed development would consist of 2-3 flats in Charlotte House, and a further 5 dwellings (or 4 dwellings and 2 flats) with 12 car parking spaces.

3.2 To understand the potential traffic movements associated with 7-9 residential units, the TRICs database (2019 7.6.2) has been interrogated. The sub land use of *"Houses Privately Owned"* has been selected to provide a robust scenario as it results in a higher level of traffic generation than apartments or flats.

3.3 Areas outside England and those in Greater London have been excluded. Surveys for Tuesday-Thursdays for Edge of Town sites was selected. The full TRICs outputs are attached at **Appendix C**.

3.4 The peak hour and daily trip rates, with the associated traffic generation for 9 dwellings are presented below.

Table 2 - Trip Rates and Forecast Traffic Generation (9 dwellings)

Time	Trip Rates			Traffic Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	0.139	0.394	0.533	1	4	5
17:00-18:00	0.384	0.117	0.501	4	1	5
07:00-19:00	2.293	2.231	4.524	21	20	41
00:00-24:00	2.981	2.900	5.881	27	26	53

**24hour traffic is approximately 1.3x 12-hour traffic flows*

3.5 **Table 2** shows the scale of the proposed residential development could result in 5 vehicle movements in the AM and PM peak periods, with a total of 53 daily car movements.



3.6 **Table 3** below compares the traffic flows associated with the car park and the proposed residential development.

Table 3 - Comparison Traffic Flows

Time	Car Park Traffic Flows			Residential Traffic Flows			Net Change		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	20	6	26	1	4	5	-19	-2	-21
17:00-18:00	4	5	9	4	1	5	0	-4	-4
07:00-19:00	70	64	134	21	20	41	-49	-44	-93
00:00-24:00	80	80	160	27	26	53	-53	-54	-107

3.7 **Table 3** shows that the access onto Bognor Road until recently, catered for approximately 160 vehicle movements per day, the equivalent of 27 dwellings.

3.8 The development proposes up to 9 dwellings/ apartments which would generate up to 53 movements per day, therefore, the access would cater for significantly less traffic than it regularly would have, prior to the construction of the new Engineering and Technology Park.

3.9 Importantly, as set out in 2.6-2.7 of this report, the access operated safely for a considerable number of years when catering for this higher level of traffic.

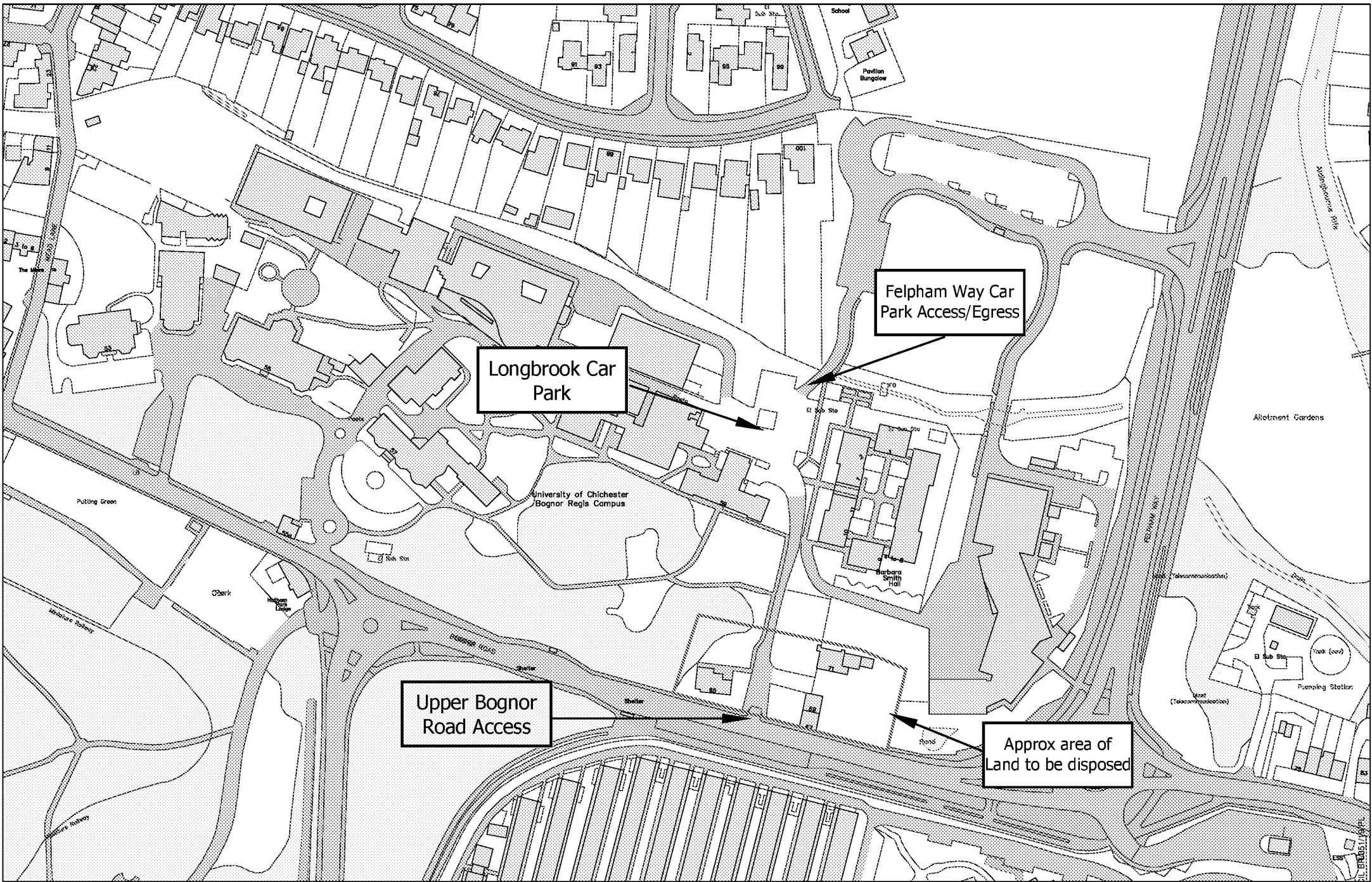
3.10 Finally, as shown in **Image 1** above, the access will be operated as a “left out” only. Due to the access operating safely with this arrangement in place, the applicant considers that with the forecast reduction in vehicle movements this will further improve the safe operation of the junction.



4.0 SUMMARY AND CONCLUSIONS

- 4.1 A restriction has been imposed on the use of the University's access from Upper Bognor Road to operate as an 'in only' for vehicles, with vehicles exiting the site onto Felpham Way. The restriction was introduced to guard against potential increases in traffic flows through the junction due to the construction of the new Engineering and Technology Park.
- 4.2 The University are seeking to remove this restriction in association with sale of land accessed from Upper Bognor Road for residential development. There would be no access through the site for University related traffic supported by the introduction of a new internal barrier.
- 4.3 The access previously catered for approximately 160 vehicle movements per day, the equivalent of 27 dwellings. The development proposes up to 9 dwellings/ apartments which would result in a significant reduction in traffic when compared against its historic use.
- 4.4 The access has no recorded collision data associated with its use over the last 10 years.
- 4.5 It has been demonstrated that should the access be used as two-way solely for the proposed residential development, it would fully accord with national policy by ensuring safe and suitable access would be provided to the site. Furthermore, not only would there be a significant reduction in traffic using the Upper Bognor Road when compared to the historic use, but also by removing the volume of inbound movements following the construction of the Felpham Way Junction. The safe operation of the junction will be supported by retaining the "left out" only arrangement.
- 4.6 On this basis it is concluded that there would be no reasonable highway and transport grounds for not supporting the use of the access from Upper Bognor Road for development independent of the University Campus.

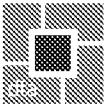
Figure 1
Site Location



Based upon the ORDNANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
© Crown Copyright AL 100030412

© David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



david tucker associates
transport planning consultants
Forester House, Doctors Lane,
Hentley -in-Arden
Warwickshire CV35 9AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793593
www.dtastransportation.co.uk

JOB TITLE Upper Bognor Road			CLIENT University of Chichester	
DRAWING TITLE Site Location Plan				
SCALE NTS	DRAWN BY DN	DATE Sept 2019	DRAWING No. 21330—02 Figure 1	REVISIONS

ARUN DISTRICT COUNCIL BR151 19PL

Appendix A
Concept Site Layout



PROJECT		SITE FEASIBILITY BOGNOR REGIS CAMPUS	
DRAWING		BRC CAMPUS 67, 69 and 71 proposals	
SCALE		1:500 @ A3	
DRAWN BY		JBP	DATE JUNE 2019
DWG.NO.			REV. —
University of Chichester College Lane Chichester West Sussex PO19 4PE T: 01243 816000 E: help@chi.ac.uk			

Appendix B

PIC Report

B2259 – Bognor Regis – David Tucker Ass.

Collision report 01/09/2014 – 31/08/2019

Date produced
16 September 2019

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.



Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

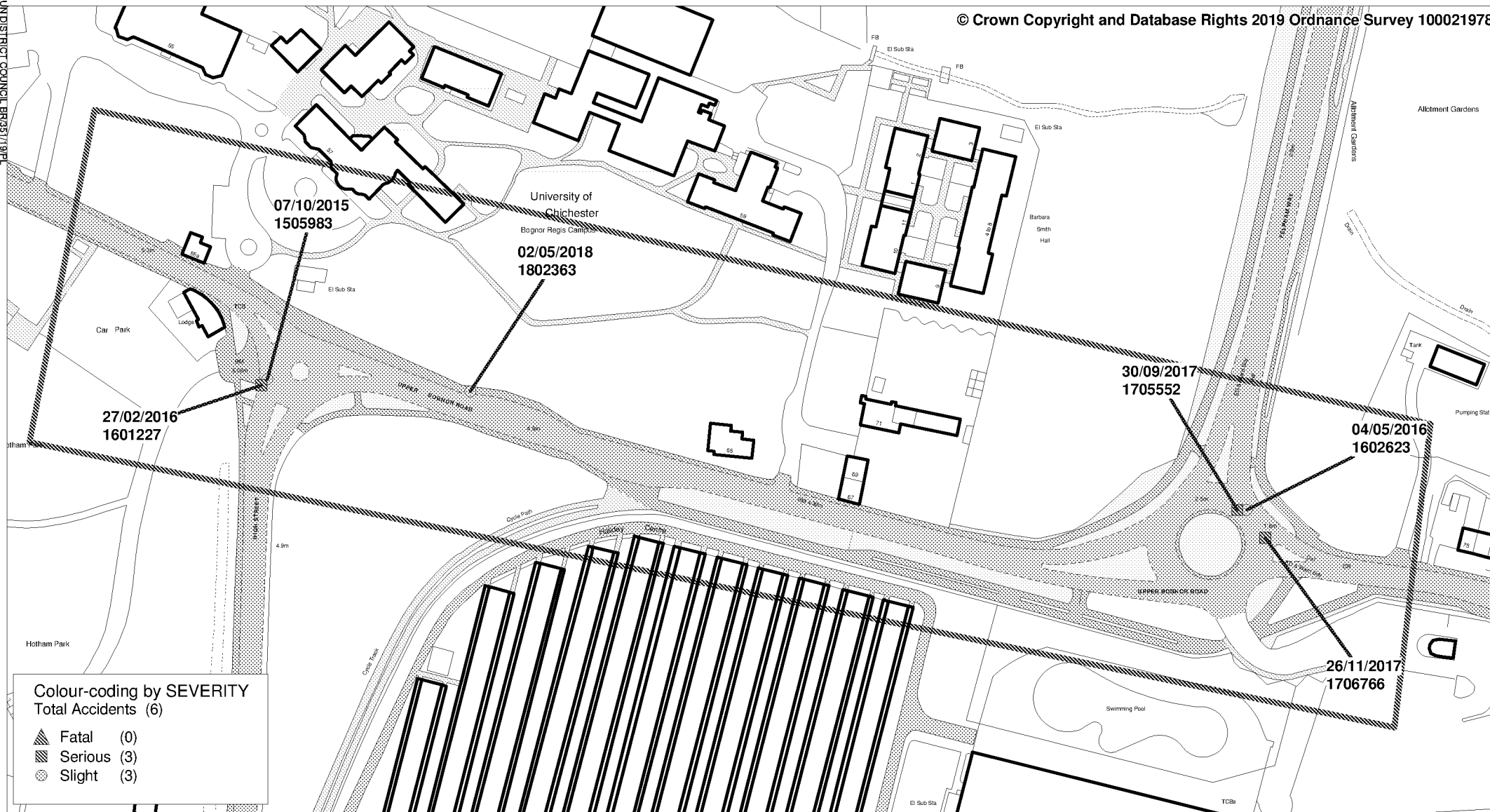
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads
PARTNERSHIP

A2259, Bognor Regis
Collision Dates 01/09/2014 - 31/08/2019
David Tucker Associates

SCALE

1 : 1700

DATE

16/09/2019

DRAWING No.

DRAWN BY

Details of Personal Injury Accidents for Period - 01/09/2014 to 31/08/2019 (60) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dit	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1505983 Wednesday A259 UPPER BOGNOR ROAD
07/10/2015 BOGNOR REGIS AT JUNCTION OF U
R1: A 259 HIGH STREET
R2: U 0500hrs
E 494,150 Darkness: street lights present a
N 99,556 Dry
Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
V2 (PEDAL CYCLE) TRAVELLING WEST AND NEGOTIATING R/A. V1 ALSO TRAVELLING WEST AND BEHIND V2. V1 COLLIDED WITH REAR OF V2.

1601227 Saturday U HIGH STREET BOGNOR AT
27/02/2016 JUNCTION OF A259
R1: U 1712hrs
R2: A 259 Daylight:street lights present
E 494,148 Dry
N 99,554 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Casualty 1 Very Likely
PEDESTRIAN CROSSING ROAD ON THE TWO LANE APPROACH TO GIVEWAY MARKINGS ON ROUNDABOUT WALKS IN FRONT OF STATIONARY CAR V2 INTO THE PATH OF AND COLLIDES WITH OFF SIDE FRONT V1 CAR CAUSING SLIGHT INJURY AS FOOT WAS RUN OVER

1602623 Wednesday A259 BOGNOR REGIS AT JUNCTION
04/05/2016 OF U UPPER BOGNOR ROAD
R1: A 259 0644hrs
R2: U Daylight:street lights present
E 494,464 Dry
N 99,514 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Careless/Reckless/In a hurry Vehicle 2 Possible
2nd: Failed to look properly Vehicle 1 Possible
3rd: Careless/Reckless/In a hurry Vehicle 2
VEHICLE 1 TRAVELLING SOUTH ON A259 AND APPROACHING ROUNDABOUT. FAILS TO NOTICE VEHICLE 2 ON ROUNDABOUT AND ENTERS. VEHICLE 2 TRAVELLING EAST AND ON ROUNDABOUT HIT ON REAR NEAR SIDE PANEL CAUSING VEHICLE TO SPIN. BOTH VEHICLES COME TO REST. VEHICLE 2 HITS
ROADSIDE FURNITURE ON OFFSIDE PANAL

Details of Personal Injury Accidents for Period - 01/09/2014 to 31/08/2019 (60) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dit	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1705552 Saturday A259 FELPHAM WAY BOGNOR REGIS AT JUNCTION OF A259 UPPER BOGNOR ROAD
 R1: A 259 30/09/2017 2238hrs
 R2: A 259 Darkness: street lighting unkno
 E 494,461 Wet/Damp
 N 99,514 Raining without high winds 30 mph

Veh 1 Car Starting N to W
 Veh 2 Pedal cycle Going ahead W to E Dri M 18 Serious

SERIOUS INJURY RTC CAR V PEDAL CYCLE. V1 TRAVELLING SOUTH TO WEST ON B2259 ENTERING ROUNDABOUT JUNCTION FELPHAM WAY AND UPPER BOGNOR ROAD. V2 TRAVELLING WEST TO EAST MID ROUNDABOUT WHEN V1 HAS PULLED ONTO ROUNDABOUT AND COLLIDED WITH V2. CYCLIST HAS SUS TAINED BROKEN WRIST.

1706766 Sunday A259 FELPHAM WAY BOGNOR REGIS AT JUNCTION OF U UPPER BOGNOR ROAD
 R1: A 259 26/11/2017 1515hrs
 R2: U Daylight:street lights present
 E 494,470 Dry
 N 99,505 Fine without high winds 30 mph

Veh 1 Car Turning right N to W
 Veh 2 Pedal cycle Going ahead W to E Dri M 48 Serious

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 1 Very Likely
 V1 TRAVELLING SOUTH ALONG FELPHAM WAY. BOGNOR REGIS APPROACHING BUTLINS RA INTENDING TO TRAVEL WEST. V2 CYCLIST TRAVELLING EAST ALONG UPPER BOGNOR ROAD. PEDAL CYCLE ON RA. V1 FAILED TO SEE CYCLIST AND COLLIDED.

1802363 Wednesday A259 UPPER BOGNOR ROAD BOGNOR 49M EAST OF A259 OUTSIDE HOTHAM PARK
 R1: A 259 02/05/2018 1541hrs
 E 494,215 Daylight:street lights present
 N 99,552 Dry
 Fine without high winds 30 mph

Veh 1 Car O/take s/veh o/side W to E
 Veh 2 Bus/coach Wait go ahead held W to E Dri M 55 Slight

Causation Factor: Participant: Confidence:
 1st: Impaired by alcohol Vehicle 1 Very Likely
 VEHICLE 2 STATIONARY IN BUS STOP VEHICLE 1 CAME DOWN OUTSIDE AND COLLIDED WITH BUS.

Appendix C

TRICS outputs

Calculation Reference: AUDIT-623801-190913-0957

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 10 to 371 (units:)
 Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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:

Tuesday	3 days
Wednesday	7 days
Thursday	5 days

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

Selected survey types:

Manual count	15 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	15
--------------	----

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

Selected Location Sub Categories:

Residential Zone	13
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 15 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 days

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

Travel Plan:

No 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 15 days

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

LIST OF SITES relevant to selection parameters

1	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE		
	DERBY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	MANCHESTER		
	PRESTWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
3	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
4	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
5	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
6	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
7	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
8	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
9	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SH-03-A-05	SEMI - DETACHED / TERRACED	SHROPSHI RE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
11	SH-03-A-06	BUNGALOWS	SHROPSHI RE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
12	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
13	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHI RE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
14	ST-03-A-08	DETACHED HOUSES	STAFFORDSHI RE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
15	WK-03-A-02	BUNGALOWS	WARWICKSHI RE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	87	0.095	15	87	0.347	15	87	0.442
08:00 - 09:00	15	87	0.139	15	87	0.394	15	87	0.533
09:00 - 10:00	15	87	0.120	15	87	0.165	15	87	0.285
10:00 - 11:00	15	87	0.122	15	87	0.138	15	87	0.260
11:00 - 12:00	15	87	0.132	15	87	0.143	15	87	0.275
12:00 - 13:00	15	87	0.156	15	87	0.144	15	87	0.300
13:00 - 14:00	15	87	0.148	15	87	0.143	15	87	0.291
14:00 - 15:00	15	87	0.176	15	87	0.153	15	87	0.329
15:00 - 16:00	15	87	0.255	15	87	0.180	15	87	0.435
16:00 - 17:00	15	87	0.284	15	87	0.161	15	87	0.445
17:00 - 18:00	15	87	0.384	15	87	0.117	15	87	0.501
18:00 - 19:00	15	87	0.282	15	87	0.146	15	87	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.293			2.231			4.524

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	10 - 371 (units:)
Survey date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

