

PLANNING STATEMENT 83 ALDWICK ROAD, BOGNOR REGIS



W haleback Planning & Design
The Old Bank
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Site Project	83 Aldwick Road, Bognor Regis PO21 2NW Enlargement of existing HMO (Sui Generis), single storey rear extension, rear roof dormer, front and rear rooflights.
Applicant	83 Aldwick Road Ltd.
Our Ref	W 2224-b
Date	December 2021
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Introduction

1. W haleback Planning & Design is instructed by the applicant to prepare and submit a planning application for the enlargement of the existing HMO at 83 Aldwick Road, from the current 5-bedroom layout to a 12-bedroom layout. The conversion of the main roofspace including rear roof dormer and front and rear rooflights, and the erection of a single storey rear extension are also proposed.
2. This Planning Statement describes the application site and its surroundings, the development proposal, the planning history of the site and the relevant planning policy framework. A planning appraisal is provided to consider the merits of the application followed by a conclusion.

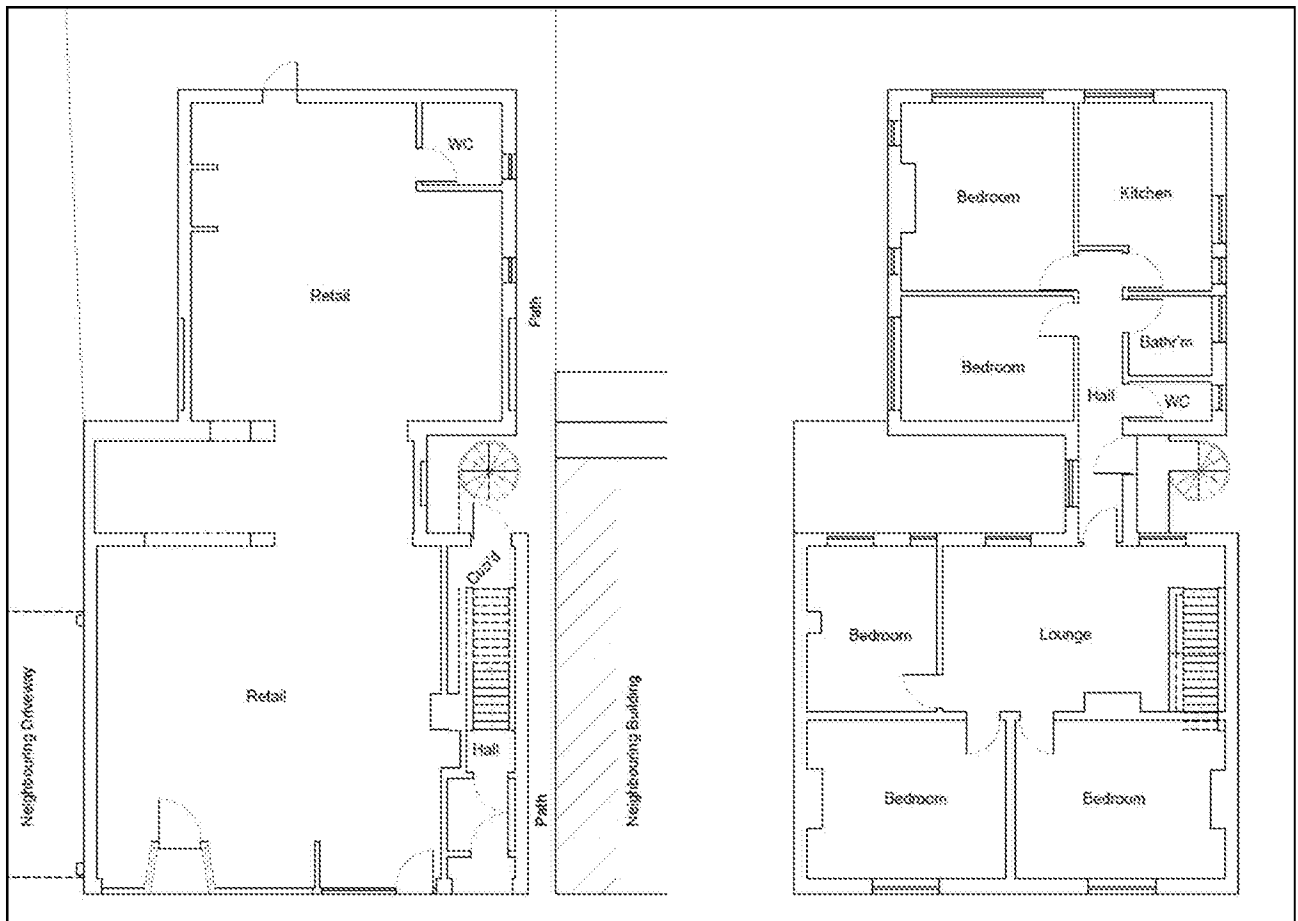
Site and Surroundings

3. The application site is situated on the southern side of Aldwick Road, a road which leads out from the western side of central Bognor Regis.



Site location plan.

4. The application property comprises a commercial unit (Use Class E) at ground floor level, and a 5-bedroom HMO at first floor level (Use Class C4).



Existing ground and first floor plans.

5. The main building is a two-storey structure with a gable-ended pitched roof. To the rear of the building there is a sizeable two storey rear addition with flat roof and a link structure between the main building and the addition.



Existing elevations.



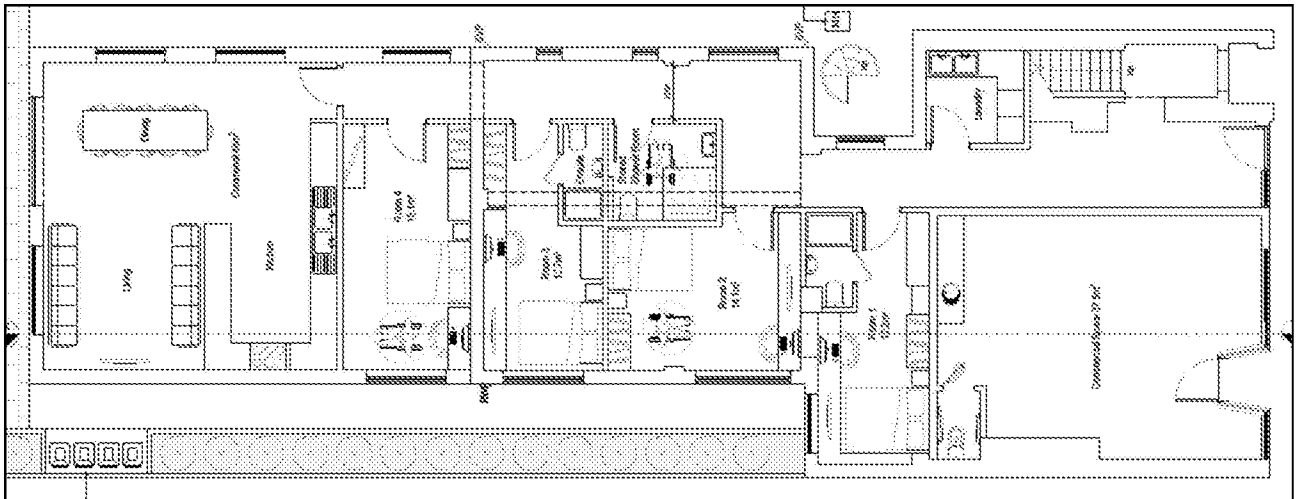
Existing rear elevation.

Development Proposal

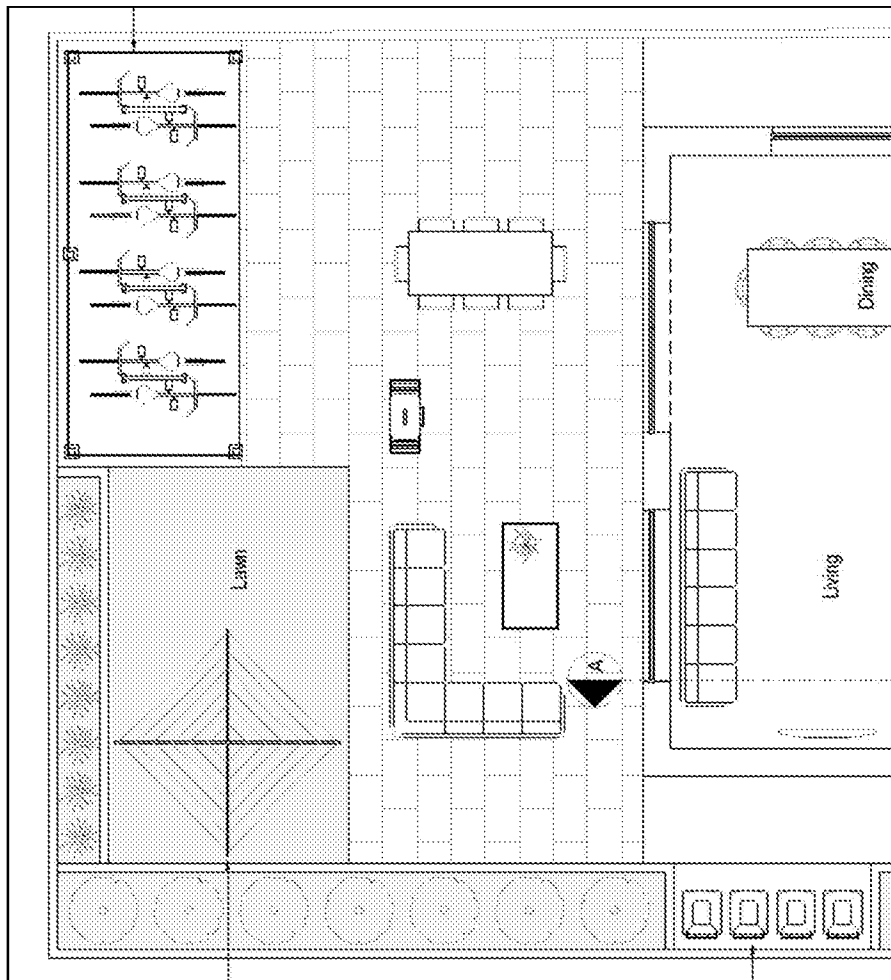
6. The proposed development is the enlargement of the existing 5-bedroom HMO to a 12-bedroom layout. To facilitate this new layout, a partial change of use of the ground floor commercial use is proposed, along with a single storey rear extension, a rear roof dormer, and the installation of front and rear rooflights.
7. At ground floor level, the commercial unit would retain an active frontage on to the street and would be reduced in size to a more viable (37.8 sqm) with a W.C. and worktop / teapoint to the rear. The remainder of the ground floor would provide 4 bedrooms, and a communal living room / dining room / kitchen with open aspect out on to the rear garden area. A communal laundry room is also proposed. Two of the bedrooms are en-suite, and two of the bedrooms are fully wheelchair accessible with a shared accessible bathroom. The rear garden area would provide a pleasant outdoor amenity space for the occupants of the property, and would accommodate new planting, external seating / social area, a cycle store, a rotary clothes dryer, and recycling and refuse storage.
8. At first floor level, the existing HMO accommodation would be refurbished and updated to provide 6 en-suite bedrooms and a tea kitchen. Within the converted roofspace a further 2 en-suite bedrooms would be provided, served by a rear roof dormer and front and rear rooflights.



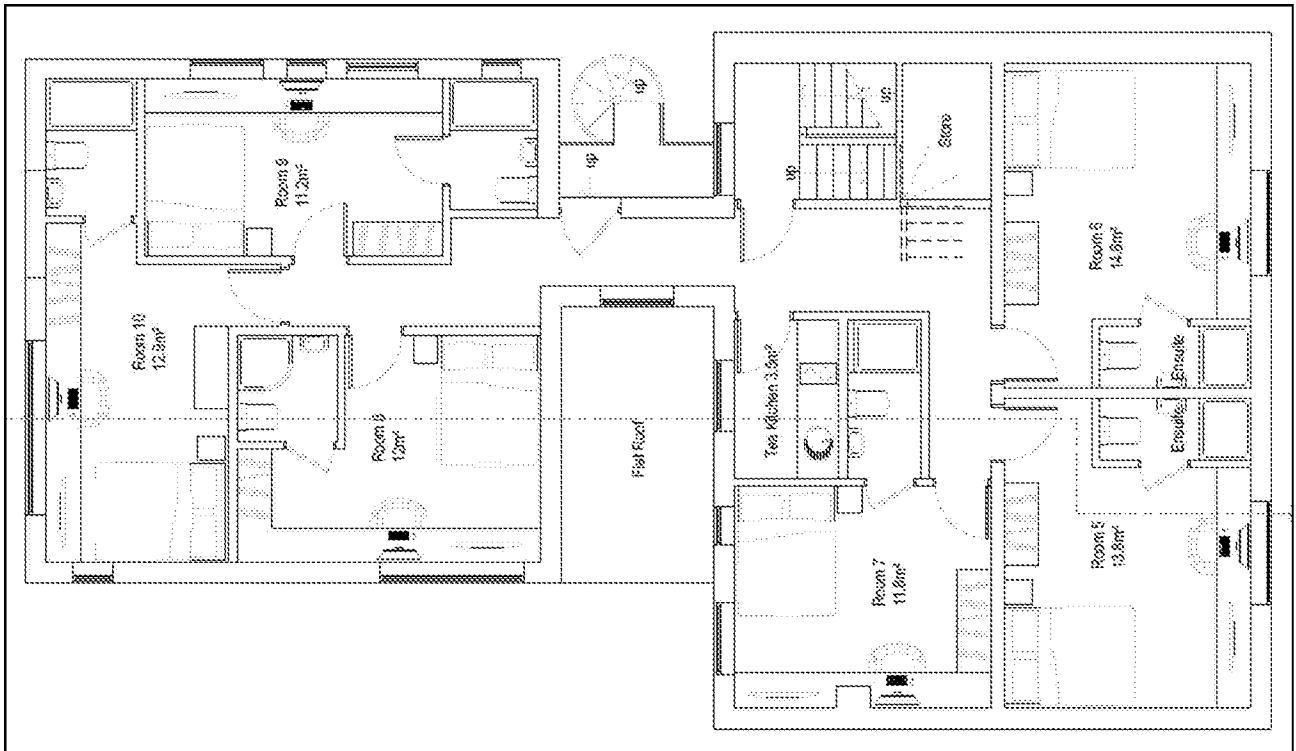
Proposed elevations.



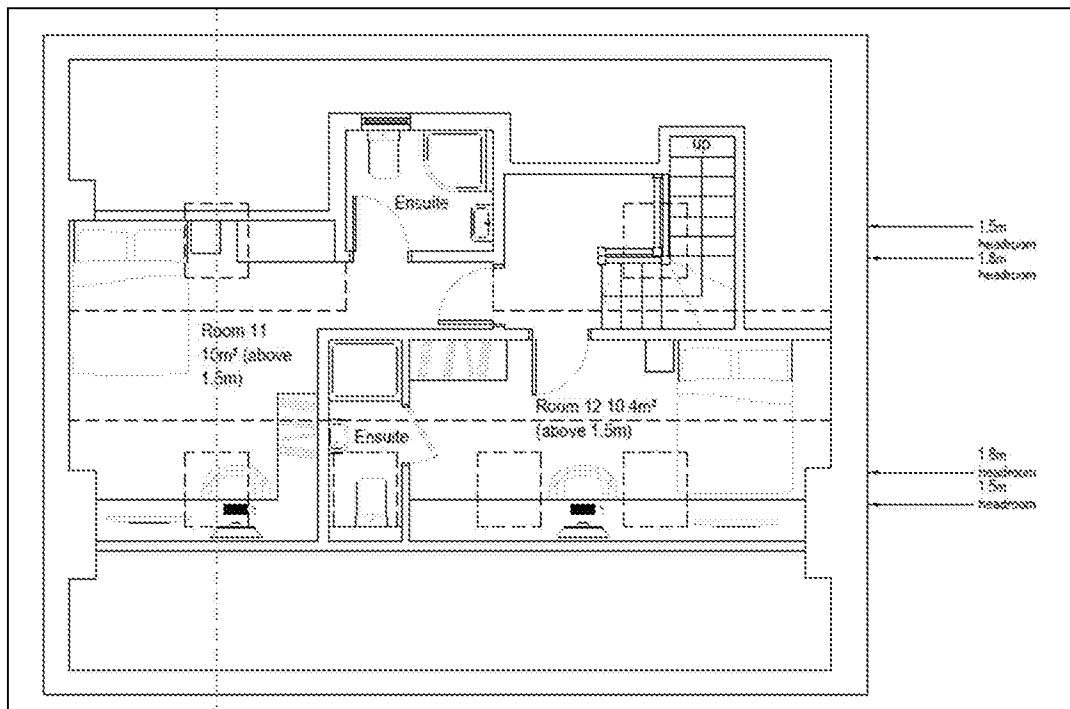
Proposed ground floor layout.



Proposed rear garden layout.



Proposed first floor plan.



Proposed second floor.

Relevant Planning History

9. PAA/90/21/ - Pre application submission - Rear extensions and loft conversion to form enlarged HMO (Sui Generis) (design revisions and additional information submitted) ´ advice provided 20/10/2021.
10. BR/79/21/PL - Rear extensions and loft conversion to form enlarged HMO (Sui Generis) ´ refused 18/05/2021
11. BR/206/19/PL - Extensions & alterations to shop & HMO to reduce shop & form 8no. self-contained flats ´ application withdrawn 06/11/2019
12. BR/34/11 ´ Change of use from first floor offices (B1) to residential flat (C3) ´ permitted 30/03/2011
13. BR/171/50/B ´ Use of first floor as professional offices ´ permitted 26-03-1959

Planning Policy Framework

14. Planning and Compulsory Purchase Act 2004 Section 38(6) requires local planning authorities to determine planning applications in accordance with the development plan, unless other material considerations indicate otherwise.

National Planning Policy Framework

15. A presumption in favour of sustainable development is found at the heart of the NPPF, for both plan-making and decision-taking defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
16. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): economic, social and environment.
17. For decision-taking this means approving applications that accord with up-to-date policies without delay; or where policies are absent, silent or out-of-date, granting permission unless the Framework provides clear reasons for refusing a proposal in a particular location or any adverse impacts of permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Arun Local Plan (2018)

18. The Arun Local Plan (ALP) was adopted 18th July 2018, and therefore is currently within its first five years of adoption and is considered up-to-date in this regard. In terms of housing land supply however, the council's latest Annual Monitoring Report 2019-2020 set out a shortfall in housing land supply of 3520, with an overall supply position of 3.3 years. Therefore, having regard to para. 11 of the NPPF, the policies of the ALP which relate to housing delivery, and those policies which potentially restrict housing delivery, are out-of-date as they will not delivery the required quantum of housing over the plan period. In this scenario, para. 11(d) of the NPPF states that there is a presumption to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

19. This 'tilted balance' applies to the current application which should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
20. Policies of the Arun Local Plan relevant to the application proposal are as follows:
 - ¿ Policy SD SP1 Sustainable Development
 - ¿ Policy RET DM1 Hierarchy of Town Centres
 - ¿ Policy RET DM1 Retail Development
 - ¿ Policy H SP1 The Housing Requirement
 - ¿ Policy H DM1 Housing Mix
 - ¿ Policy H SP4 Houses in Multiple Occupation
 - ¿ Policy D SP1 Design
 - ¿ Policy D DM1 Aspects of Form and Design Quality
 - ¿ Policy D DM2 Internal Space Standards
 - ¿ Policy D DM4 Extensions and Alterations to Existing Buildings
 - ¿ Policy ECC SP1 Adapting to Climate Change
 - ¿ Policy ECC SP2 Energy and Climate Change Mitigation
 - ¿ Policy T SP1 Transport and Development
 - ¿ Policy T DM1 Sustainable Transport and Public Rights of Way

Supplementary Planning Documents

- ¿ Parking Standards Supplementary Planning Document (2020)

Planning Appraisal

Principle of Development

21. As set out above, the policy context for the determination of the application is that the ALP is out-of-date in terms of its policies which relate to housing delivery, and policies which could potentially restrict the supply of housing. This is due to the council not being able to demonstrate an up-to-date supply of housing land. Therefore the 'tilted balance' set out in para. 11 of the NPPF applies and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
22. The application property is outside of the Principal Shopping Areas of Bognor Regis and as such the existing commercial use (Class E) is not subject to specific local policy protection. It is proposed that

the commercial use would be retained to the front of the property, in the form of a reduced Class E unit, with a floorspace of 37.8 sqm and W.C. / kitchen facilities. The existing shopfront would be retained, the unit has a good street presence and would remain a viable proposition. An active frontage and an appearance in keeping with neighbouring properties.

23. There is an existing 5-bedroom HMO at the property (Use Class C4). It is proposed that this existing HMO use would be retained and altered to a 12-bedroom layout.
24. The proposed use is envisaged as a high quality co-living property. The proposed communal room would provide a spacious and usable space with excellent natural light and outlook, and access to a private outdoor amenity space. A communal laundry room is also proposed. Most of the proposed bedrooms have en-suite facilities (other than the two wheelchair accessible units which would share an accessible bathroom) and are in excess of the 7.5 sqm minimum set out in Government's Nationally Described Space Standards. The proposed accommodation would provide a more affordable housing option in comparison to renting a self-contained flat, and would also provide a degree of communality which many people prefer to living alone.
25. Policy H SP1 sets out the housing requirement for the District. The latest Annual Monitoring Report 2019-2020 (published December 2020) identifies a housing supply of 3.3 years which is significantly below the 5-year requirement. In this context, whilst the proposed development would not provide an additional housing unit, it would provide a net increase of 7 bedrooms, and would therefore would make a valuable contribution to the housing needs of the District.
26. Policy H DM1 sets out that the Council will seek a mix of dwelling types and sizes. The HMO / co-living accommodation proposed represents an important part of that mix, as it provides a high-quality affordable housing option, with a degree of communality which many people prefer to living alone. Policy H SP4 confirms that HMO accommodation will be favourably considered where the proposals contribute to the creation of sustainable, inclusive and mixed communities and meet the following criteria:
 - a. Do not adversely affect the character of the area including eroding the balance between different types of housing, including family housing;
 - b. Do not contribute to the generation of excessive parking demands or traffic in an area;
 - c. Provide adequate areas of open space.
27. In the case of the application property, Aldwick Road is a relatively busy thoroughfare with a mix of commercial uses, and residential uses primarily in the form of flats above commercial units. In this context, the retention of the existing HMO and its enlargement would not adversely impact the character of the area. The area is of a mixed character and the proposed enlargement of the existing HMO would be in keeping with this.
28. Under application BR/79/21/PL it was proposed that the existing HMO be retained and enlarged to a 16-bedroom layout. This application was refused in part because the LPA considered that the proposed retention and enlargement of the existing HMO use to 16-bedrooms would have adversely affects the character of the area.
29. Under the current application, the development has been reduced in scale. It is now proposed that 7 additional bedrooms be proposed resulting in a total of 12 bedrooms. This reduced number of

bedrooms will have a reduced impact upon the character of the area and warrants a re-consideration of the merits of the scheme.

30. Regarding the existing character of the area, a mapping study of HMO's in the area surrounding the application site has been carried out. A 50-metre radius was selected as this is considered to be representative of the immediate area surrounding the site, and is a common radius size utilised by LPA's nationally when considering applications for new HMO's, particularly in university towns / cities where there are concentrations of HMO's.
31. In the 50-metre radius surrounding the property, out of 83 properties, 4 have been found to be in HMO use; the application property itself which is an existing HMO, 18-20 Stocker Road (a 7-bedroom HMO), Flat at 79 Aldwick Road licensed for 5 occupants, and 26 Nyewood Lane licensed for 8 occupants.
32. Until 02/12/2021, 86 Aldwick Road, a former Care Home directly opposite the application site, was operating at a 58-bedroom HMO under a 12-month temporary consent. This permission has now expired and therefore this has decreased the number of HMO bedrooms in the immediate vicinity of the application site by 58 bedrooms. Even taking into account the proposed increase of 7 HMO bedrooms at the application property, the resultant scenario would still represent a net decrease of 51 HMO bedrooms, in comparison to the previous scenario. Whilst the 86 Aldwick Road permission was a 12-month temporary consent, the resultant scenario was considered to be palatable by the LPA when it granted this previous planning permission.
33. Therefore, the cessation of the HMO use at 86 Aldwick Road, in conjunction with the application proposal, would result in a net decrease of 51 HMO bedrooms in comparison to the scenario the LPA previously deemed acceptable.
34. The LPA in their response to pre-application enquiry PAA/90/21/ set out that beyond the 50m radius studied, there are further examples of HMOs. These are beyond the immediate area surrounding the property, within a wider radius. The percentage of properties in HMO use in this wider radius is not confirmed by the LPA. Notwithstanding the presence of other HMOs in the wider area, we contend that adding 7 bedrooms to the existing HMO use at the application property would not harm the character of the area ' and again note that overall, a net decrease of 51 HMO bedrooms would result due to the cessation of the previous HMO use at No. 86.
35. The LPA in their pre-application advice cited a recent appeal decision at 41-45 Nyewood Lane (Ref. APP/C3810/W/20/3264847). We contend that this is not a comparable case - as 38 HMO bedrooms were proposed, and the Inspector considered that the proposed facility considered on its own, due to its scale and intensity (i.e., as 38 bedrooms) would fundamentally and detrimentally alter the character of this residential area. This proposal for a single 38-bedroom facility is not comparable to the appeal scheme where the property is an existing HMO and only 7 additional bedrooms are proposed.
36. The proposed development will not increase the number of individual HMOs in the area, as the property is already in HMO use. It is contended that an increase of 7 HMO bedrooms would not cause harm to the character of the area, the percentage of properties in HMO use will remain low at less than 5%. Furthermore, the net result of the proposed development, and the cessation of the HMO use at No. 86, is a net decrease of 51 bedrooms vs the previous situation the LPA deemed acceptable when it granted the HMO use at No. 86. It is therefore contended that the proposed development is in compliance with H SP4 (a).

37. Regarding H SP4 (b) (parking demands), a parking survey was carried out in support of PAA/90/21/ which demonstrated of the 134 on-street parking spaces which are within easy walking distance of the application property, 35 were empty and available, which equates to an occupancy rate of 74%. Under this proposal 11 additional bedrooms were proposed (now reduced to 7) and those 11 bedrooms would have generated a likely additional parking demand is 6-7 vehicles. The development now proposed would generate less demand than this. The 35 empty spaces available at the time of the survey demonstrate that there is more than adequate capacity for on-street parking in the surrounding area.

38. The LPA in their response to PAA/90/21/ appeared to accept that harmful parking demand would not result from the previous 16-bedroom scheme:

The effect of on-street parking resulting from the proposal on public amenity is considered acceptable as discussed below in section Highways Transport and Parking. On the basis the LPA does not consider the development results in the generation of excessive parking demands resulting in demonstrable harm to the amenity of the locality.

Taking the above factors into account, the development would provide for the transport demands created and not result in any cumulative severe highways impacts. Therefore, the development would accord with Policy T SP1 of the Arun Local Plan and paragraphs 110 and 111 of the National Planning Policy Framework.

The applicant submitted in support of this application the demonstration that the proposed development would not result in a harmful increase in parking demand - set out below and in supporting document 'GTA Civils and Transport - Transport Statement' Ref. 11427 June 2021 (Appendix B).

For these reasons the effect of on-street parking resulting from the proposal on public amenity is considered acceptable, and therefore there would be no conflict with policy T SP1 and H SP4 (b).'

39. It therefore appears that it is agreed by all parties that the scheme now proposed, which is of a lesser scale, complies with H SP4 (b).

40. Regarding H SP4 (c) (adequate open space), the LPA accepted under previous application BR/79/21/PL that the proposed outdoor space provision would be adequate to serve the 16-bedroom layout previously proposed:

The development includes a small area of private amenity space to the rear. The area of private amenity space would be used for the cycle and bin storage. The character of this space would be one of a functional thoroughfare used for occupant's parking up their bikes. The area would not provide a secluded, quiet and tranquil area which the character of private amenity space should provide. However, the development seeks for approximately 16 persons to occupy the building as such some usable amenity space of private value would be provided. Therefore the development would be in a general conformity with criterion (c) of Policy H SP4 of the Local Plan.'

41. The scheme now proposed is of a lower occupancy- proposing 12 bedrooms. Therefore, the proposed outdoor space (previous agreed) would again provide a suitable outdoor space. A more detailed drawing has been provided showing the garden layout which includes areas of planting, areas for seating and space for outdoor drying of clothes etc.

42. Overall, the proposed development would comply with criteria (a), (b) and (c) of Policy H SP4. The proposed accommodation would contribute to addressing the housing needs of the District. A viable ground floor commercial unit would be retained. The principle of the proposed development is therefore acceptable.

Design / Visual Impact

43. The existing shopfront is of an attractive traditional design, and it is proposed that this would be retained and restored.
44. The proposed rear extension is of single flat roofed form, and the depth of the extension is appropriate given the depth of the plot, and the prevailing character of the immediate area where neighbouring properties to either side have relatively deep footprints which extend back into their respective plots.
45. The proposed rear dormer is of a modest scale and is set away from the edges of the roof. The proposed front and rear rooflights would not result in any visual harm.
46. The mansard roof extension proposed under the previous application has now been omitted. The proposed single storey extension, rear dormer and rooflights were deemed acceptable by the LPA under BR/79/21/PL and PAA/90/21/.
47. Overall, it is contended that the proposed development would result in an appropriate appearance, in keeping with the character of the main building and the layouts of neighbouring properties to either side. The general renovation and restoration of the building which is proposed would significantly improve the appearance of the building. The development successfully addresses the requirements of Policies D DM1 and D DM4.

Standard of Accommodation

48. All of the proposed bedrooms exceed the 7.5 sqm minimum size set out on Government's Nationally Described Space Standards. All of the bedrooms have good natural light and outlook, and most have en-suite shower room / W.C. facilities. The two bedrooms which are not en-suite are wheelchair accessible bedrooms with a shared wheelchair accessible bathroom. The proposed communal room is large; 46 sqm, with a high standard of natural light and outlook provided by two side windows and a glazed doors and a large window to the rear elevation facing out on to the rear garden. A communal laundry room is also proposed.
49. The proposed rear garden area would provide a pleasant outdoor amenity space for the occupants of the property, and would accommodate new planting, external seating / social area, a cycle store, a rotary clothes dryer, and recycling and refuse storage.
50. Overall, the proposed residential unit would provide a good standard of amenity for future occupiers and would comply with the NPPF and local planning policies and guidance in this regard.

Neighbouring Amenity

51. The proposed residential use is in keeping with the mixed commercial and residential uses to either side of the application property. Comings and goings would be by the existing residential entrance on Aldwick Road, which is a relatively busy thoroughfare. In this context, coming and goings would not cause any disturbance or nuisance. The residential occupation of the HMO rooms and communal room,

and use of the rear garden area, would be low-key and in keeping with the mixed commercial and residential character of the immediate area.

52. In terms of additional built form, the proposed rear extension is single storey and is set away from the boundaries to either side; this new form would not have a harmful impact upon neighbouring amenity. The proposed rear dormer, and front and rear rooflights would not cause harm to neighbouring privacy.
53. Under application BR/79/21/PL, the only element of the scheme which raised concerns re neighbouring amenity was the previously proposed mansard roof extension- this element is now omitted from the development proposal. Therefore, It is contended that the revised scheme is acceptable in neighbouring amenity terms in accordance with Policies D DM1 and Q E SP1.

Highways and Access

54. The application site is in a sustainable location, within walking / cycling distance of the town centre and the railway station. Local bus services are also available. A bicycle store is proposed to the rear garden area which would encourage occupiers to cycle. There is no space on site to provide off-street parking, however it has been demonstrated through the submission of a parking survey (Appendix A) that there is sufficient capacity available on surrounding streets and therefore no harm will be caused by the level of on-street parking which may result.
55. These matters were agreed by the LPA in their advice provided under PAA/90/21/ where the LPA considered that the previous 16-bedroom scheme would result in an acceptable highways and parking impact.
56. In comparison to the previous proposals, the current development proposal is reduced by 4 bedrooms, with only 7 additional bedrooms proposed, and would therefore result in a lesser transport impact than the previous scheme. The development would therefore result in an acceptable highways impact in accordance with Policy T SP1.

Environmental Sustainability

57. The existing building is in need of renovation, and at present does not incorporate any measures which deliver modern standards of efficiency in terms of insulation, energy use and water use. The proposed development would be built to modern Building control standards which deliver a very high standard of insulation, and energy / water use efficiency. All fixtures, fittings and appliances would be of a high standard of energy and water efficiency. The enlarged building would therefore deliver a far higher standard of environmental sustainability in comparison to the existing building and much of the existing housing stock in the District.

Impact on Pagham Harbour

58. Under BR/79/21/PL the LPA advised that a financial contribution towards provision of accessible natural open green spaces to serve the Pagham Harbour area. The applicant is in agreement to making this payment and a draft legal agreement has been submitted with the application to progress this matter. The legal checking fee has been paid online.

Conclusion

59. Under the previous application and pre-application submission, the LPA objected to the proposed mansard roof addition on neighbouring amenity grounds- this element of the previous scheme has been omitted from the current development proposal. The LPA also objected to the addition of 11 HMO bedrooms to the existing HMO use, on the basis the character of the surrounding area would have been harmed. To address this concern, the number of additional bedrooms has been reduced to 7, which would result in a reduced impact on the area.
60. Furthermore, an HMO mapping exercise has been carried out which demonstrates that there is not a harmful number of HMO's in the immediate surrounding area, with only 5 of the 83 properties within a 50 metre radius being in HMO use, representing only 4.8% of properties being in HMO use.
61. In addition, a large 58-bedroom HMO use across the road at No. 86 ceased on the 02/12/2021, which has reduced the number of HMO bedrooms in the immediate area by 58, meaning even with the additional 7 bedrooms proposed under the current application, a net reduction of 51 HMO bedrooms will result in comparison to the situation previously accepted by the LPA when the 58-bedroom permission at no. 86 was granted planning permission.
62. It is therefore contended that the proposed retention of the existing HMO and its increase in size by 7 bedrooms would not cause harm to the character of the area- a net decrease of 51 HMO bedrooms will still result.
63. It must also be acknowledged that in the absence of an up-to-date supply of housing sites, the tilted balance set out in para 11 of the NPPF applies, which means there is a presumption that planning permission will be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. It is contended that the impacts which the introduction of 7 additional HMO bedrooms would not represent adverse impacts which would significantly and demonstrably outweigh the benefits of the development scheme, when assessed against the policies in the NPPF taken as a whole.
64. The benefits of the scheme are as follows:
 - ¿ The entire building, currently in a poor state of repair, would be renovated and refurbished inside and out, to a high decorative standard, and would be maintained as such moving forward. The rear curtilage would be landscaped with new planting and high-quality hard landscaping. The overall result would be a significantly improved appearance to the front and rear of the property.
 - ¿ The proposed accommodation would deliver full compliance with current sustainability standards (Building Regulations standards) for energy and water consumption, and thermal insulation, a significant improvement on the existing situation.
 - ¿ The proposed additional 7 bedrooms would provide additional housing capacity and a high standard of accommodation, a contribution to the housing needs of the city at a time when there is a significant shortfall in housing supply.
 - ¿ The property is an existing HMO, with limited communal facilities and no outdoor amenity space. The proposed development would significantly improve this existing accommodation, providing bedrooms with en-suite facilities, two wheelchair accessible bedrooms and an accessible bathroom, significantly improved interior communal space and kitchen facilities, and access to an attractive and usable outdoor amenity space with provision for cycle storage, recycling and refuse storage, and space for outdoor clothes drying.

- 2 The ground floor commercial unit would be refurbished and reduced in scale to a size which will be much more affordable for future occupants to rent, improving the rentability and viability of the commercial unit. The existing traditional shopfront and active frontage would be retained to the benefit of the street scene.
65. No harm to neighbouring amenity would result, and the proposed development is acceptable in transport and parking terms as evidenced in Appendix A. As detailed above, it is contended that the introduction of 7 additional HMO bedrooms as an enlargement of an existing HMO would not harm the character of the area, and certainly would not constitute harm which would warrant the refusal of planning permission with due regard to the presumption to grant planning permission set out in para. 11 of the NPPF.
66. It is therefore respectfully requested that planning permission be granted to allow the benefits of the scheme to be realised.

Engagement with the Local Planning Authority

67. This planning statement has been prepared to assist the Local Planning Authority in the determination of the application with regard to national and local planning policy. However, in the event that the Local Planning Authority should wish to discuss any element of the scheme, including potential amendments, the applicants would welcome a discussion prior to the determination of the application. Correspondence can be sent to W haleback Ltd via the contact details set out below.

Appendix A: 'GTA Civils and Transport' 'Transport Statement' Ref. 11427 June 2021

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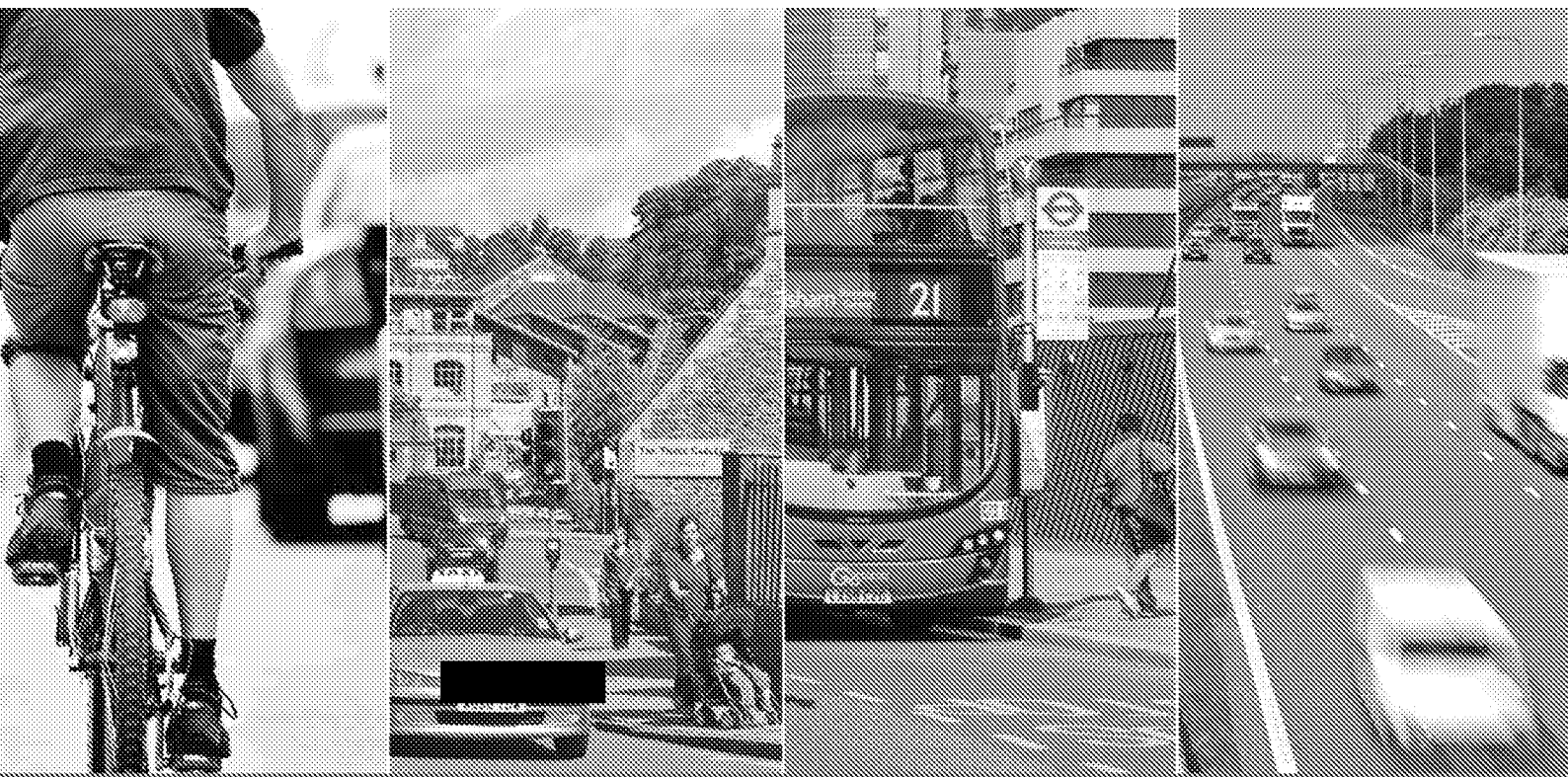
Transport Statement

83 Aldwick Road

Bognor Regis

PO21 2NW

West Sussex



Client: 83 Aldwick Road Ltd

Ref: 11427

Date: June 2021

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Issue	Issue date	Compiled	Checked	Authorised
Draft	10-06-21	SH	RW	LS

Executive Summary

The site is located on the south side of the B2166 Aldwick Road, Bognor Regis, West Sussex within the area administered by Arun District Council. The existing site comprises vacant retail premises on the ground floor and a 5-bedroom HMO, with separate access, on the first and second floor.

The proposed development is for a 14-bedroom HMO and 44.9m² of commercial space on the ground floor. The site is proposed to be car free.

A parking survey was undertaken and is detailed in section 6 of this report to demonstrate availability of parking spaces on roads local to the development.

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

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

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

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

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for 83 Aldwick Road Limited in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by 83 Aldwick Road Limited to prepare a Transport Statement in connection with the proposed development at 83 Aldwick Road, Bognor Regis, PO21 2NW, West Sussex.
- 1.3 Specifically, the report has been prepared to investigate and advise on the transport impacts of the proposed HMO and 44.9m² of commercial space.

2 Policy Context

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

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

National Planning Policy Framework (2019)

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

Manual for Streets (MfS)

2.3 MfS was published in 2007 and is referred to throughout the report.

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

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

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

It also discourages designs that:

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

West Sussex County Council Local Transport Plan

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

The 4 main objectives of LTP3 are:

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

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

West Sussex Parking Guidance for New Developments (2020)

- 2.8 **Table 2.1** below demonstrates the minimum cycle parking standards for new residential developments set out in table 1 in the WSGPND.

Table 2.1 Minimum Cycle Parking Standards for New Residential Developments

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

Arun Local Plan 2011-2031

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

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

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

3 Existing Site

Site Location

- 3.1 The existing site is located on the south side of the B2166 Aldwick Road, just outside the town centre of Bognor Regis. The site lies in the area administered by the Arun District Council and West Sussex County Council.
- 3.2 An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red boundary line.

Figure 3.1 - Aerial View of the Existing Site



- 3.3 The existing site comprises a vacant retail premises on the ground floor and a 5-bedroom HMO, with separate access, on the first and second floor. The existing traffic generation was assessed using trips rates derived from the TRICS database. The assessment of the existing trip generation is included in section 7 of this report.

4 Local Highway Network

- 4.1 The site is located on the south side of the B2166 Aldwick Road which is lined with various restaurants and retail shops. The road is subject to a 30mph speed limit. There are footways provided on both sides and some on-street parking bays.
- 4.2 To the east of the site, the B2166 continues east where it connects to The Esplanade at a small roundabout junction. This road continues east along the seafront. North of the roundabout junction with the Esplanade, the B2166 connects to West Street which provides links to High Street and a number of amenities within the town centre. The B2166 then continues on to the Bognor Regis Station and providing access to the A29 to the north. The A29 provides further links to the A259, which largely follows the south coast, and the A27.
- 4.3 To the north the A29 joins the A27 at a large roundabout junction. The A27 runs east-west along the south of England. To the east the A27 connects to the A280 and the A24. To the west it joins the A285 and the A259 in Chichester.

Accident Data

- 4.4 Local vehicle incident records in a 250m vicinity of the site were reviewed for the years 2016-2020 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.5 Along Aldwick Road 8 incidents were recorded within 250m of the site during the 5-year period (2016-2020). The locations of these are illustrated in **Figure 4.1** below and detailed in **Table 4.1**.

Figure 4.1 - Recorded Accident Crash Map (2016-2020)

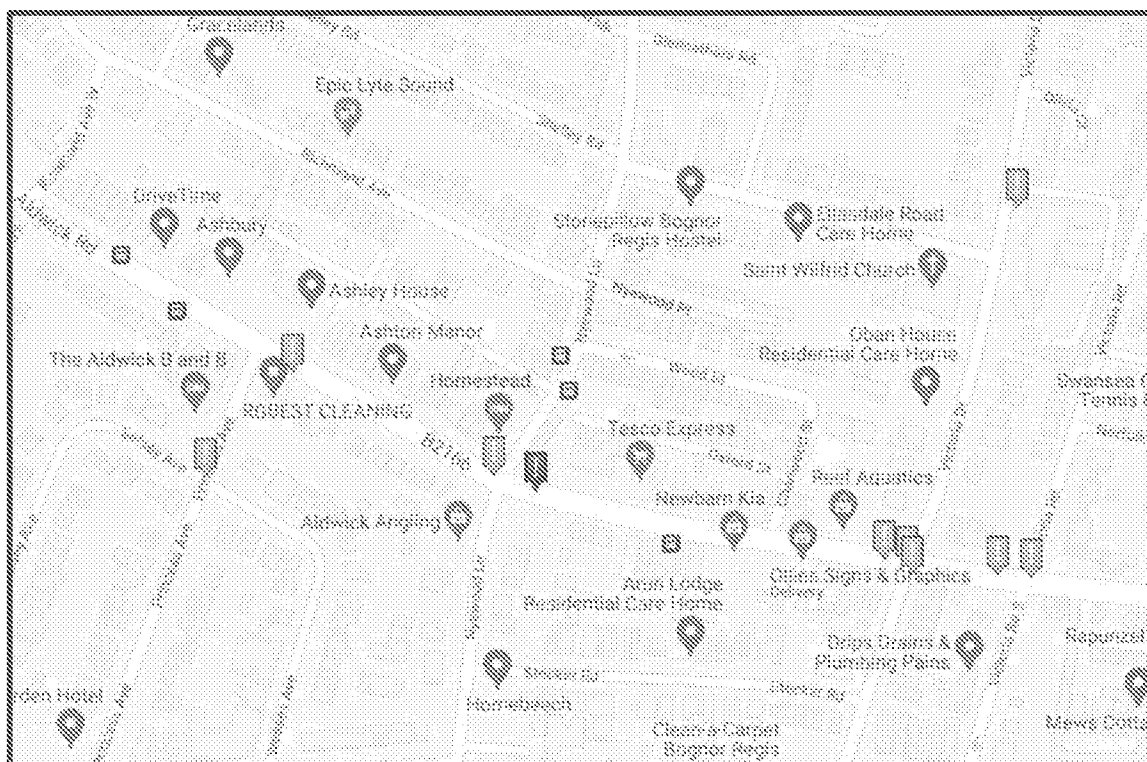


Table 4.1 - Accident Details on Aldwick Road (2016-2020)

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
12/04/2016	Slight	B2166 Aldwick Road/Park Road Junction	2	1
04/09/2016	Serious	B2166 Aldwick Road	1	2
23/06/2017	Slight	B2166 Aldwick Road	2	1
16/07/2017	Slight	B2166 Aldwick Road/Park Road Junction	2	1
02/07/2018	Slight	B2166 Aldwick Road/Nyewood Lane Junction	2	1
30/06/2019	Slight	B2166 Aldwick Road	1	1
26/07/2019	Slight	B2166 Aldwick Road	1	1
26/01/2020	Slight	B2166 Aldwick Road/Victoria Road	2	1

- 4.6 The review of the accident data suggests there are currently no highway safety concerns related to Aldwick Road or on-street parking, within the vicinity of the site, that needs to be resolved prior to the implementation of the proposed development. Additionally, the location of the proposed site will not cause any future highway issues.

5 Modal Choice & Travel Data

Bus Services

- 5.1 The nearest bus stops are located on Aldwick Road approximately 40m (westbound) and 140m (eastbound) east of the site access. Both bus stops are provided with timetable information and the eastbound stop is provided with a sheltered seating area. Services from these stops are operated by Stagecoach.
- 5.2 Service numbers, routes and frequencies of services have been detailed below in **Table 5.1**.

Table 5.1 – Bus Services from Aldwick Road

Service No. and Route	Weekday Frequency	Weekend Frequency
61/62 – West Meads – Bognor Sainsburys / Rose Green – Bognor Sainsburys	Hourly service (runs until 13:56)	N/A
68/69 – Bognor Regis – Barfoots Farm	4 outbound and 4 inbound services	4 outbound and 4 inbound services
600 – Elmer – Felpham – Bognor Regis – Pagham - Chichester	Half hourly service	SAT: half hourly service SUN: hourly service
660 – Bognor Regis – North Mundham School	School Service (2 inbound and 2 outbound services)	N/A

Rail

- 5.3 The nearest railway station is Bognor Regis, located approximately 1.2km northeast of the site representing a 15-minute walk.
- 5.4 Bognor Regis Station facilities and services include:
- ✦ 184 cycle parking spaces with storage CCTV;
 - ✦ 94 car parking spaces including 4 accessible spaces operated by APCOA Parking UK;
 - ✦ Taxi rank and Impaired mobility set down and pick up;
 - ✦ Ticket office (including induction loop);
 - ✦ Accessible ticket machines;
 - ✦ Public Wifi;
 - ✦ Waiting rooms available on both platforms;
 - ✦ Accessible toilets and baby change facilities;
 - ✦ Ramp for train access; and

- Step free access (Category A).

5.5 Services from this Station are operated by Southern and provide connections to Littlehampton, London Victoria, and Barnham. Service details and frequencies are included in **Table 5.2**.

Table 5.2 -- Rail Services from Robertsbridge Station

Destination	Frequency (during peak hours)	Journey Time
Littlehampton	2-3 per hour (peak) 2-3 per hour (off-peak)	18-24 minutes
London Victoria	2-4 per hour (peak) 2-4 per hour (off-peak)	1hr 40-50 minutes
Barnham	4 per hour (peak) 4 per hour (off-peak)	6-7 minutes

Walking and Cycling

- 5.6 Manual for Streets suggests 800m as being the maximum target distance to amenities for new developments. NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.
- 5.7 Based on the nature of the site many roads are provided with footways on both sides. Although there are no dedicated cycle lanes, a number of roads within the close vicinity of the site are also considered cycle friendly due to the speed restrictions in place. There are a number of amenities that can be accessed via walking or cycling, which are detailed below.

Site Accessibility

- 5.8 The site is located on the edge of the town centre of Bognor Regis. Within the site vicinity and town centre there are many facilities that will be accessible for the residents and staff of the new development.
- 5.9 Some amenities within the town and their proximity to the site are listed below in **Table 5.3**.

Table 5.3 – Accessibility of development site to local facilities

Destination	Distance from site access	Walk time
Tesco Express	25m	> 1 minute
Aldwick Café and Restaurant	26m	> 1 minute
The Old London Barber Shop	68m	1 minute
Bognor Bike Hub	80m	1 minute
Nyewood Launderette	90m	1 minute
Fais's Kitchen - Takeaway	91m	1 minute
The Waverley	225m	3 minutes
Rapunzel Me Salon	330m	4 minutes
West Park and Playground	640m	8 minutes
Bognor Regis Health Centre	980m	12 minutes
Bognor Regis Post Office	1.2km	15 minutes
Nyewood C of E Infant School	1.34km	17 minutes
Southway Primary School – UL	2km	25 minutes

- 5.10 As shown above, there are a number of services and facilities within Bognor Regis that are within 2km of the site access. The town centre is within 1.2km of the site and comprises a number of additional retailers, takeaways and other facilities not listed above. Therefore, residents of the new development will be able to access shopping, entertainment, education, health and community facilities.

6 Proposed Development

- 6.1 The proposed development is for a 14-bedroom HMO and 44.9m² of commercial space on the ground floor. The site is proposed to be car free.
- 6.2 The block plan can be seen in **Appendix A**.

Parking Survey

- 6.3 An on-street parking survey was undertaken on 25th May 2021 between 11:30PM and 5AM to provide a robust indication of the overnight peak local residential parking demand and the number of available spaces.
- 6.4 The total amount of on-street parking was counted in an area covering approximately 200 metres from the application site as recommended in the Lambeth Methodology for parking surveys. The roads surveyed were Richmond Avenue, Nyewood Lane, Wood Street, Charlwood Street, Oxford Street, Victoria Drive, Stocker Road and Aldwick Road as shown in **Figure 6.1**. The surveyed roads serve a mix of commercial and residential buildings with varying levels of off-street parking. The full parking survey report is included in **Appendix B**.

Figure 6.1 Parking Survey Area in Bognor Regis



- 6.5 In addition to recording the number of parked vehicles on each road, the survey classified all total kerbside length according to relevant parking restrictions and any other parking impediments (e.g. access to driveways). The amount of actual parking observed was then compared to the number of spaces available on those road sections with no parking restrictions to give a measure of 'stress level' for each road. Stress level is calculated by dividing the total number of occupied spaces by the total number of spaces, multiplied by 100. **Table 6.1** pulls together the stress levels from the various road sections and averages them to give an overall Area Stress Level for the study area.

Table 6.1 Parking Survey Results (Stress Level %)

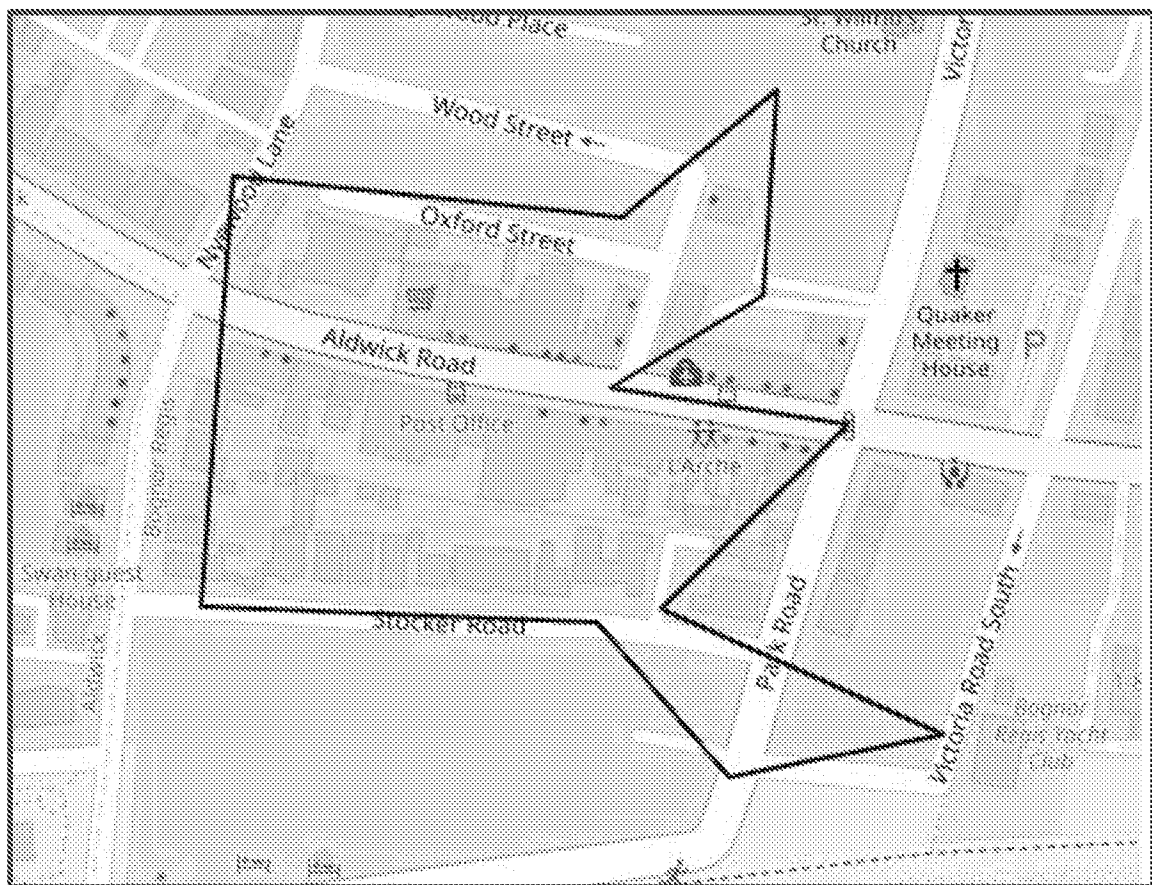
Street	Observed Spaces	Available Spaces	Stress Level %
Unrestricted Kerbs			
Stocker Road	12	1	92
Aldwick road	13	2	87
Wood Street	33	5	87
Richmond Avenue	8	2	80
Victoria Drive	2	0	100
Charlwood Street	4	0	100
Total	72	10	88
Parking (Mon-Sat 9am-6pm) 1 Hour No Return			
Nyewood Lane	6	3	67
Aldwick Road	6	2	75
Total	12	5	71
Parking (Mon-Sat 9am-5pm) 1 Hour No Return			
Aldwick Road	7	7	50
Total	7	7	50
Disabled Parking			
Aldwick Road	0	1	0
Wood Street	2	0	100
Total	2	1	67
Single Yellow Line (8am-6pm)			
Nyewood Lane	0	5	0
Oxford Street	3	1	75
Charlwood Street	3	6	33
Total	6	12	33
Total Area Stress	99	35	74%

- 6.6 The results of the parking stress survey suggest an overall area stress figure of 74% which indicates that there is sufficient additional on-street parking available within a short walking distance of the development site which could accommodate any parking demands arising as a result of the proposed development. This includes short stay parking suitable for the commercial development and unrestricted parking suitable for the proposed HMO.

2011 Census Based Assessment

- 6.7 A review of the 2011 Census data of car ownership provides an indication of the likely car ownership of residents of Aldwick Road. The output file from the census data is included in **Appendix C**. The census data covers a section of Aldwick Road around the site as shown in **Figure 6.2**.

Figure 6.2 -- 2011 Output Areas -- E00160292



- 6.8 The car ownership levels are laid out in **Table 6.2**.

Table 6.2 – Car Ownership Data (E00160292)

No. of vehicles	Number of households	Percentage (%)
No vehicles	64	38.6
1 car or van	82	49.4
2 cars or vans	18	10.8
3 cars or vans	2	1.2
4+ cars or vans	0	0
Total households	166	100

6.9 The review of the census data shows the total percentage of households with 1 vehicle is 49.4%. The total percentage of households with 2 or more cars is 12%.

6.10 Based on these car ownership levels the parking demand for the 15-bedroom HMO has been reviewed. Likely vehicle ownership of the 15 residents based on the above data would mean:

- ✦ 49.4% of 15 = 7.41 with 1 vehicle (7 vehicles)
- ✦ 10.8% of 15 = 1.62 with 2 vehicles (3 vehicles)
- ✦ Total number of vehicles = 10 vehicles.

6.11 Therefore, based on the car ownership percentage of the 2011 census data a maximum of 10 spaces would be required to provide for the likely demand of the 15 residents of the proposed HMO. Based on the review of the parking survey, 35 spaces are available on the local roads close to the site which would be sufficient to accommodate the potential parking demand of the development.

Servicing & Emergency Access

6.12 Paragraph 6.8.9 of Manual for Streets 1 requires refuse vehicles to be able to reach within 25metres of the refuse storage point for collection. Refuse collection vehicles will continue to use Aldwick Road to access the site. Vehicles will stop on the highway and be able to get within 25m of the bins as laid out in Manual for Streets.

6.13 In accordance with Manual for Streets, a fire appliance will be able to access the site and reach within 45metres of the building from Aldwick Road.

7 Trip Generation

Existing Site Trip Generation

- 7.1 The existing site comprises a vacant retail premises on the ground floor and a 5-bedroom HMO, with separate access, on the first and second floor. The existing traffic generation was assessed using trips rates derived from the TRICS database applicable to a site in this type of location and using the land use categories of 'Residential – Flats Privately Owned' and 'Retail – Convenience Store'.
- 7.2 The TRICS database has been examined for appropriate matches to the existing uses with the following site selection parameters being applied:
- Post 2013 surveys;
 - All regions in England, with the exception of Greater London;
 - Weekdays only;
 - Edge of Town Centre and Suburban area location types;
- 7.3 The trips rates are summarised in **Table 7.1 and 7.2** below.

Table 7.1 Vehicle Trip Rates

Development Type	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
'Flats Privately Owned' (Per 1 total bed)	0.034	0.100	0.134	0.091	0.048	0.139	0.629	0.654	1.283
'Convenience Store' (Per 100sqm)	4.353	4.014	8.367	6.336	6.647	12.983	81.545	81.832	163.377

- 7.4 The resultant existing trips generated are summarised in **Table 7.2**.

Table 7.2 Vehicle Trip Generations

Development Type	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
'Flats Privately Owned' (Per 5 total bed)	0.17	0.5	0.67	0.455	0.24	0.695	3.145	3.27	6.415
'Convenience Store' (Per 44.9sqm)	1.954	1.802	3.757	2.845	2.985	5.829	36.614	36.743	73.356

- 7.5 Using the information from the TRICS database, the existing site likely generates:
- Around 5 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - Around 7 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, around 80 two-way daily weekday vehicle trips are forecast.
 - This represents the worse-case scenario for the ground floor based on a busy convenience store.

Proposed Trip Generation - Methodology

- 7.6 The proposed development is for a 14-bed HMO with 44.9m² of commercial space on the ground floor.
- 7.7 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:
- Post 2013 surveys;
 - All regions in England, with the exception of Greater London;
 - Weekdays only;
 - Edge of Town Centre and Suburban area location types;
- 7.8 The TRICS database interrogated using the use categories of 'Flats Privately Owned' and 'Convenience Store'. The trips rates for the HMO were calculated by total bedrooms for a robust assessment.
- 7.9 **Appendix D** holds details of sites selected and provides a full TRICS output report.

Trip Rates & Trips

- 7.10 **Table 7.3** below provides the resultant weekday trips to and from the proposed development, based on the site selection criteria and trip rates set out above.

Table 7.3 Vehicle Trips Generations

Development Type	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
'Flats Privately Owned' (Per 14 total bed)	0.476	1.4	1.876	1.274	0.672	1.946	8.778	9.156	17.962
'Convenience Store' (Per 44.9sqm)	1.954	1.802	3.757	2.845	2.985	5.829	36.614	36.743	73.356

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

- ◆ Around 6 two-way vehicle trips in the weekday AM peak period (0800-0900);
- ◆ Around 8 two-way vehicle trips in the weekday PM peak period (1700-1800);
- ◆ Overall, around 91 two-way daily weekday vehicle trips are forecast.

7.12 Based on the existing trip generation of the site, the proposed development would only result in 1 additional trip during the peak hours and 11 additional weekday trips daily. Therefore, the resultant trips generated by the proposed development are unlikely to have a material impact and could be readily accommodated on the local highway network.

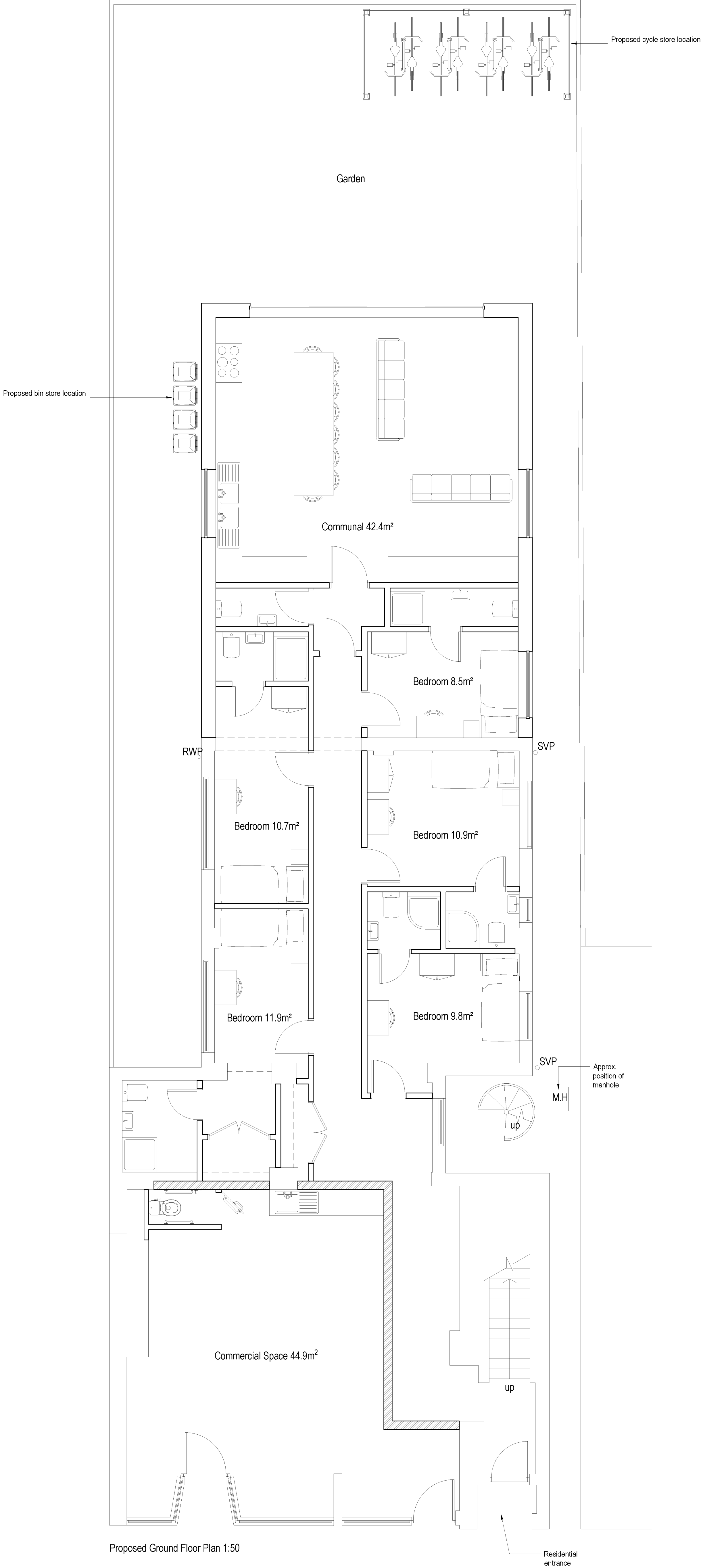
8 Conclusion

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed 14-bedroom HMO and 44.9m² of commercial space on the ground floor.
- 8.2 Key transport-relevant elements of the development, including the local highway network, modal choices available to future residents and employees trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 A parking survey was undertaken to demonstrate availability of parking spaces on roads local to the development. Based on the survey and local car ownership levels, there is sufficient space available on the local roads to accommodate any parking demand resulting from the proposed development.
- 8.4 A trip forecasting exercise was undertaken using the TRICS database to determine the trip generation of the proposed development. In comparison with the existing site, the proposed development is likely to lead to:
- ✦ Around 1 additional two-way vehicle trip in the weekday AM peak period (0800-0900);
 - ✦ Around 1 additional two-way vehicle trip in the weekday PM peak period (1700-1800);
 - ✦ Overall, around 11 additional two-way daily weekday vehicle trips are forecast.
- 8.5 The resultant trips in the AM and PM peak hours are unlikely to have a material impact and could be readily accommodated on the local highway network.
- 8.6 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

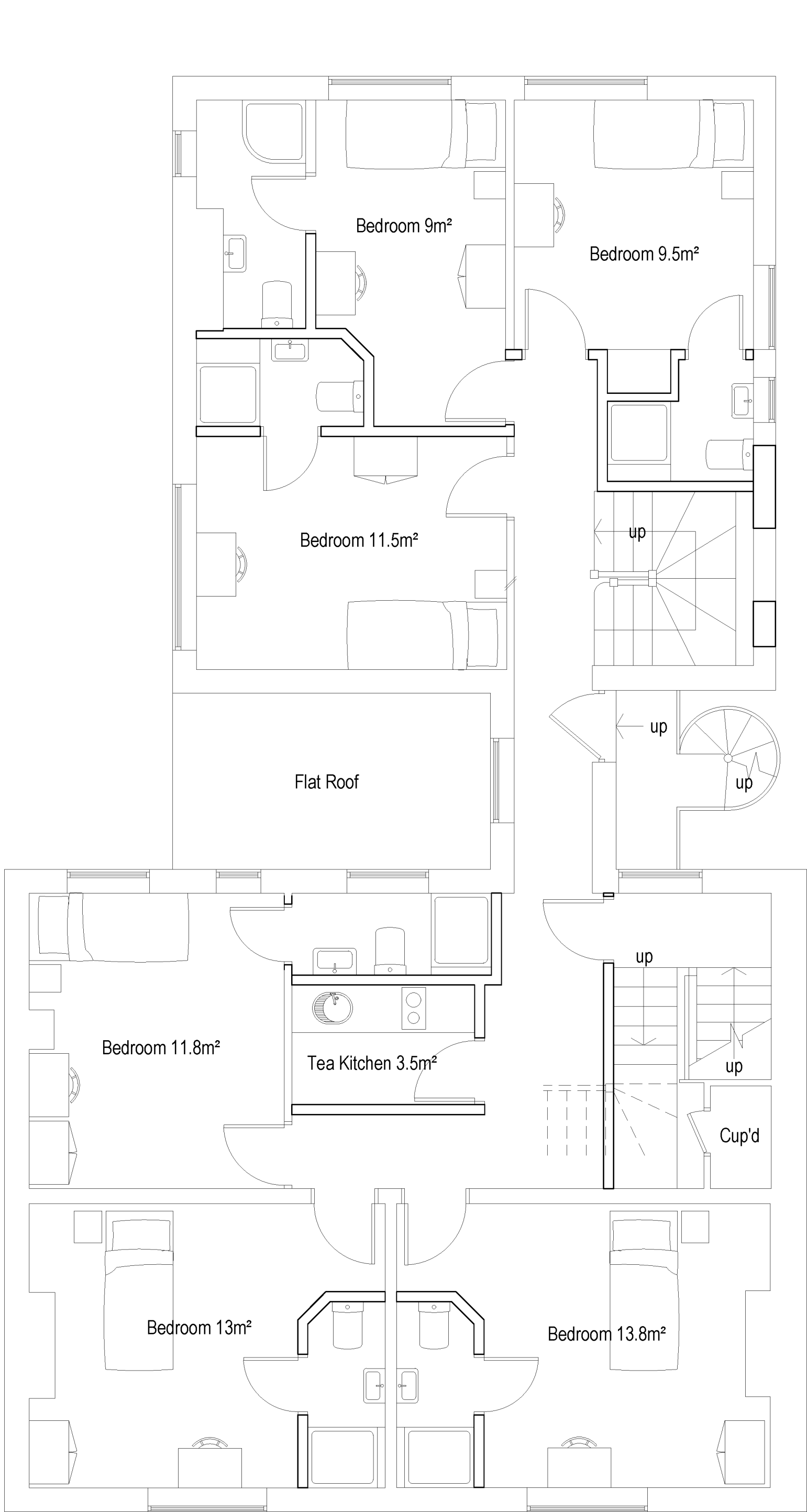
Appendix A

Block Plan

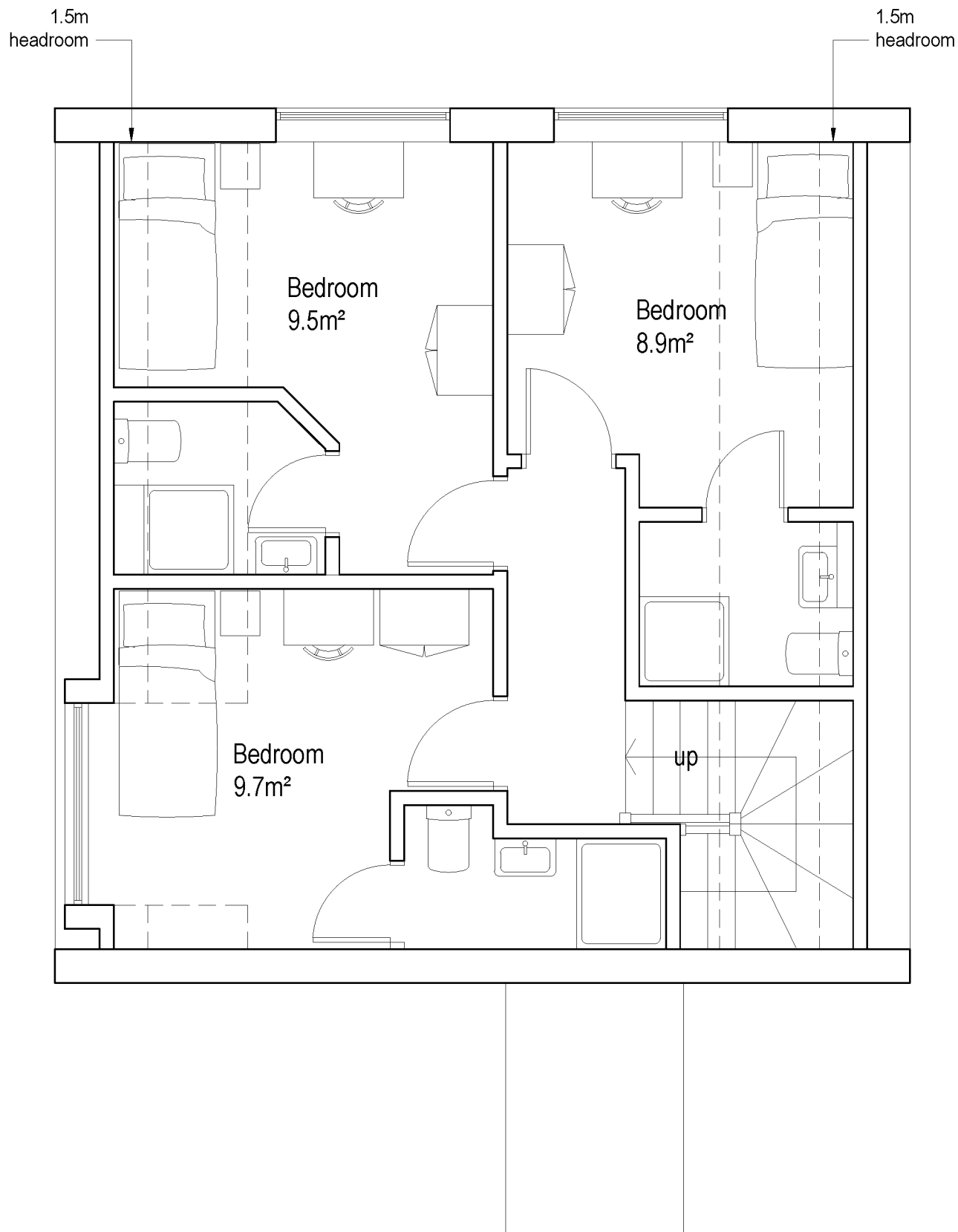


amendments	
bpm Architectural Services Ltd.	
client	SPP
project	83 Aldwick Road Bognor Regis PO21 2NT
project ref:	2446
Drawing No.	03
drawing title	Proposed Ground Floor Plan
drawn by	DH / AW
date	Feb 21
scale	1:50@ A1
www.bpmnet.co.uk info@bpmnet.co.uk	
Do not scale off drawing, check. All goods materials workmanship to all dimensions on site before all conform with current building regs work is commenced. BSS and COP's	





Proposed First Floor Plan 1:50



Proposed Loft Floor Plan 1:50

amendments	
bpm Architectural Services Ltd.	
client	SPP
project	83 Aldwick Road Bognor Regis PO21 2NT
project ref:	2446
Drawing No.	04
drawing title	Proposed First and Second Floor Plans
drawn by	DH / AW
date	Feb 21
scale	1:50@ A1
www.bpmnet.co.uk info@bpmnet.co.uk	
Do not scale off drawing. check All goods materials workmanship to all dimensions on site before all conform with current building regs work is commenced BSS and COP's	





Proposed Rear (South) Elevation 1:100



Proposed Side (East) Sectional Elevation 1:100



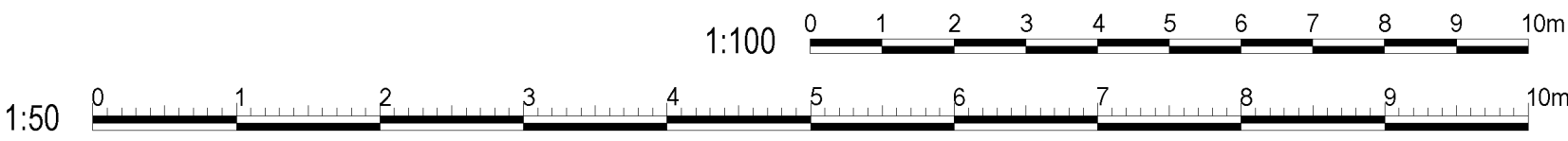
Proposed Side (West) Sectional Elevation 1:100



Proposed Front (North) Elevation 1:100



Proposed Section A-A 1:50



amendments	
client	SPP
project	83 Aldwick Road Bognor Regis PO21 2NT
project ref.	2446
drawing title	Proposed Sections and Elevations
drawn by	DH / AW
date	Feb 21
scale	1:50/100@ A1
	www.bpmnet.co.uk info@bpmnet.co.uk
(Do not scale off drawing, check all dimensions on site before all work is commenced. All goods materials workmanship to conform with current building regs. BSS and CDPs)	

Appendix B

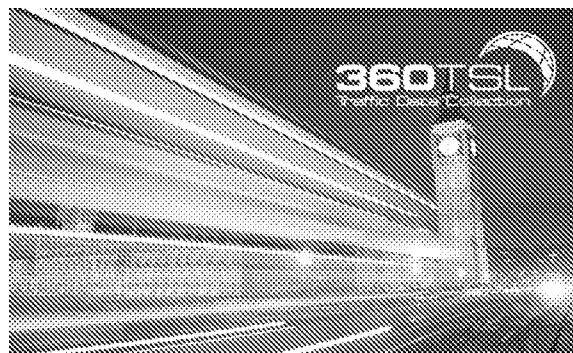
Parking Survey

Parking Beat Survey

83 Aldwick Road, Bognor Regis PO21 2NW

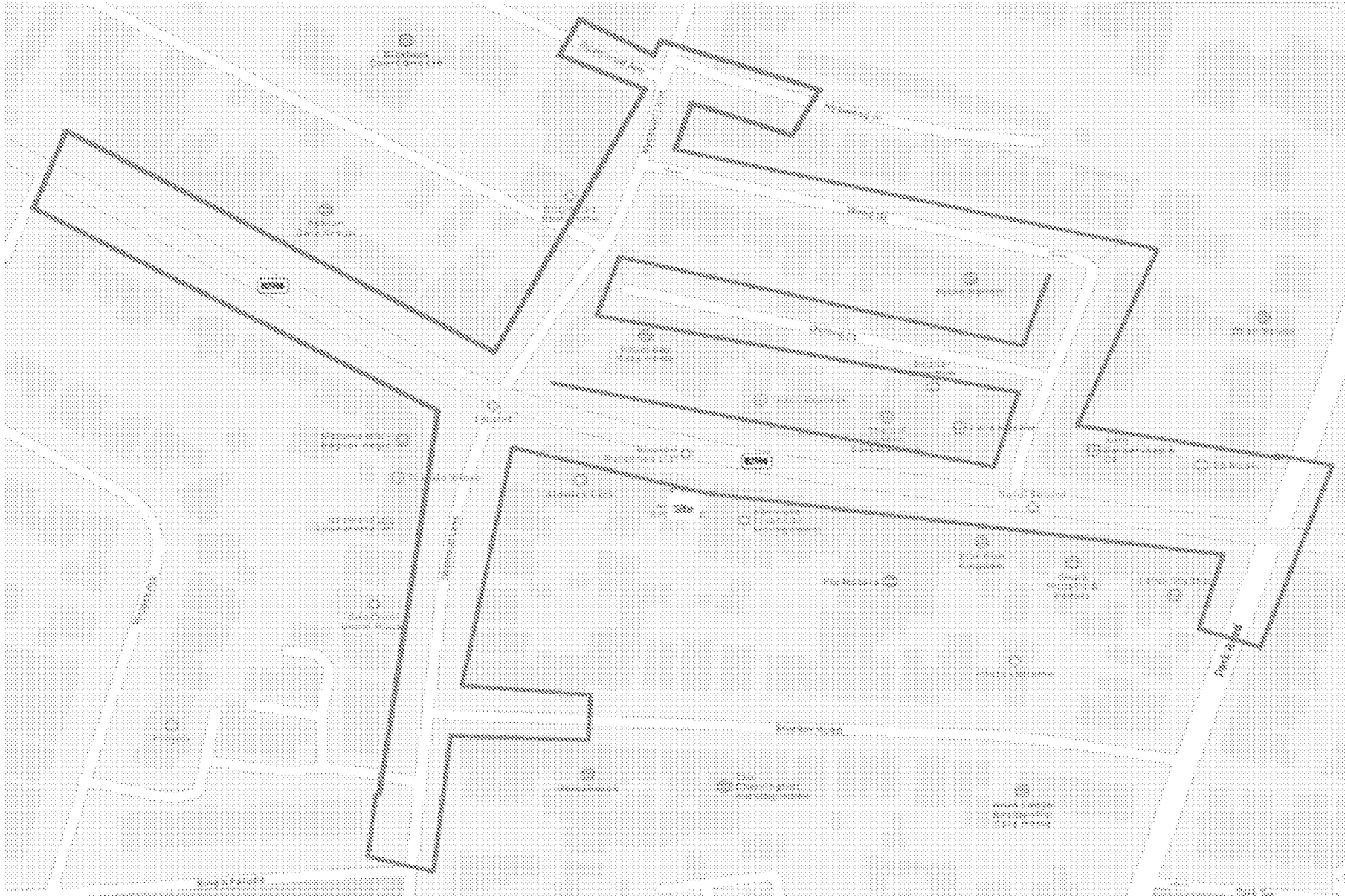


Tuesday 25th May 2021



Created by Bert Ramos

SURVEY DETAILS	
Survey Type	PARKING BEAT SURVEY
Methodology	
Guidance	London Borough of Lambeth
Site	83 Aldwick Road, Bognor Regis PO21 2NW
Survey Area	200 metres walking distance from Site
Date/s	Tuesday 25th May 2021
Time/s	23:30-05:00
Beat Frequency	Snapshot
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)



PARKING STRESS TABLES

Restriction 1				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Stocker Road	65	13	0	13
Aldwick Road	75	15	0	15
Wood Street	190	38	0	38
Richmond Avenue	50	10	0	10
Victoria Drive	10	2	0	2
Charlwood Street	20	4	0	4
Total	410	82	0	82

Unrestricted Kerb

Tuesday 25th May 2021

00:30

Occupied	Spaces	Stress (%)
12	1	92%
13	2	87%
33	5	87%
8	2	80%
2	0	100%
4	0	100%
72	10	88%

Restriction 2				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Nyewood Lane	45	9	0	9
Aldwick Road	40	8	0	8
Total	85	17	0	17

Parking (Mon-Sat 9am-6pm) 1 Hour No Retn

Tuesday 25th May 2021

00:30

Occupied	Spaces	Stress (%)
6	3	67%
6	2	75%
12	5	71%

Restriction 3				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Aldwick Road	70	14	0	14
Total	70	14	0	14

Parking (Mon-Sat 9am-5pm) 1 Hour No Retn		
Tuesday 25th May 2021		
00:30		
Occupied	Spaces	Stress (%)
7	7	50%
7	7	50%

Restriction 4				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Aldwick Road	5	1	0	1
Wood Street	10	2	0	2
Total	15	3	0	3

Disabled Parking		
Tuesday 25th May 2021		
00:30		
Occupied	Spaces	Stress (%)
0	1	0%
2	0	100%
2	1	67%

	Restriction			5
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Nyewood Lane	25	5	0	5
Oxford Street	20	4	0	4
Charlwood Street	45	9	0	9
Total	90	18	0	18

Single Yellow Line (8am-6pm)		
Tuesday 25th May 2021		
00:30		
Occupied	Spaces	Stress (%)
0	5	0%
3	1	75%
3	6	33%
6	12	33%

Illegal/Obstructive Parking		
Location	Description	
Total		

Tuesday 25th May 2021	
00:30	
Occupied	
0	
0	
0	

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Nyewood Lane	E N-S	Junction	5.6			5	1
Nyewood Lane	E N-S	Unrestricted Kerb	1.6			0	0
Nyewood Lane	E N-S	Double Yellow Lines	22.5			20	4
Nyewood Lane	E N-S	Junction	13.2			10	3
Nyewood Lane	E N-S	Double Yellow Lines	76.4			75	15
Nyewood Lane	E N-S	Junction	8.7			8	1
Nyewood Lane	E N-S	Double Yellow Lines	22			20	4
Nyewood Lane	E N-S	Crossover	16.3			15	3
Nyewood Lane	E N-S	Single Yellow Line (8am-4pm)	13.8			13	2
Nyewood Lane	E N-S	Crossover	28.7			20	4
Nyewood Lane	E N-S	Double Yellow Lines	17.4			15	3
Nyewood Lane	E N-S	Junction	12.8			10	2
Nyewood Lane	E N-S	Double Yellow Lines	19.6			18	4
Nyewood Lane	E N-S	Single Yellow Line (8am-4pm)	19.3			18	4
Nyewood Lane	E N-S	Crossover	21			20	4
Nyewood Lane	W S-N	Double Yellow Lines	26.5			25	7
Nyewood Lane	W S-N	Parking (Mon-Sat 7am-4pm) 1 Hour No Return Within 1 Hour	11.2			10	2
Nyewood Lane	W S-N	Crossover	5.5			5	1
Nyewood Lane	W S-N	Parking (Mon-Sat 9am-4pm) 1 Hour No Return Within 1 Hour	11.4			10	2
Nyewood Lane	W S-N	Crossover	18.6			15	3
Nyewood Lane	W S-N	Parking (Mon-Sat 9am-4pm) 1 Hour No Return Within 1 Hour	5.6			5	1
Nyewood Lane	W S-N	Crossover	5.5			5	1
Nyewood Lane	W S-N	Parking (Mon-Sat 9am-4pm) 1 Hour No Return Within 1 Hour	28			25	4
Nyewood Lane	W S-N	Double Yellow Lines	21.6			20	4
Nyewood Lane	W S-N	Junction	10.1			10	2
Nyewood Lane	W S-N	Double Yellow Lines	46.6			45	9
Nyewood Lane	W S-N	Crossover	6.5			5	1
Nyewood Lane	W S-N	Double Yellow Lines	40.4			40	8
Nyewood Lane	W S-N	Junction	6.7			5	1
Nyewood Lane	W S-N	Double Yellow Lines	2.4			2	0
Stocker Road	N W-E	Double Yellow Lines	10.6			10	2
Stocker Road	N W-E	Unrestricted Kerb	24.6			20	6
Stocker Road	N W-E	Crossover	5.1			5	1
Stocker Road	N W-E	Unrestricted Kerb	3.8			0	0
Stocker Road	S E-W	Unrestricted Kerb	29.6			20	7
Stocker Road	S E-W	Double Yellow Lines	13.3			10	2
Richmond Avenue	S E-W	Double Yellow Lines	6.1			5	1
Richmond Avenue	S E-W	Unrestricted Kerb	17.6			15	3
Richmond Avenue	S E-W	Crossover	9.9			5	1
Richmond Avenue	S E-W	Unrestricted Kerb	12.4			10	2
Richmond Avenue	N W-E	Unrestricted Kerb	10.1			10	2
Richmond Avenue	N W-E	Crossover	4.5			0	0
Richmond Avenue	N W-E	Unrestricted Kerb	17.4			15	2
Richmond Avenue	N W-E	Double Yellow Lines	11.1			10	2
Wood Street	N W-E	Double Yellow Lines	13.3			10	2
Wood Street	N W-E	Crossover	2.2			0	0
Wood Street	N W-E	Unrestricted Kerb	11.6			10	2
Wood Street	N W-E	Disabled Parking	6.6			5	1
Wood Street	N W-E	Unrestricted Kerb	32.7			30	6
Wood Street	N W-E	Disabled Parking	6.8			5	1

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Wood Street	N-W-E	Unrestricted Kerb	45			45	9
Wood Street	N-W-E	Crossover	5.7			5	1
Wood Street	S-E-W	Double Yellow Lines	9.2			5	1
Wood Street	S-E-W	Unrestricted Kerb	106.6			105	21
Wood Street	S-E-W	Double Yellow Lines	12.4			10	2
Charwood Street	E-N-S	Double Yellow Lines	15.9			10	2
Charwood Street	E-N-S	Single Yellow Line (8am-6pm)	49.7			40	9
Charwood Street	E-N-S	Double Yellow Lines	18.2			15	2
Charwood Street	W-S-N	Double Yellow Lines	12.7			10	2
Charwood Street	W-S-N	Unrestricted Kerb	14.8			10	2
Charwood Street	W-S-N	Double Yellow Lines	6.8			5	1
Charwood Street	W-S-N	Junction	6.2			5	1
Charwood Street	W-S-N	Double Yellow Lines	7.6			5	1
Charwood Street	W-S-N	Unrestricted Kerb	12.3			10	2
Charwood Street	W-S-N	Double Yellow Lines	9.8			5	1
Oxford Street	S-E-W	Double Yellow Lines	22.2			20	4
Oxford Street	S-E-W	Crossover	49.2			45	9
Oxford Street	S-E-W	Too Narrow to Park	12.8			10	2
Oxford Street	S-E-W	Double Yellow Lines	37.8			35	7
Oxford Street	N-W-E	Double Yellow Lines	19.7			15	3
Oxford Street	N-W-E	Crossover	25.2			25	5
Oxford Street	N-W-E	Unrestricted Kerb	4.4			0	0
Oxford Street	N-W-E	Crossover	9.9			0	1
Oxford Street	N-W-E	Crossover	13.7			10	2
Oxford Street	N-W-E	Single Yellow Line (8am-6pm)	22.3			20	4
Oxford Street	N-W-E	Double Yellow Lines	35.5			30	7
Aldwick Road	N-W-E	Double Yellow Lines	26.1			25	5
Aldwick Road	N-W-E	Unrestricted Kerb	46.7			45	9
Aldwick Road	N-W-E	Crossover	4.9			0	0
Aldwick Road	N-W-E	Unrestricted Kerb	3.6			0	0
Aldwick Road	N-W-E	Double Yellow Lines	48.5			45	9
Aldwick Road	N-W-E	Junction	21.9			20	4
Aldwick Road	N-W-E	Double Yellow Lines	61			60	12
Aldwick Road	N-W-E	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	43.5			40	0
Aldwick Road	N-W-E	Double Yellow Lines	6.1			0	1
Aldwick Road	N-W-E	White Zig Zag Lines	42.1			40	9
Aldwick Road	N-W-E	Double Yellow Lines	50.4			50	10
Aldwick Road	S-E-W	Junction	11.9			10	2
Aldwick Road	S-E-W	Double Yellow Lines	42			40	8
Aldwick Road	S-E-W	Disabled Parking	5.4			0	1
Aldwick Road	S-E-W	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	11.1			10	2
Aldwick Road	S-E-W	White Zig Zag Lines	27.1			25	5
Aldwick Road	S-E-W	Crossover	19.1			10	2
Aldwick Road	S-E-W	Single Yellow Line (8am-6pm)	3.6			0	0
Aldwick Road	S-E-W	Bus Stop	28.9			20	4
Aldwick Road	S-E-W	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	19			15	3
Aldwick Road	S-E-W	Crossover	4.7			0	0
Aldwick Road	S-E-W	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	47.9			45	9
Aldwick Road	S-E-W	Double Yellow Lines	5			5	1
Aldwick Road	S-E-W	Junction	20.4			20	4
Aldwick Road	S-E-W	Double Yellow Lines	26.1			25	7
Aldwick Road	S-E-W	Crossover	5.1			0	1
Aldwick Road	S-E-W	Unrestricted Kerb	16.2			15	2
Aldwick Road	S-E-W	Crossover	7.9			0	1
Aldwick Road	S-E-W	Unrestricted Kerb	10.2			10	0

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Aldwick Road	S E W	Crossover	12.2			10	3
Aldwick Road	S E W	Unrestricted Left	6.3			5	1
Aldwick Road	S E W	Crossover	8.6			5	1
Aldwick Road	S E W	Double Yellow Lines	30.1			30	4
Verona Drive	W S N	Double Yellow Lines	46.4			40	7
Verona Drive	W S N	Unrestricted Left	10.7			10	3
Verona Drive	E N S	Double Yellow Lines	50.4			30	10
Park Road	E N S	Double Yellow Lines	36.9			30	4
Park Road	W S N	Double Yellow Lines	36.9			30	4

Appendix C

2011 Census Output Data

KS404EW - Car or van availability

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population	All households; All cars or vans
units	Households
area type	2011 output areas
area name	E00160292
rural urban	Total

Cars	2011
All categories: Car or van available	166
No cars or vans in household	64
1 car or van in household	82
2 cars or vans in household	18
3 cars or vans in household	2
4 or more cars or vans in household	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D

TRICS Output Data

Calculation Reference: AUDIT-349901-210608-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : 1 - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 375 to 4052 (units: sqm)
Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/19

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	1 days
Tuesday	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	8
Retail Zone	1

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:

n/a	9 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	1 days
1.1 to 1.5	8 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-01-I-01	LOCAL SHOPS	BRISTOL CITY
	BELLAND DRIVE		
	BRISTOL		
	WHITCHURCH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	770 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	EX-01-I-02	LOCAL SHOPS	ESSEX
	QUEENS ROAD		
	BRAINTREE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	375 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
3	HF-01-I-02	LOCAL SHOPS	HERTFORDSHIRE
	BROADWATER CRESCENT		
	STEVENAGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1115 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	LE-01-I-02	LOCAL SHOPS	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	28/10/14	Survey Type: MANUAL
5	SH-01-I-02	LOCAL SHOPS	SHROPSHIRE
	WREKIN DRIVE		
	TELFORD		
	DONNINGTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	900 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
6	TV-01-I-03	LOCAL SHOPS	TEES VALLEY
	ACKLAM ROAD		
	MIDDLESBROUGH		
	ACKLAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1840 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
7	TV-01-I-04	LOCAL SHOPS	TEES VALLEY
	CARGO FLEET LANE		
	MIDDLESBROUGH		
	ORMESBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	585 sqm	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
8	WM-01-I-03	LOCAL SHOPS	WEST MIDLANDS
	BRISTOL ROAD SOUTH		
	BIRMINGHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
9	WO-01-I-02	LOCAL SHOPS	WORCESTERSHIRE
	CRANHAM DRIVE		
	WORCESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	4052 sqm	
	Survey date: THURSDAY	22/05/14	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1182	3.930	9	1182	3.657	9	1182	7.587
08:00 - 09:00	9	1182	4.353	9	1182	4.014	9	1182	8.367
09:00 - 10:00	9	1182	5.011	9	1182	4.748	9	1182	9.759
10:00 - 11:00	9	1182	4.954	9	1182	4.842	9	1182	9.796
11:00 - 12:00	9	1182	5.424	9	1182	5.443	9	1182	10.867
12:00 - 13:00	9	1182	6.929	9	1182	6.665	9	1182	13.594
13:00 - 14:00	9	1182	5.932	9	1182	5.989	9	1182	11.921
14:00 - 15:00	9	1182	5.603	9	1182	5.594	9	1182	11.197
15:00 - 16:00	9	1182	5.208	9	1182	5.471	9	1182	10.679
16:00 - 17:00	9	1182	5.951	9	1182	5.669	9	1182	11.620
17:00 - 18:00	9	1182	6.336	9	1182	6.647	9	1182	12.983
18:00 - 19:00	9	1182	6.261	9	1182	6.600	9	1182	12.861
19:00 - 20:00	9	1182	5.838	9	1182	5.716	9	1182	11.554
20:00 - 21:00	9	1182	3.807	9	1182	4.146	9	1182	7.953
21:00 - 22:00	8	823	3.766	8	823	4.389	8	823	8.155
22:00 - 23:00	1	1115	2.242	1	1115	2.242	1	1115	4.484
23:00 - 24:00									
Total Rates:			81.545			81.832			163.377

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

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

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Parameter summary

Trip rate parameter range selected:	375 - 4052 (units: sqm)
Survey date range:	01/01/13 - 28/06/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-349901-210607-0636

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
BD	BEDFORDSHIRE	3 days
ES	EAST SUSSEX	1 days
EX	ESSEX	2 days
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
03 SOUTH WEST		
DC	DORSET	1 days
DV	DEVON	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	1 days
NF	NORFOLK	2 days
SF	SUFFOLK	3 days
05 EAST MIDLANDS		
DS	DERBYSHIRE	1 days
NT	NOTTINGHAMSHIRE	2 days
06 WEST MIDLANDS		
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
SY	SOUTH YORKSHIRE	1 days
09 NORTH		
CB	CUMBRIA	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: Total Bedrooms
 Actual Range: 10 to 350 (units:)
 Range Selected by User: 10 to 368 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/10/20

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

Selected survey days:

Monday	4 days
Tuesday	9 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	22 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	12
Suburban Area (PPS6 Out of Centre)	10

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 22 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	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	6 days
125,001 to 250,000	8 days
250,001 to 500,000	7 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	7 days
1.1 to 1.5	15 days

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

Travel Plan:

Yes	2 days
No	20 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	22 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	350	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	124	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total Total Bedrooms:	233	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	152	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	28	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	62	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
8	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	62	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	141	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	10	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
11	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
12	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	189	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
13	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
14	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	122	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
15	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	143	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
16	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	76	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
17	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	219	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	135	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
19	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	42	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
20	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	88	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
21	SY-03-C-01	BLOCKS OF FLATS	SOUTH YORKSHIRE
	HEELIS STREET		
	BARNSELY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	137	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL
22	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	110	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	22	120	0.028	22	120	0.080	22	120	0.108
08:00 - 09:00	22	120	0.034	22	120	0.100	22	120	0.134
09:00 - 10:00	22	120	0.039	22	120	0.053	22	120	0.092
10:00 - 11:00	22	120	0.039	22	120	0.049	22	120	0.088
11:00 - 12:00	22	120	0.042	22	120	0.045	22	120	0.087
12:00 - 13:00	22	120	0.055	22	120	0.051	22	120	0.106
13:00 - 14:00	22	120	0.042	22	120	0.048	22	120	0.090
14:00 - 15:00	22	120	0.046	22	120	0.045	22	120	0.091
15:00 - 16:00	22	120	0.054	22	120	0.039	22	120	0.093
16:00 - 17:00	22	120	0.064	22	120	0.045	22	120	0.109
17:00 - 18:00	22	120	0.091	22	120	0.048	22	120	0.139
18:00 - 19:00	22	120	0.095	22	120	0.051	22	120	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.654			1.283

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

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

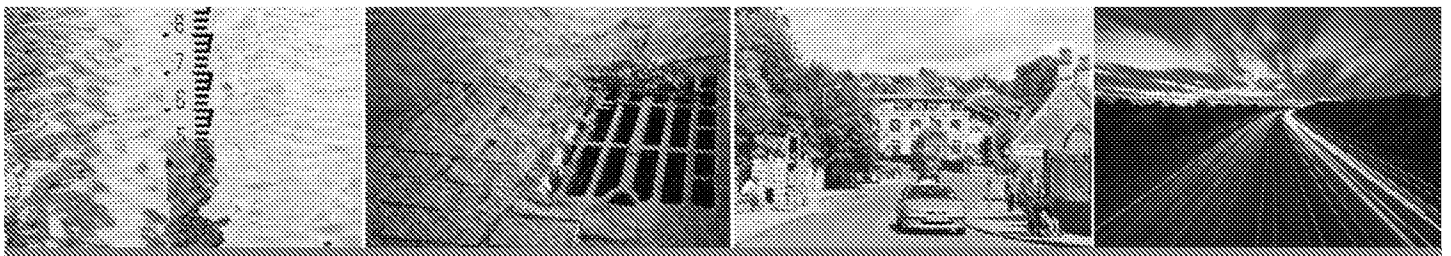
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Parameter summary

Trip rate parameter range selected:	10 - 350 (units:)
Survey date range:	01/01/13 - 16/10/20
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Civil Engineering - Transport Planning - Flood Risk

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