Site: 192 Hawthorn Road, Bognor Regis, PO21 2UX
Prepared by: EF
Approved by: DM
Date: 26th February 2025

motion
84 North Street
Guildford
GU1 4AU
[redacted]

1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of Lamb Property Investments Limited to accompany a planning application for a change of land-use and extension of an existing assisted living facility to provide 10 residential dwellings at 192 Hawthorn Road, Bognor Regis, PO21 2UX (herein referred to 'the site').

1.2 The site is located along the northern extent of Hawthorn Road, located approximately 1.8 kilometres north-west of Bognor Regis town centre. The site benefits from access onto Hawthorn Road, which acts as a key connecting road within the local area, as well as public transport and active travel provisions. The site is located within the administrative boundaries of Arun District Council (ADC) and West Sussex County Council (WSCC).

1.3 The site currently exists as an operational assisted living facility within a with 10 bedrooms and a staff sleep room provided. It is proposed that the existing 10 bedrooms are converted into 9 dwellings whilst the existing office space to the northern extent of the site is extended and converted to provide an additional dwelling.

1.4 Following this introduction, this Highways Technical Note will set out the location of the site and the accessibility to sustainable transport methods. This will be followed by a summary of the development proposals at the site including an assessment of the access and servicing requirements, a trip generation assessment, a car parking assessment, and a conclusion and summary of the information collected within this report.

2.0 Baseline Conditions

Overview

2.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

2.2 The site is located along the northern extent of Hawthorn Road, located approximately 1.8 kilometres north-west of Bognor Regis town centre. The site benefits from access onto Hawthorn Road, which acts as a key connecting road within the local area, as well as public transport and active travel provisions. The area surrounding the site can be classified as residential. The location of the site is illustrated below in Figure 2.1.

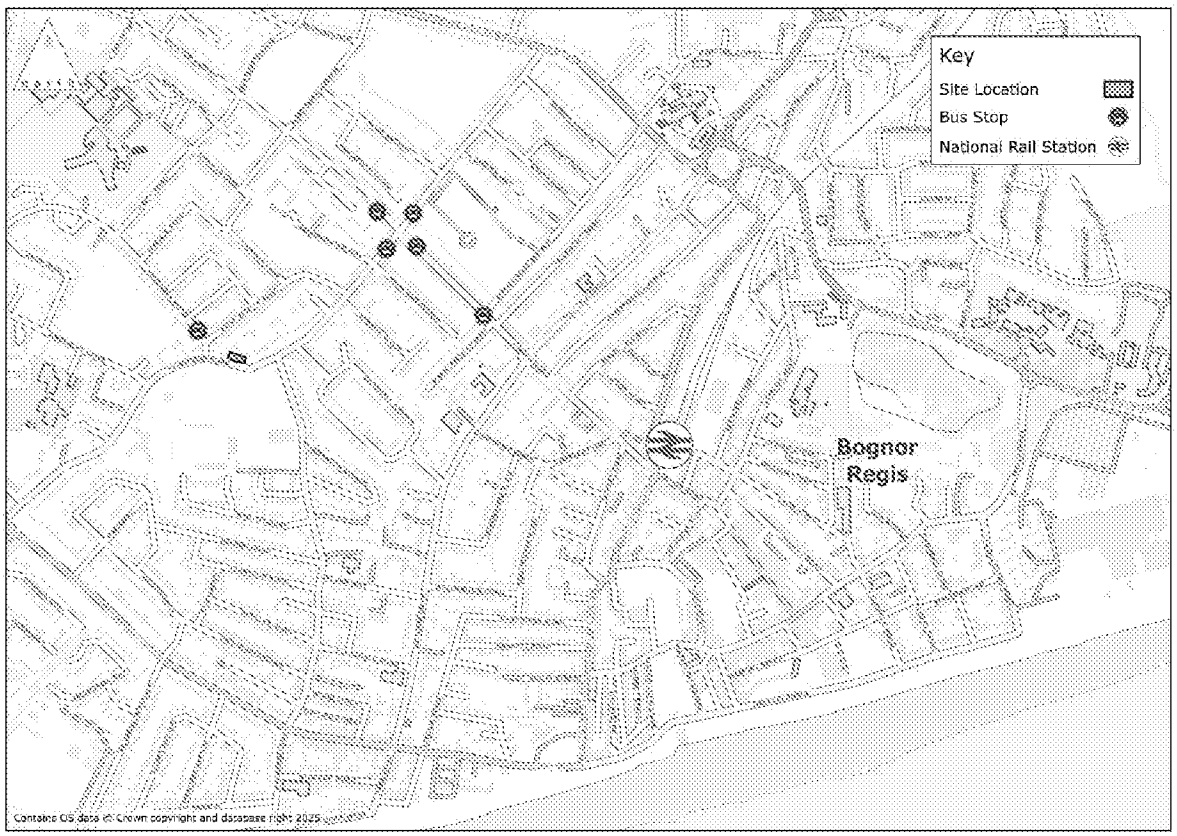


Figure 2.1: Site Location

Existing Highway Network

2.3 Hawthorn Road is a two-way, single carriageway road subject to a 30mph speed limit. To the south-west, Hawthorn Road provides a connection towards the B1266 and Pagham whilst to the north-east, Hawthorn Road provides access towards the B2559 and access towards Bognor Regis town centre.

Accessibility by Non-Car Modes

2.4 Contemporary planning policy places an emphasis on the needs for development to be located within an accessible and sustainable location. As such, a review of the accessibility of the site by active travel and public transport provision will be undertaken to demonstrate the accessibility of the site by sustainable transport methods.

Accessibility on Foot and by Cycle

2.5 The site is accessible via lit footways provided along both sides of Hawthorn Road. The wider local footway provision is also lit and is provided with dropped kerbs and tactile paving at crossing points. A selection of pedestrian crossing infrastructure is also provided within the vicinity of the site and is typically made up of a pedestrian refuge crossing island with dropped kerbs and tactile paving provided to assist with pedestrian crossing. The local footway provision is interconnected and ensures that the local area is permeable on foot.

2.6 Although no on-street cycle provisions are provided within the immediate vicinity of the site, the low speed limit, flat topography, and the residential nature of the surrounding area ensures that the local highway network can be deemed suitable for cycling.

2.7 The site is located within close proximity to a selection of designated and signposted cycle routes. These include the South Coast Cycle Route, the National Cycle Network 2, and the Bognor Regis to Chichester cycle route. All of these connect to the wider cycle network and ensure that the site is accessible by cycle.

Accessibility by Bus

2.8 The closest bus stops to the site are located approximately 140 metres north-west of the site along Pevensey Road, equivalent to a 2-minute walk. These bus stops are provided with a flagpole containing timetable information. The local bus service operating within the immediate vicinity of the site is the route 69 which operates between North Bersted and Bognor Regis three times a day on weekdays and Saturdays. Additional local bus services are located within an accessible location of the site at alternative bus stops.

Accessibility by Rail

2.9 The closest railway station to the site is Bognor Regis railway station which is located approximately 1.3 kilometres south-east of the site, equivalent to an 18-minute walk or 5-minute cycle. Bognor Regis railway station is located upon the Southern rail network and benefits from 95 car parking spaces, of which 4 are accessible, and 184 cycle parking spaces monitored by CCTV. A summary of the direct rail services accessible from Bognor Regis railway station is provided below in Table 2.1.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Barnham	Bognor Regis – Barnham	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
London Victoria	Bognor Regis – Barnham – Ford – Arundel – Amberley – Pulborough – Billingshurst – Christs Hospital – Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes

Table 2.1: Direct Rail Services

2.10 It is demonstrated within Table 2.1 that the site benefits from accessibility to a selection of rail services which provide access to wider amenities and employment opportunities within the connecting areas. It is also possible to connect to a wide range of additional rail services via the stations served by direct services from Bognor Regis ensuring that onward travel by rail is possible for future residents of the site ensuring an alternative transport method is provided.

Road Safety Review

2.11 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Collision Plot for the most recent 5-year period. The study area for this assessment is set out below in Figure 2.2.

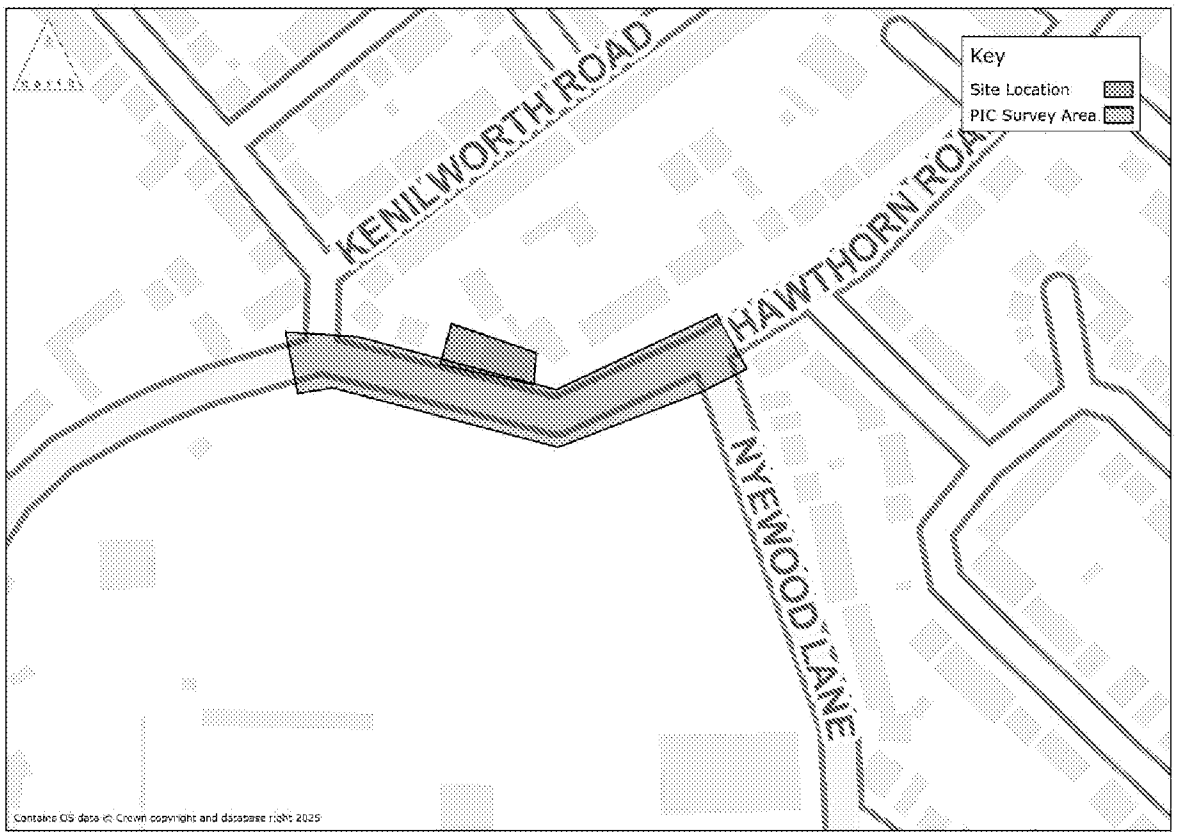


Figure 2.2: PIC Survey Area

2.12 It is demonstrated that no incidents were reported within the area surrounding the site demonstrating that there is no pre-existing highway safety concern at the site access.

Summary

2.13 The above review has demonstrated that the site is located within an accessible location with good access to public transport and active travel methods. It has also been highlighted that there is no pre-existing highway safety concern surrounding the site.

3.0 Development Proposals

Overview

3.1 The following section provides details of how the site is to be developed along with details of the site access and servicing requirements. The proposals seek planning permission for the change of use of the existing 9 bedrooms and staff sleep room to provide 9 dwellings in the main building along with an extension to provide an additional dwelling. This provides a total proposal of 10 residential dwellings at the site. The proposed site layout plan is attached within Appendix A.

Access Arrangements

3.2 It is proposed that there is no change to the proposed access arrangements at the site with vehicular and pedestrian access continuing to occur via Hawthorn Road.

Parking Provision

3.3 The parking standards for the proposed development are set out within Arun District Council Parking Standards Supplementary Planning Document, adopted in January 2020. ADC utilise a zone system to implement the

relevant parking standards with the site located in zone 4. The parking standards based on this are set out below in Table 3.1.

Number of Bedrooms	Expected Car Parking Provision	Recommended Cycle Parking Provision
1 or 2	1 per unit	1 space per unit

Table 3.1: Arun District Council Parking Standards

Car Parking Provision

3.4 There are 5 existing car parking spaces provided at the site, within the frontage of the site. It is proposed that these 5 spaces are retained and no additional parking provided at the site. A parking beat survey has been undertaken to ensure that this provision is suitable for the site and that any excess parking can be accommodated within the local on street provision with this set out in Section 5 of this Highways Technical Note. A swept path analysis of a private car accessing the spaces at the site is attached within Appendix B.

Cycle Parking Provision

3.5 Based on the recommended guidance, there is a requirement for 1 cycle parking space to be provided per unit at the site. It is proposed that this is met, with 10 cycle parking spaces proposed at the site. These will be accommodated within a sheltered and secure cycle store at the site.

Servicing and Emergency Access

3.6 It is proposed that all servicing of the site will occur on street. Refuse requirements will be stored in a bin store at the site with this located within an acceptable distance from the local highway network to allow for on street collection to occur. This servicing strategy utilises the existing strategy and does not act to generate a change in the servicing arrangements at the site.

Summary

3.7 The above review has demonstrated that there is no overarching changes proposed at the site and that the existing access arrangements, car parking provision, and servicing strategy will be retained at the site. The proposed cycle parking provision is also demonstrated as being in accordance with the relevant standards.

4.0 Trip Generation

Overview

4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements.

4.2 The predicted trip generation associated to the site will be compared against the existing use at the site to demonstrate the impact of the proposed development on the local highway network.

Existing Assisted Living

4.3 In order to calculate the predicted trip generation associated to the existing assisted living dwellings at the site, the TRICS database has been utilised with the dataset '03 Residential – P Assisted Living' with the following criteria:

- Sites located in England excluding Greater London; and,
- 'Suburban Area' and 'Edge of Town Centre' locations.

4.4 Table 4.1 below sets out the predicted total vehicle trips for the existing assisted living facility. The full TRICS data is set out within Appendix C.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.080	0.045	0.056	0.071	1.116	1.107
Total Vehicle Trips	1	0	1	1	10	10

Table 4.1: Predicted Trip Generation – Existing Development

4.5 The predicted trip generation associated to the existing assisted living facility is set out in Table 4.1. It is predicted that, during the morning peak, the site generates 1 arrival vehicle movement and during the evening peak generates a single vehicle arrival and single vehicle departure movement. Over the course of a typical weekday, it is predicted that the site generates 10 arrival vehicle movements and 10 departure vehicle movements. This equates to 20 total vehicle movements associated to the site.

Proposed Dwellings

4.6 In order to calculate the predicted trip generation associated to the existing assisted living dwellings at the site, the TRICS database has been utilised with the dataset '03 Residential – C Flats Privately Owned' with the following criteria:

- Sites located in England excluding Greater London; and,
- 'Suburban Area' and 'Edge of Town Centre' locations.

4.7 Table 4.2 below sets out the predicted total vehicle trips for the proposed dwellings. The full TRICS data is set out within Appendix D.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.048	0.187	0.157	0.078	1.010	1.086
Total Vehicle Trips	1	2	2	1	10	11

Table 4.2: Predicted Trip Generation – Proposed Development

4.8 The predicted trip generation associated to the proposed dwellings is set out in Table 4.2. It is predicted that, during the morning peak, the proposed development will generate 1 arrival vehicle movement and 2 vehicle departure movements. During the evening peak it is predicted that the proposed development will generate 2 vehicle arrival movements and 1 vehicle departure movement. Over the course of a typical weekday, it is predicted that the proposed development will generate 10 arrival vehicle movements and 11 departure vehicle movements. This equates to 21 total vehicle movements associated to the proposed development.

Net Change

4.9 In order to understand the impact of the proposed development on the local highway network, a comparison between the existing trip generation and the predicted proposed development trip generation is set out below in Table 4.3.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Total Vehicle Movements	1	0	1	1	10	10
Proposed Development Total Vehicle Movements	1	2	2	1	10	11
Net Change	**0**	**+2**	**+1**	**0**	**0**	**+1**

Table 4.3: Predicted Trip Generation – Net Change

4.10 Table 4.3 demonstrates that it is predicted that the proposed development will result in an increase of 2 vehicle departure movements during the morning peak and an increase of 1 vehicle arrival movement during the evening peak. Over the course of a typical weekday, it is predicted that the proposed development will not generate any additional vehicle arrival movements but will generate an increase of 2 vehicle departure movements. This equates to an increase of 2 total vehicle movements at the site. This is not a substantial increase and as such, it can be concluded that the proposed development will not have a detrimental impact on the operation of the local highway network.

5.0 Parking Analysis

Overview

5.1 It has been demonstrated that only 5 vehicle parking spaces are proposed to be provided at the site. As such, there is potential that future residents will have to utilise local on street parking provisions. To ensure that this is suitable, a parking beat survey has been undertaken.

Predicted Vehicle Ownership

5.2 In order to understand the potential demand at the site, an analysis of 2021 vehicle ownership data relating to residents in flats and similar accommodation for the E02006557 ward, the ward the site is located within, has been analysed and is set out below in Table 5.1.

Number of Vehicles	Modal Split (%)	Number of Dwellings
No cars or vans	43%	4
1 car or van	43%	4
2 or more cars or vans	14%	2
*Numbers may not add due to rounding		

Table 5.1: Predicted Vehicle Ownership

5.3 It is demonstrated within Table 5.1 that it is predicated that 4 dwellings will not own a vehicle, 4 dwellings will own a single vehicle, and that 2 dwellings are predicted to own at least 2 vehicles. This equates to an overall parking demand of 8 vehicles. Due to the proposed parking provision, 5 of these vehicles will be accommodated at the site but that there is an excess demand of 3 vehicles to be accommodated within the local on street provision.

Parking Beat Survey

Survey Design

5.4 A parking beat survey was undertaken utilising the Lambeth Methodology guidance. Two overnight residential surveys were undertaken on Tuesday 11th February 2025 at 05:10 and on Thursday 13th February 2025 at 04:50 in accordance with the Lambeth Methodology guidance. It should be noted that in the attached parking beat analysis that these dates have been given as though they were undertaken in January when in fact they

were undertaken in February. The guidance requires a 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part way along a street, the survey area is extended or shortened to the nearest junction. When a parking provision exceeds 85% capacity, it is deemed to have breached the threshold for which a parking provision is deemed 'stressed'.

5.5 This survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising:

- Hawthorn Road;
- Pevensey Drive;
- Kenilworth Road;
- Mayfield Road;
- Waverley Road;
- Amberley Drive;
- Nyewood Lane;
- Marshall Avenue; and,
- Jasmine Court.

5.6 The number of existing parking spaces in the survey area were identified from on-street observations and site measurement as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metres or along vehicles crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

5.7 Within the survey areas, there are double yellow line restrictions in certain areas which prevent parking from occurring at any time.

Survey Results and Analysis

5.8 The overnight parking survey results, including plans of the observed parking locations, are included for reference within Appendix E. The results indicate that there are 143 car parking spaces available for use within the survey area. The survey results are shown below in Tables 5.2 and 5.3 with the average parking demand across both survey days presented below within Table 5.4.

Road Name	Number of Available Parking Spaces	Number of Vehicles Parked	Parking Stress (%)
Hawthorn Road	12	2	17%
Pevensey Drive	20	8	40%
Kenilworth Road	13	14	108%
Mayfield Road	15	13	87%
Waverley Road	24	13	54%
Amberley Drive	3	0	0%
Nyewood Lane	35	2	6%
Marshall Avenue	18	4	22%
Jasmine Court	3	3	100%
Total	**143**	**59**	**41%**

Table 5.2: Parking Demand – Tuesday 11th February 2025 05:10

Road Name	Number of Available Parking Spaces	Number of Vehicles Parked	Parking Stress (%)
Hawthorn Road	12	1	8%
Pevensey Drive	20	11	55%
Kenilworth Road	13	13	100%
Mayfield Road	15	15	100%
Waverley Road	24	13	54%
Amberley Drive	3	0	0%
Nyewood Lane	35	3	9%
Marshall Avenue	18	4	22%
Jasmine Court	3	3	100%
Total	**143**	**63**	**44%**

Table 5.3: Parking Demand – Thursday 13th February 2025 04:50

Road Name	Number of Available Parking Spaces	Number of Vehicles Parked	Parking Stress (%)
Hawthorn Road	12	2	17%
Pevensey Drive	20	10	50%
Kenilworth Road	13	14	108%
Mayfield Road	15	14	93%
Waverley Road	24	13	54%
Amberley Drive	3	0	0%
Nyewood Lane	35	3	9%
Marshall Avenue	18	4	22%
Jasmine Court	3	3	100%
Total	**143**	**63**	**44%**

Table 5.4: Average Parking Demand

5.9 Table 5.4 demonstrates the average parking demand across the completed surveys. It is demonstrated that there is a total 44% on street car parking occupancy, which is significantly below the 85% threshold for which a parking provision is deemed 'stressed'.

5.10 The addition of the excess parking demand of 3 vehicles increases the parking stress in the surrounding area to 46% which is significantly below the 85% threshold for which a car parking provision is deemed 'stressed'. Based on the collected data, it is evident that there is suitable capacity within the surrounding on street car parking provision for excess vehicles to be accommodated.

6.0 Summary and Conclusion

6.1 This Highways Technical Note has been prepared on behalf of Lamb Property Investments Limited to accompany a planning application for a change of land-use and extension of an existing assisted living facility to provide 10 residential dwellings at 192 Hawthorn Road, Bognor Regis, PO21 2UX.

6.2 In summary, this Highways Technical Note has demonstrated that following:

- That the site is located within an accessible area with good access to active travel and public transport provisions;
- That there is no proposed change to the access arrangements, the car parking provision, or the servicing strategy of the site;
- That the proposed cycle parking will be in accordance with relevant standards;
- That the predicted increase in vehicle movements are minimal and will not act to have a detrimental impact on the local highway network; and,
- That the predicted excess car parking demand at the site can be accommodated within the local on street parking provision without this provision exceeding the 85% threshold for which a parking provision is deemed 'stressed'.

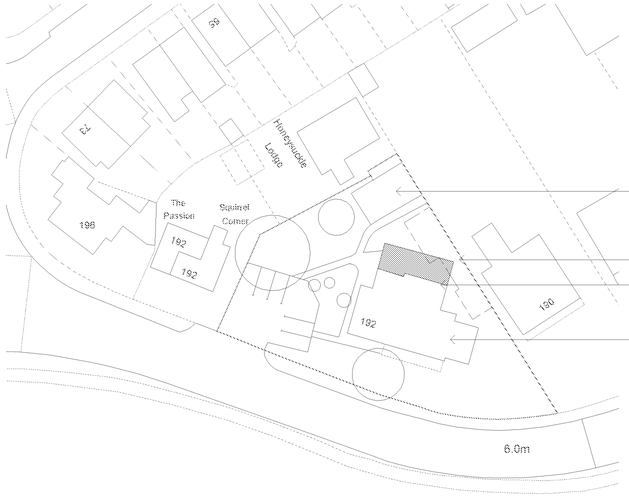
6.3 On the basis of the above review, the proposed development is considered to meet with national and local policy criteria. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Site Layout Plan

ARUN DISTRICT COUNCIL BR/0025/PL

Site plan 1:1250



Site Plan 1:500

Communal area

Detached accomodation to be demolished

Proposed extension

Main building

Front Elevation

1:100

Side Elevation

Rear Elevation

Side Elevation

Revisions

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Materials

Drawing Number	2025/10	Sheet	1 of 5
Size	A1	Scale	1:50, 1:100, 1:500, 1:1250

Project

Proposed details
January 2025

Job Title

192 Hawthorne Road
Bognor Regis
PO21 2UX

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Drawings to be read in conjunction with all other Designers and structural engineers contract drawings and specifications: Any discrepancies must be brought to the attention of the Designer immediatialy.
The contractor must verify all dimensions by site measurement before ordering materials or manufacturing components
Substitute materials and products to those named will be acceptable if proven to be of equal or higher performance and not in conflict with other elements

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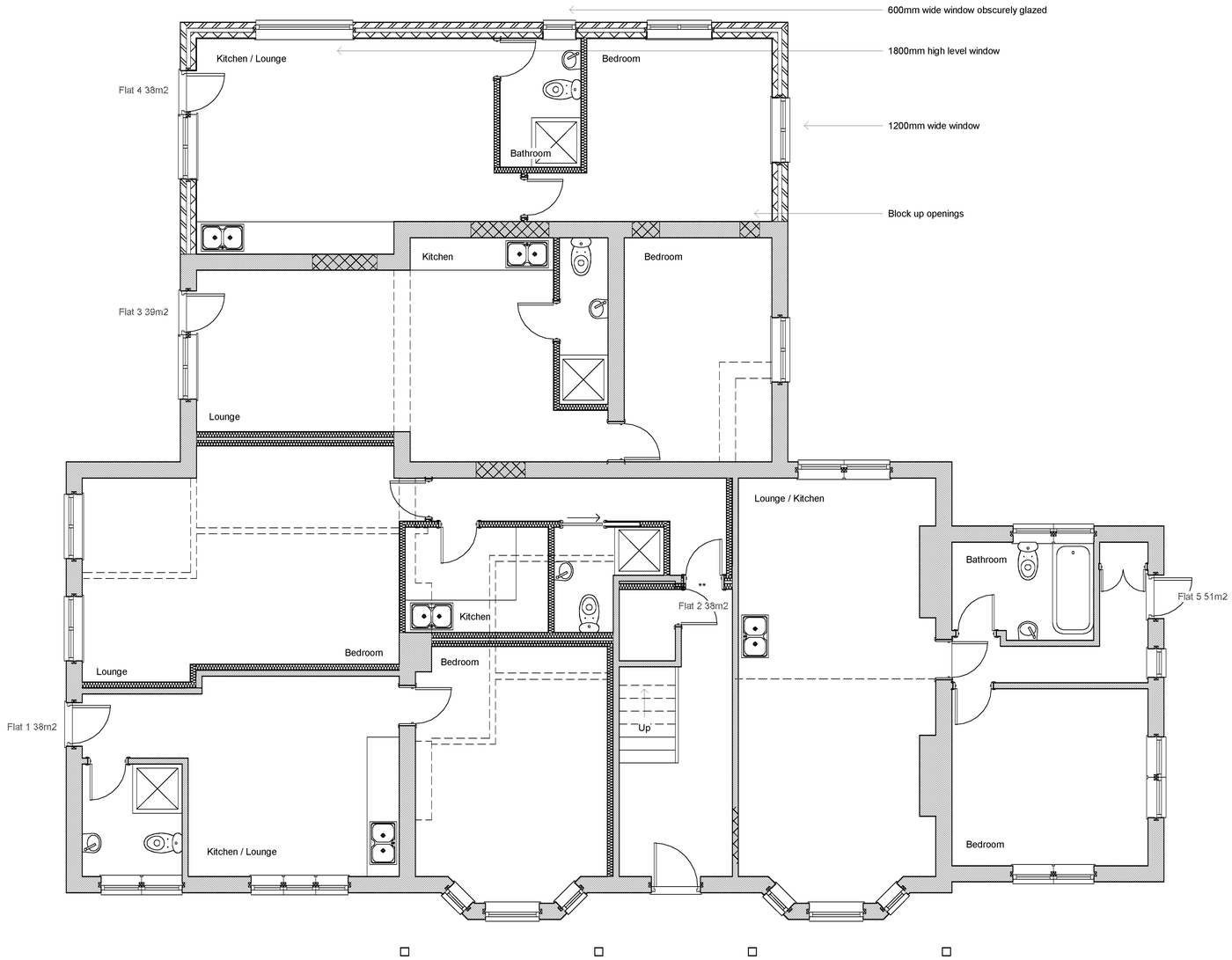
ARUN DISTRICT COUNCIL 8/05/2025

Main building - Ground Floor

1:50



North

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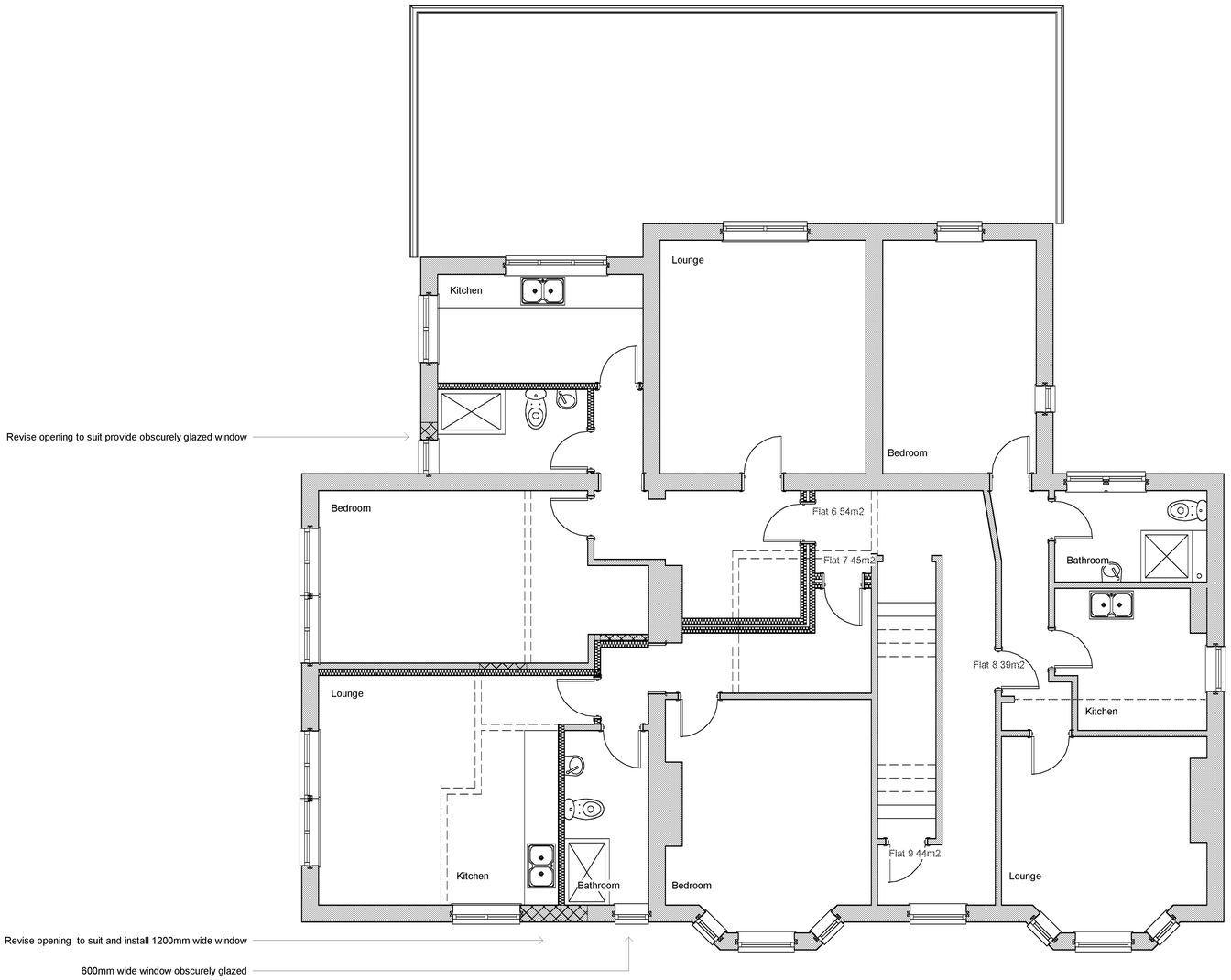
ARUN DISTRICT COUNCIL 09/03/2025

Main building - First Floor

1:50



North

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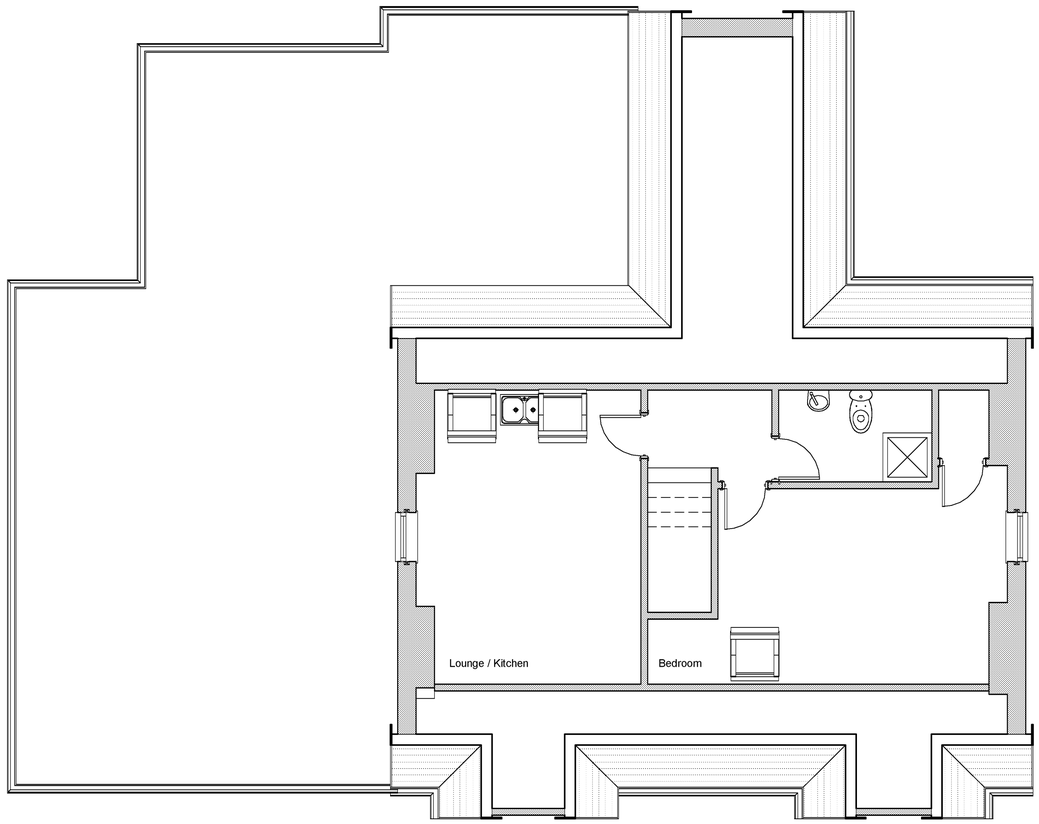
Main building - Second Floor

1:50



North

Revisions

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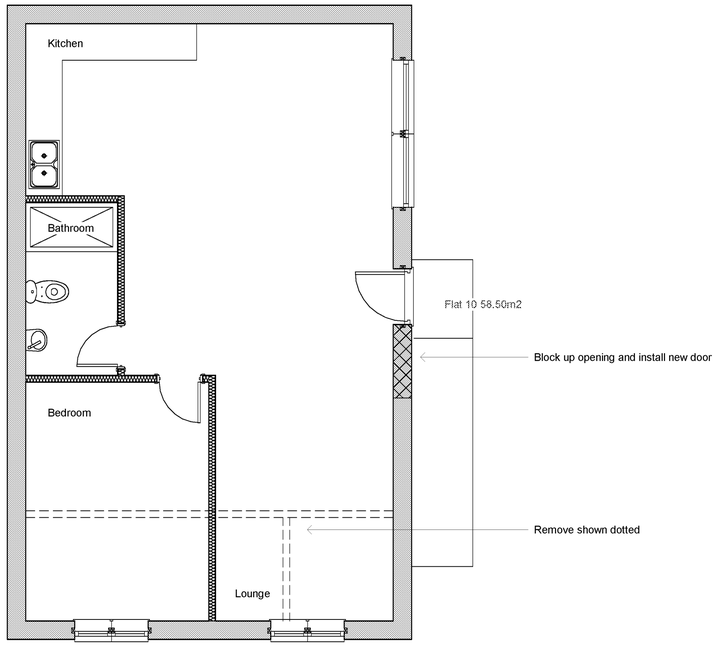
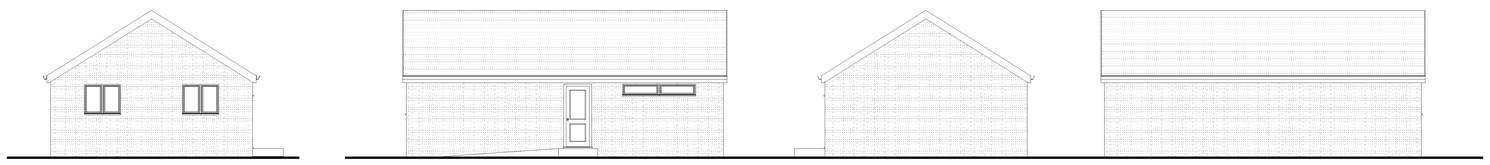
ARUN DISTRICT COUNCIL 09/03/2025

Detached Unit (former communal area) - Ground Floor

1:50





Front Elevation

Side Elevation

Rear Elevation

Side Elevation

North

Revisions

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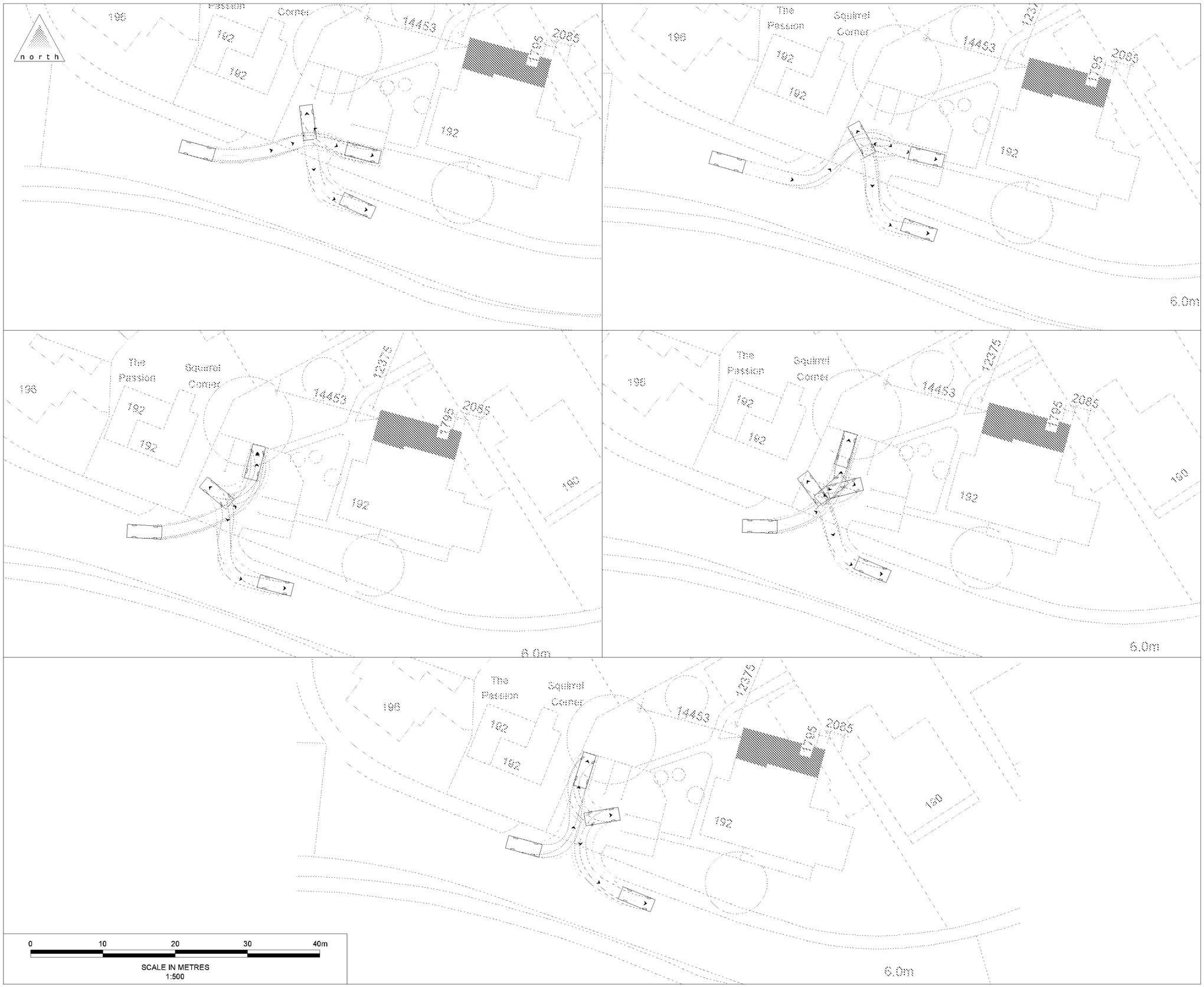
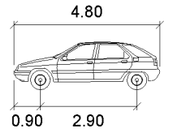
Appendix B

Swept Path Analysis



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Drn	Chk	App	Date
A	Updated DWG	EF	DM	DM	24/02/2025
-	First Issue	EF	DM	DM	17/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Lamb Property Investments Limited

Project:
192 Hawthorn Road, Bognor Regis, PO21 2UX

Title:
Swept Path Analysis - Private Car

Scale: 1:500 (@ A3)

Drawing: 2501096-TK01

Revision: A

C:\Users\eford\Motion\StaffSite - Lpbog2 2501096\Drawings\2501096-02.dwg

Appendix C

TRICS Output Data – Existing Assisted Living

Calculation Reference: AUDIT-734001-250217-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	TB	TORBAY	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	11 to 66 (units:)
Range Selected by User:	11 to 79 (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: 01/01/16 to 21/09/23

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	2 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	10 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6

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	7
Built-Up Zone	1
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	4 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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	7 days

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

Travel Plan:

Yes	1 days
No	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	10 days

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

LIST OF SITES relevant to selection parameters

1 **AC-03-P-01** **ASSISTED LIVING** **CHESHIRE WEST & CHESTER**
CHESTER WAY
NORTHWICH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 58
Survey date: FRIDAY *14/06/19* *Survey Type: MANUAL*

2 **BC-03-P-01** **ASSISTED LIVING** **BOURNEMOUTH CHRISTCHURCH & POOLE**
SAINT STEPHEN'S ROAD
BOURNEMOUTH

Edge of Town Centre
No Sub Category
Total No of Dwellings: 66
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

3 **GM-03-P-01** **ASSISTED LIVING** **GREATER MANCHESTER**
AMBLECOTE DRIVE WEST
SALFORD
LITTLE HULTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 66
Survey date: THURSDAY *21/09/23* *Survey Type: MANUAL*

4 **LE-03-P-01** **ASSISTED LIVING** **LEICESTERSHIRE**
NOTTINGHAM ROAD
LOUGHBOROUGH

Edge of Town Centre
No Sub Category
Total No of Dwellings: 47
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

5 **NF-03-P-02** **ASSISTED LIVING** **NORFOLK**
LAKENFIELDS
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: FRIDAY *22/11/19* *Survey Type: MANUAL*

6 **NF-03-P-03** **ASSISTED LIVING** **NORFOLK**
YARMOUTH ROAD
NORTH WALSHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

7 **NY-03-P-01** **ASSISTED LIVING** **NORTH YORKSHIRE**
FENNELL GROVE
RIPON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

8 **TB-03-P-01** **ASSISTED LIVING** **TORBAY**
GARFIELD ROAD
PAIGNTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 11
Survey date: FRIDAY *29/03/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **TW-03-P-01** **ASSISTED LIVING** **TYNE & WEAR**
KENTON ROAD
NEWCASTLE UPON TYNE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 42
Survey date: THURSDAY *07/10/21* *Survey Type: MANUAL*

10 **WS-03-P-01** **ASSISTED LIVING** **WEST SUSSEX**
DURRINGTON LANE
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/05/22* *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/P - ASSISTED LIVING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.060	10	45	0.031	10	45	0.091
08:00 - 09:00	10	45	0.080	10	45	0.045	10	45	0.125
09:00 - 10:00	**10**	**45**	**0.127**	10	45	0.109	10	45	0.236
10:00 - 11:00	10	45	0.123	10	45	0.123	**10**	**45**	**0.246**
11:00 - 12:00	10	45	0.116	10	45	0.109	10	45	0.225
12:00 - 13:00	10	45	0.112	**10**	**45**	**0.132**	10	45	0.244
13:00 - 14:00	10	45	0.123	10	45	0.118	10	45	0.241
14:00 - 15:00	10	45	0.083	10	45	0.114	10	45	0.197
15:00 - 16:00	10	45	0.078	10	45	0.074	10	45	0.152
16:00 - 17:00	10	45	0.085	10	45	0.094	10	45	0.179
17:00 - 18:00	10	45	0.056	10	45	0.071	10	45	0.127
18:00 - 19:00	10	45	0.031	10	45	0.045	10	45	0.076
19:00 - 20:00	1	24	0.042	1	24	0.000	1	24	0.042
20:00 - 21:00	1	24	0.000	1	24	0.042	1	24	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.116			1.107			2.223

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

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

Parameter summary

Trip rate parameter range selected:	11 - 66 (units:)
Survey date date range:	01/01/16 - 21/09/23
Number of weekdays (Monday-Friday):	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.000	10	45	0.000	10	45	0.000
08:00 - 09:00	10	45	0.004	10	45	0.002	10	45	0.006
09:00 - 10:00	10	45	0.009	**10**	**45**	**0.011**	10	45	0.020
10:00 - 11:00	**10**	**45**	**0.011**	10	45	0.011	**10**	**45**	**0.022**
11:00 - 12:00	10	45	0.007	10	45	0.007	10	45	0.014
12:00 - 13:00	10	45	0.004	10	45	0.004	10	45	0.008
13:00 - 14:00	10	45	0.009	10	45	0.009	10	45	0.018
14:00 - 15:00	10	45	0.007	10	45	0.007	10	45	0.014
15:00 - 16:00	10	45	0.002	10	45	0.002	10	45	0.004
16:00 - 17:00	10	45	0.007	10	45	0.007	10	45	0.014
17:00 - 18:00	10	45	0.004	10	45	0.004	10	45	0.008
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.064			0.128

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.000	10	45	0.000	10	45	0.000
08:00 - 09:00	**10**	**45**	**0.002**	**10**	**45**	**0.002**	**10**	**45**	**0.004**
09:00 - 10:00	10	45	0.002	10	45	0.002	10	45	0.004
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	10	45	0.000	10	45	0.000	10	45	0.000
12:00 - 13:00	10	45	0.000	10	45	0.000	10	45	0.000
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	10	45	0.000	10	45	0.000	10	45	0.000
16:00 - 17:00	10	45	0.000	10	45	0.000	10	45	0.000
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.000	10	45	0.000	10	45	0.000
08:00 - 09:00	10	45	0.000	10	45	0.000	10	45	0.000
09:00 - 10:00	10	45	0.000	10	45	0.000	10	45	0.000
10:00 - 11:00	**10**	**45**	**0.002**	**10**	**45**	**0.002**	**10**	**45**	**0.004**
11:00 - 12:00	10	45	0.000	10	45	0.000	10	45	0.000
12:00 - 13:00	10	45	0.000	10	45	0.000	10	45	0.000
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.002	10	45	0.002	10	45	0.004
15:00 - 16:00	10	45	0.000	10	45	0.000	10	45	0.000
16:00 - 17:00	10	45	0.000	10	45	0.000	10	45	0.000
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.004	10	45	0.002	10	45	0.006
08:00 - 09:00	**10**	**45**	**0.011**	10	45	0.002	**10**	**45**	**0.013**
09:00 - 10:00	10	45	0.002	10	45	0.000	10	45	0.002
10:00 - 11:00	10	45	0.002	10	45	0.000	10	45	0.002
11:00 - 12:00	10	45	0.002	10	45	0.004	10	45	0.006
12:00 - 13:00	10	45	0.000	10	45	0.000	10	45	0.000
13:00 - 14:00	10	45	0.000	**10**	**45**	**0.007**	10	45	0.007
14:00 - 15:00	10	45	0.000	10	45	0.002	10	45	0.002
15:00 - 16:00	10	45	0.004	10	45	0.000	10	45	0.004
16:00 - 17:00	10	45	0.000	10	45	0.000	10	45	0.000
17:00 - 18:00	10	45	0.000	10	45	0.002	10	45	0.002
18:00 - 19:00	10	45	0.000	10	45	0.002	10	45	0.002
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.021			0.046

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.051	10	45	0.027	10	45	0.078
08:00 - 09:00	10	45	0.067	10	45	0.038	10	45	0.105
09:00 - 10:00	**10**	**45**	**0.096**	10	45	0.076	10	45	0.172
10:00 - 11:00	10	45	0.092	10	45	0.094	10	45	0.186
11:00 - 12:00	10	45	0.087	10	45	0.083	10	45	0.170
12:00 - 13:00	10	45	0.092	**10**	**45**	**0.103**	**10**	**45**	**0.195**
13:00 - 14:00	10	45	0.087	10	45	0.094	10	45	0.181
14:00 - 15:00	10	45	0.063	10	45	0.083	10	45	0.145
15:00 - 16:00	10	45	0.069	10	45	0.067	10	45	0.136
16:00 - 17:00	10	45	0.069	10	45	0.074	10	45	0.143
17:00 - 18:00	10	45	0.042	10	45	0.060	10	45	0.102
18:00 - 19:00	10	45	0.031	10	45	0.042	10	45	0.073
19:00 - 20:00	1	24	0.042	1	24	0.000	1	24	0.042
20:00 - 21:00	1	24	0.000	1	24	0.042	1	24	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.887			0.883			1.770

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	45	0.007	10	45	0.002	10	45	0.009
08:00 - 09:00	10	45	0.004	10	45	0.002	10	45	0.006
09:00 - 10:00	10	45	0.020	10	45	0.020	**10**	**45**	**0.040**
10:00 - 11:00	10	45	0.018	10	45	0.016	10	45	0.034
11:00 - 12:00	10	45	0.020	10	45	0.020	10	45	0.040
12:00 - 13:00	10	45	0.016	**10**	**45**	**0.022**	10	45	0.038
13:00 - 14:00	**10**	**45**	**0.027**	10	45	0.013	10	45	0.040
14:00 - 15:00	10	45	0.011	10	45	0.022	10	45	0.033
15:00 - 16:00	10	45	0.004	10	45	0.004	10	45	0.008
16:00 - 17:00	10	45	0.009	10	45	0.011	10	45	0.020
17:00 - 18:00	10	45	0.009	10	45	0.007	10	45	0.016
18:00 - 19:00	10	45	0.000	10	45	0.002	10	45	0.002
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.141			0.286

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	**10**	**45**	**0.002**	**10**	**45**	**0.002**	**10**	**45**	**0.004**
08:00 - 09:00	10	45	0.002	10	45	0.000	10	45	0.002
09:00 - 10:00	10	45	0.000	10	45	0.000	10	45	0.000
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	10	45	0.002	10	45	0.000	10	45	0.002
12:00 - 13:00	10	45	0.000	10	45	0.002	10	45	0.002
13:00 - 14:00	10	45	0.000	10	45	0.002	10	45	0.002
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	10	45	0.002	10	45	0.000	10	45	0.002
16:00 - 17:00	10	45	0.000	10	45	0.002	10	45	0.002
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.*

Appendix D

TRICS Output Data – Proposed Dwellings

Calculation Reference: AUDIT-734001-250217-0229

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 days
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	WM	WEST MIDLANDS	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	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: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 215 (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: 01/01/16 to 02/10/23

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	8 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	17 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	10

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:

Development Zone	2
Residential Zone	9
Built-Up Zone	2
No Sub Category	4

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 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.

Travel Plan:

Yes	2 days
No	15 days

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

PTAL Rating:

No PTAL Present	17 days

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

LIST OF SITES relevant to selection parameters

1 **BH-03-C-01** **BLOCK OF FLATS** **BRIGHTON & HOVE**
OLD SHOREHAM RD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 71
Survey date: TUESDAY *26/09/17* *Survey Type: MANUAL*

2 **CA-03-C-03** **BLOCKS OF FLATS** **CAMBRIDGESHIRE**
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

3 **CT-03-C-01** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 **CT-03-C-02** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 **CT-03-C-03** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

6 **DV-03-C-01** **BLOCK OF FLATS** **DEVON**
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY *10/07/17* *Survey Type: MANUAL*

7 **DY-03-C-03** **BLOCKS OF FLATS** **DERBY**
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

9 **MS-03-C-02** **BLOCKS OF FLATS** **MERSEYSIDE**
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

10 **MS-03-C-03** **BLOCK OF FLATS** **MERSEYSIDE**
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 **NF-03-C-02** **MIXED FLATS & HOUSES** **NORFOLK**
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

12 **NG-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

13 **NG-03-C-02** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

14 **PO-03-C-01** **BLOCKS OF FLATS** **PORTSMOUTH**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

15 **SH-03-C-01** **BLOCK OF FLATS** **SHROPSHIRE**
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **SH-03-C-02** **BLOCK OF FLATS** **SHROPSHIRE**
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

17 **WM-03-C-04** **BLOCKS OF FLATS** **WEST MIDLANDS**
GILLQUART WAY
COVENTRY
PARKSIDE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 55
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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BY-03-C-01	Covid-19
MS-03-C-04	Covid-19
SF-03-C-04	Covid-19
SF-03-C-05	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	80	0.044	17	80	0.160	17	80	0.204
08:00 - 09:00	17	80	0.048	**17**	**80**	**0.187**	17	80	0.235
09:00 - 10:00	17	80	0.065	17	80	0.090	17	80	0.155
10:00 - 11:00	17	80	0.060	17	80	0.073	17	80	0.133
11:00 - 12:00	17	80	0.052	17	80	0.072	17	80	0.124
12:00 - 13:00	17	80	0.081	17	80	0.084	17	80	0.165
13:00 - 14:00	17	80	0.059	17	80	0.072	17	80	0.131
14:00 - 15:00	17	80	0.060	17	80	0.060	17	80	0.120
15:00 - 16:00	17	80	0.097	17	80	0.058	17	80	0.155
16:00 - 17:00	17	80	0.116	17	80	0.069	17	80	0.185
17:00 - 18:00	17	80	0.157	17	80	0.078	17	80	0.235
18:00 - 19:00	**17**	**80**	**0.171**	17	80	0.083	**17**	**80**	**0.254**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.010			1.086			2.096

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

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

Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	80	0.005	**17**	**80**	**0.006**	17	80	0.011
08:00 - 09:00	17	80	0.004	17	80	0.003	17	80	0.007
09:00 - 10:00	17	80	0.005	17	80	0.005	17	80	0.010
10:00 - 11:00	17	80	0.003	17	80	0.004	17	80	0.007
11:00 - 12:00	17	80	0.004	17	80	0.004	17	80	0.008
12:00 - 13:00	17	80	0.005	17	80	0.004	17	80	0.009
13:00 - 14:00	17	80	0.001	17	80	0.002	17	80	0.003
14:00 - 15:00	17	80	0.002	17	80	0.002	17	80	0.004
15:00 - 16:00	17	80	0.003	17	80	0.003	17	80	0.006
16:00 - 17:00	17	80	0.005	17	80	0.005	17	80	0.010
17:00 - 18:00	17	80	0.002	17	80	0.002	17	80	0.004
18:00 - 19:00	**17**	**80**	**0.006**	17	80	0.006	**17**	**80**	**0.012**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.046			0.091

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	**17**	**80**	**0.002**	**17**	**80**	**0.002**	**17**	**80**	**0.004**
08:00 - 09:00	17	80	0.000	17	80	0.000	17	80	0.000
09:00 - 10:00	17	80	0.001	17	80	0.001	17	80	0.002
10:00 - 11:00	17	80	0.000	17	80	0.000	17	80	0.000
11:00 - 12:00	17	80	0.001	17	80	0.000	17	80	0.001
12:00 - 13:00	17	80	0.001	17	80	0.001	17	80	0.002
13:00 - 14:00	17	80	0.000	17	80	0.000	17	80	0.000
14:00 - 15:00	17	80	0.000	17	80	0.000	17	80	0.000
15:00 - 16:00	17	80	0.000	17	80	0.000	17	80	0.000
16:00 - 17:00	17	80	0.001	17	80	0.000	17	80	0.001
17:00 - 18:00	17	80	0.000	17	80	0.001	17	80	0.001
18:00 - 19:00	17	80	0.000	17	80	0.000	17	80	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.005			0.011

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.*

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	80	0.001	17	80	0.012	17	80	0.013
08:00 - 09:00	17	80	0.002	**17**	**80**	**0.016**	**17**	**80**	**0.018**
09:00 - 10:00	17	80	0.001	17	80	0.001	17	80	0.002
10:00 - 11:00	17	80	0.004	17	80	0.002	17	80	0.006
11:00 - 12:00	17	80	0.005	17	80	0.003	17	80	0.008
12:00 - 13:00	17	80	0.001	17	80	0.001	17	80	0.002
13:00 - 14:00	17	80	0.004	17	80	0.001	17	80	0.005
14:00 - 15:00	17	80	0.007	17	80	0.003	17	80	0.010
15:00 - 16:00	17	80	0.004	17	80	0.001	17	80	0.005
16:00 - 17:00	17	80	0.002	17	80	0.001	17	80	0.003
17:00 - 18:00	**17**	**80**	**0.010**	17	80	0.007	17	80	0.017
18:00 - 19:00	17	80	0.007	17	80	0.002	17	80	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.050			0.098

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.*

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

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	80	0.032	17	80	0.144	17	80	0.176
08:00 - 09:00	17	80	0.038	**17**	**80**	**0.174**	17	80	0.212
09:00 - 10:00	17	80	0.050	17	80	0.078	17	80	0.128
10:00 - 11:00	17	80	0.049	17	80	0.060	17	80	0.109
11:00 - 12:00	17	80	0.038	17	80	0.058	17	80	0.096
12:00 - 13:00	17	80	0.063	17	80	0.067	17	80	0.130
13:00 - 14:00	17	80	0.052	17	80	0.059	17	80	0.111
14:00 - 15:00	17	80	0.050	17	80	0.053	17	80	0.103
15:00 - 16:00	17	80	0.083	17	80	0.048	17	80	0.131
16:00 - 17:00	17	80	0.100	17	80	0.053	17	80	0.153
17:00 - 18:00	17	80	0.144	17	80	0.068	17	80	0.212
18:00 - 19:00	**17**	**80**	**0.158**	17	80	0.073	**17**	**80**	**0.231**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.857			0.935			1.792

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	80	0.003	17	80	0.007	17	80	0.010
08:00 - 09:00	17	80	0.006	17	80	0.009	17	80	0.015
09:00 - 10:00	17	80	0.009	17	80	0.006	17	80	0.015
10:00 - 11:00	17	80	0.008	17	80	0.010	17	80	0.018
11:00 - 12:00	17	80	0.010	17	80	0.009	17	80	0.019
12:00 - 13:00	**17**	**80**	**0.012**	**17**	**80**	**0.010**	**17**	**80**	**0.022**
13:00 - 14:00	17	80	0.004	17	80	0.010	17	80	0.014
14:00 - 15:00	17	80	0.007	17	80	0.004	17	80	0.011
15:00 - 16:00	17	80	0.011	17	80	0.007	17	80	0.018
16:00 - 17:00	17	80	0.010	17	80	0.010	17	80	0.020
17:00 - 18:00	17	80	0.008	17	80	0.004	17	80	0.012
18:00 - 19:00	17	80	0.004	17	80	0.003	17	80	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.089			0.181

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.*

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	80	0.001	17	80	0.001	17	80	0.002
08:00 - 09:00	17	80	0.000	17	80	0.001	17	80	0.001
09:00 - 10:00	17	80	0.000	17	80	0.000	17	80	0.000
10:00 - 11:00	17	80	0.000	17	80	0.000	17	80	0.000
11:00 - 12:00	17	80	0.000	17	80	0.000	17	80	0.000
12:00 - 13:00	17	80	0.000	17	80	0.001	17	80	0.001
13:00 - 14:00	17	80	0.001	17	80	0.001	17	80	0.002
14:00 - 15:00	17	80	0.001	17	80	0.000	17	80	0.001
15:00 - 16:00	17	80	0.000	17	80	0.000	17	80	0.000
16:00 - 17:00	17	80	0.000	17	80	0.000	17	80	0.000
17:00 - 18:00	**17**	**80**	**0.002**	**17**	**80**	**0.003**	**17**	**80**	**0.005**
18:00 - 19:00	17	80	0.002	17	80	0.001	17	80	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.008			0.015

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.*

Appendix E

Parking Beat Survey

192 HAWTHORN ROAD,

BOGNOR REGIS, PO21 2UX

PARKING STRESS SURVEY

RESULTS

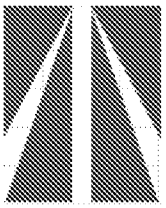
SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

FEBRUARY 2025

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

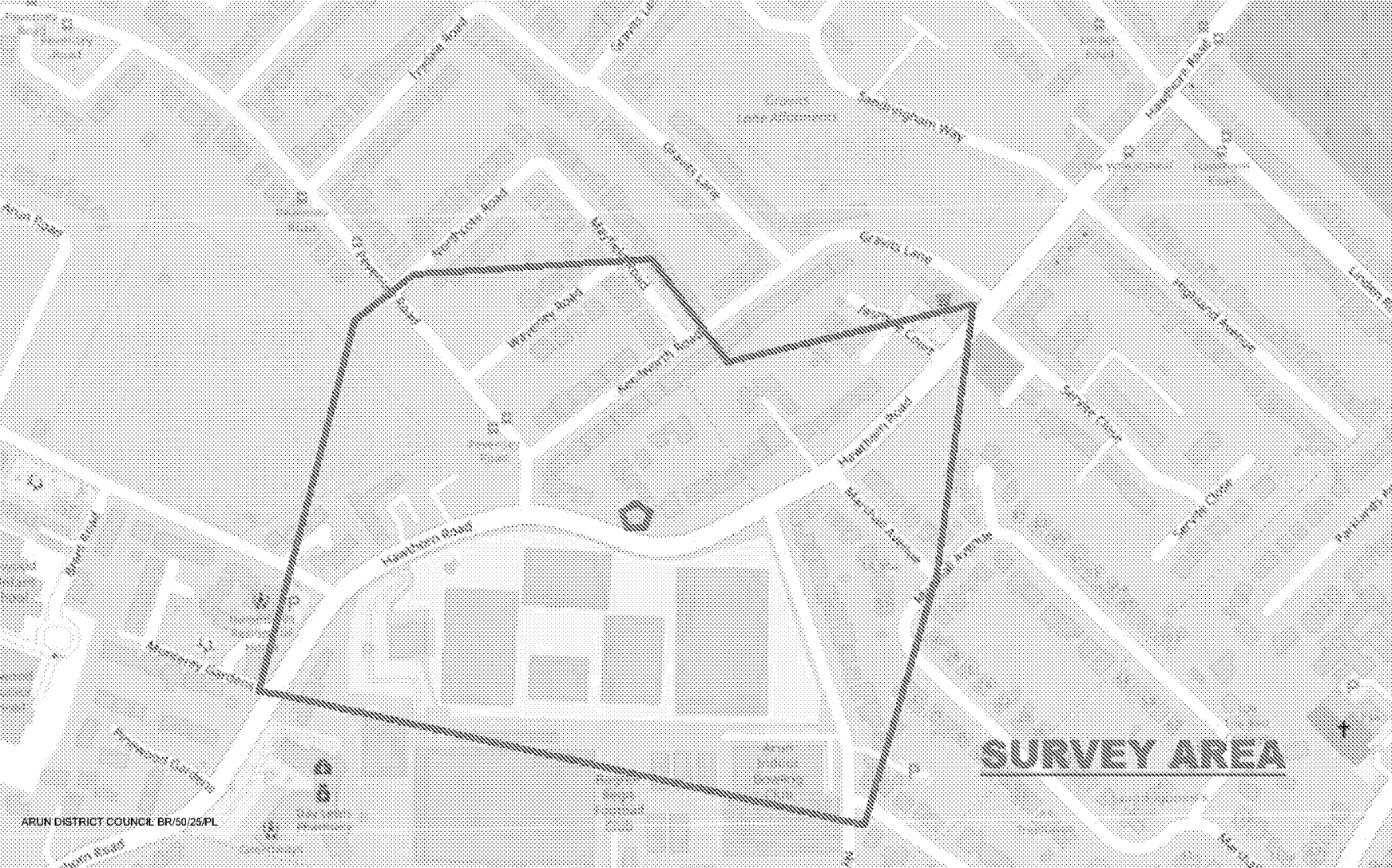
2 TRINITY FIELDS, FARNHAM, SURREY, GU9 0SB [redacted]. WWW.BENCHMARKDC.CO.UK

192 HAWTHORN ROAD, BOGNOR REGIS, PO21 2UX - PARKING STRESS SURVEY - TUESDAY 11/01/2025 - 05:10

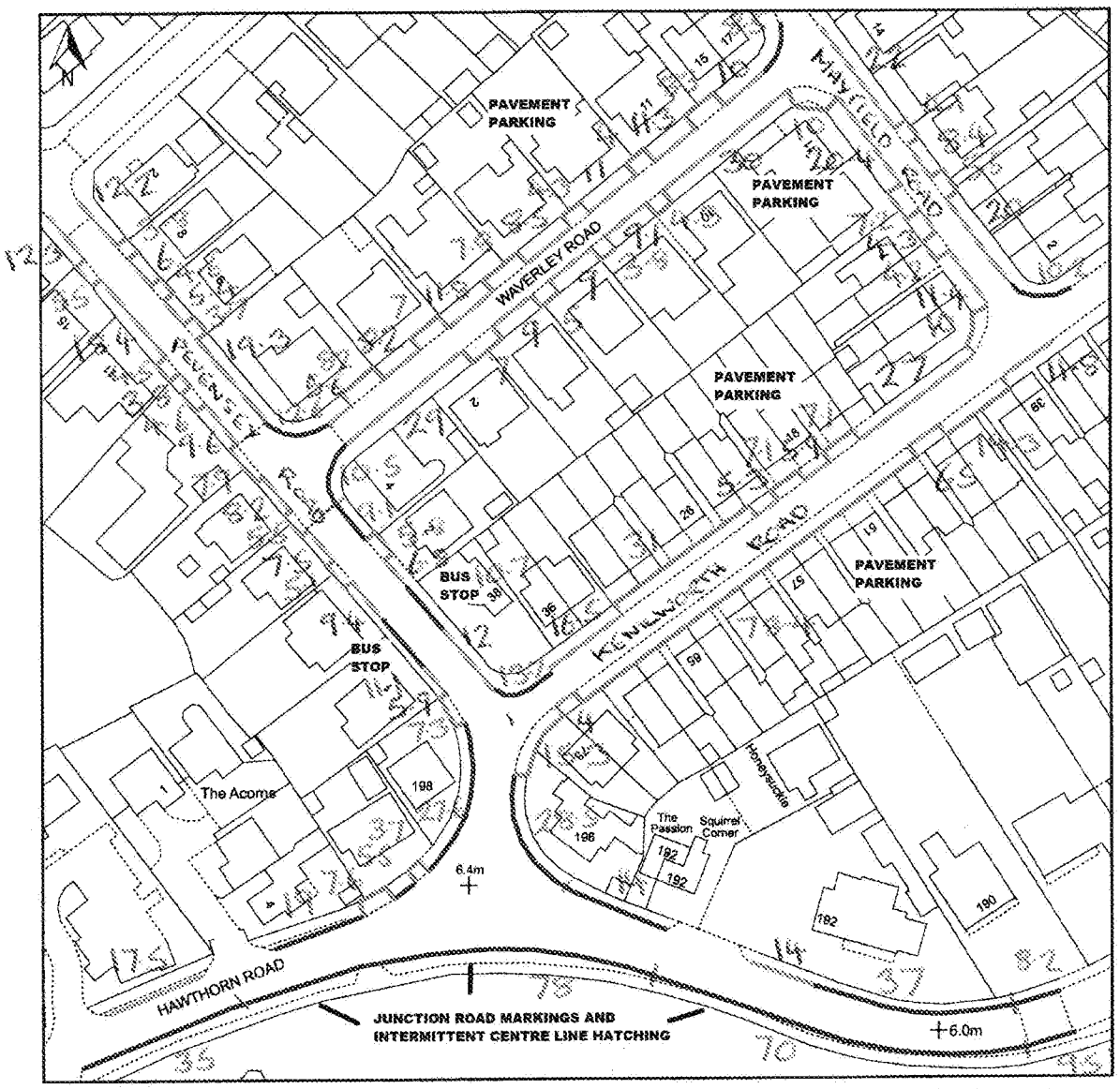
UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
HAWTHORN ROAD	868.4	108.7	12	2	17
PEVENSEY DRIVE	298.9	136.8	20	8	40
KENILWORTH ROAD	243.4	76.5	13	14	108
MAYFIELD ROAD	127.7	86.5	15	13	87
WAVERLEY ROAD	245.6	144.3	24	13	54
AMBERLEY DRIVE	73	15	3	0	0
NYEWOOD LANE	384	196	35	2	6
MARSHALL AVENUE	201.1	106.7	18	4	22
JASMINE COURT	75.3	17.5	3	3	100
TOTAL	**2517.4**	**888**	**143**	**59**	**41**

192 HAWTHORN ROAD, BOGNOR REGIS, PO21 2UX - PARKING STRESS SURVEY - THURSDAY 13/01/2025 - 04:50

UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
HAWTHORN ROAD	868.4	108.7	12	1	8
PEVENSEY DRIVE	298.9	136.8	20	11	55
KENILWORTH ROAD	243.4	76.5	13	13	100
MAYFIELD ROAD	127.7	86.5	15	15	100
WAVERLEY ROAD	245.6	144.3	24	13	54
AMBERLEY DRIVE	73	15	3	0	0
NYEWOOD LANE	384	196	35	3	9
MARSHALL AVENUE	201.1	106.7	18	4	22
JASMINE COURT	75.3	17.5	3	3	100
TOTAL	**2517.4**	**888**	**143**	**63**	**44**



ARUN DISTRICT COUNCIL BR/50/25/PL



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PARKING RESTRICTIONS

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

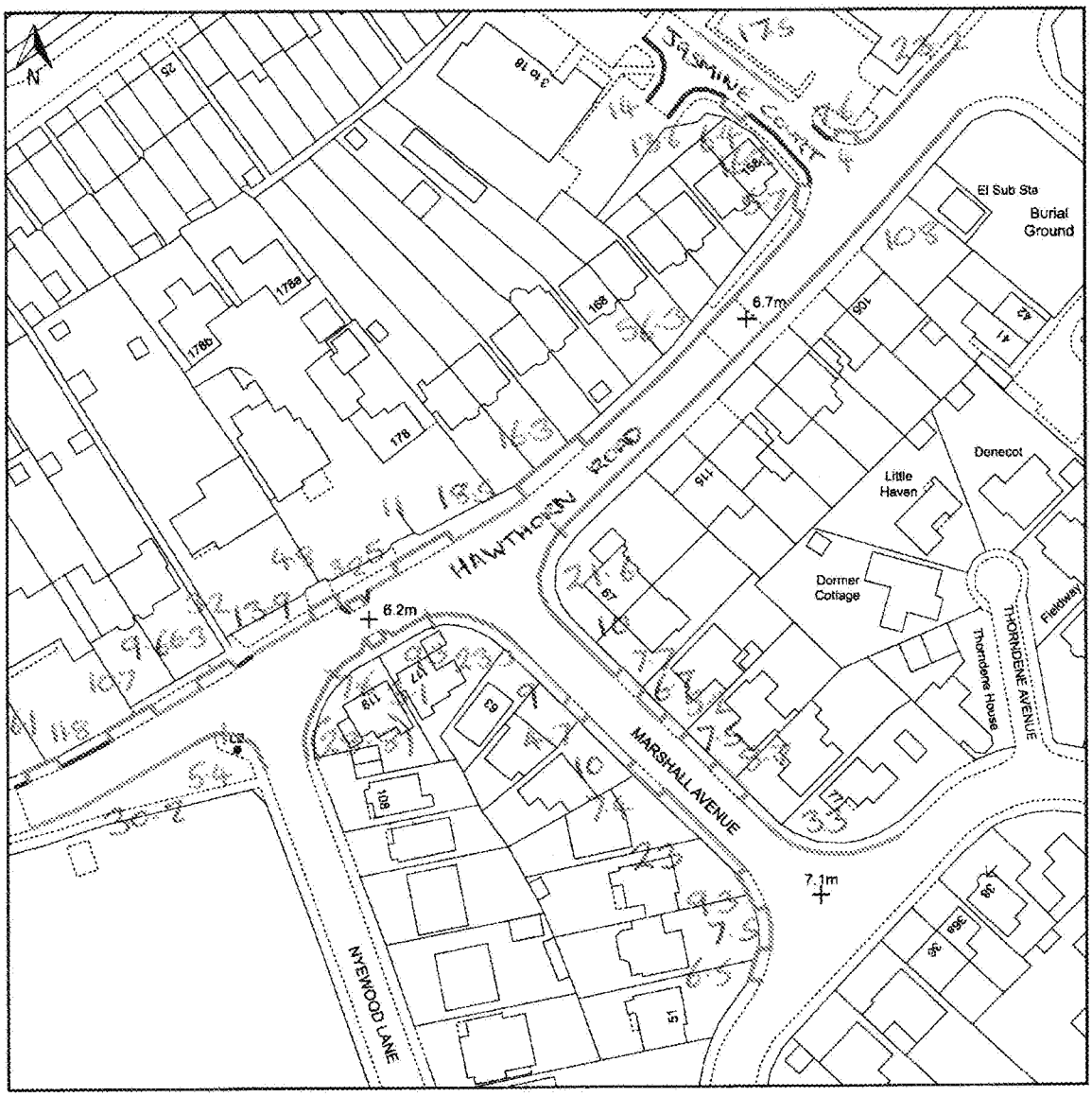
DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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PARKING RESTRICTIONS

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB
- DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

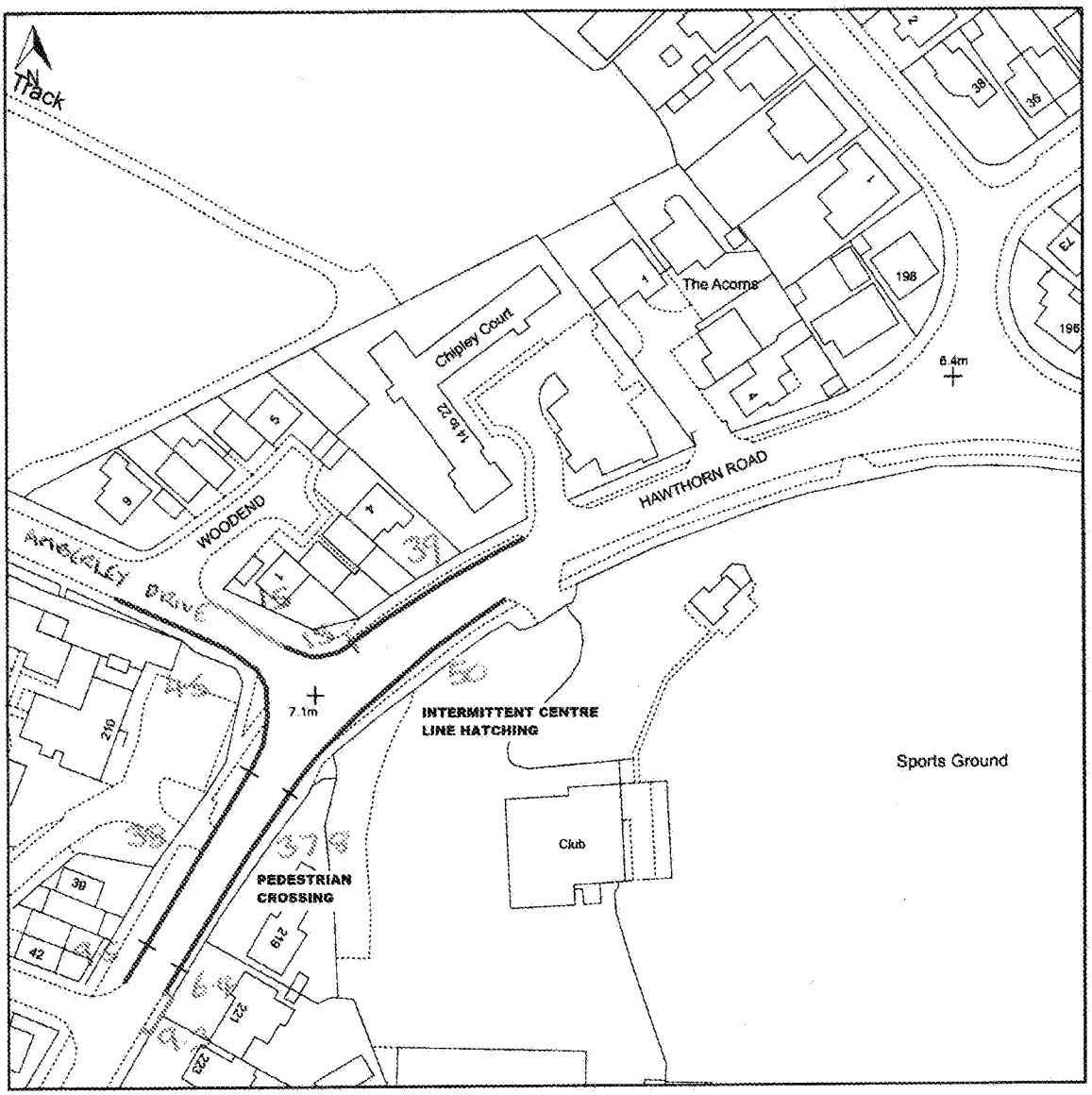
0m 20m 40m 60m 80m 100m

Scale: 1:1250 Paper Size: A4

PARKING RESTRICTIONS

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB
- DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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PARKING RESTRICTIONS

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

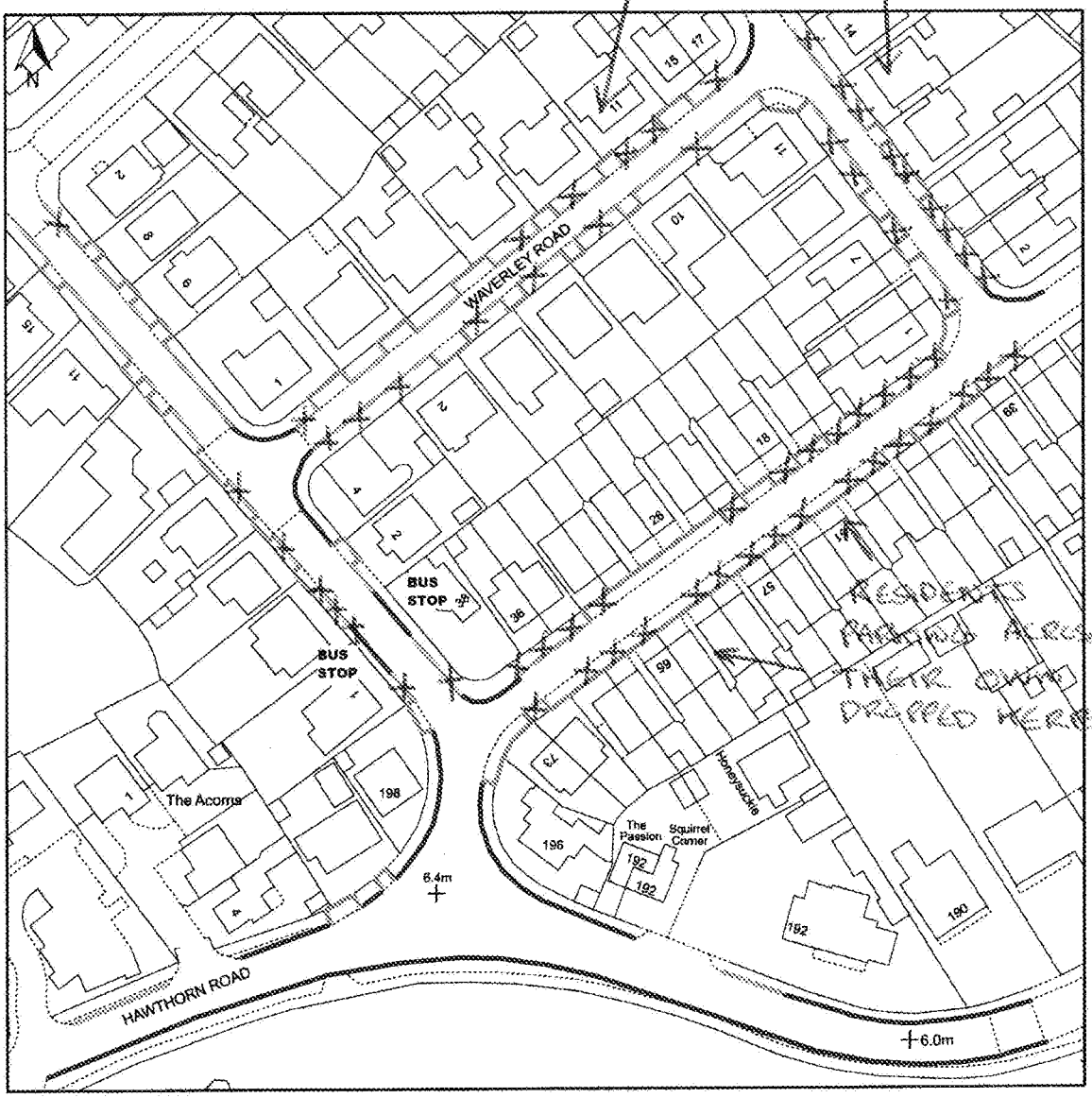
UNACCEPTABLE PARKING

DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

ALL PAVEMENT PARKING



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ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

TUESDAY 11/02/2025 - 05:10

NOTE: DEEMED KERB PARKING EXCLUDED FROM PARKING STRESS CALCULATIONS AS DEEMED RESIDENTS PARKING ACROSS OWN PRIVATE ACCESS

0m 20m 40m 60m 80m 100m

Scale: 1:1250 Paper Size: A4

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

TUESDAY 11/02/2025 - 05:10

0m 20m 40m 60m 80m 100m

Scale: 1:1250 Paper Size: A4

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

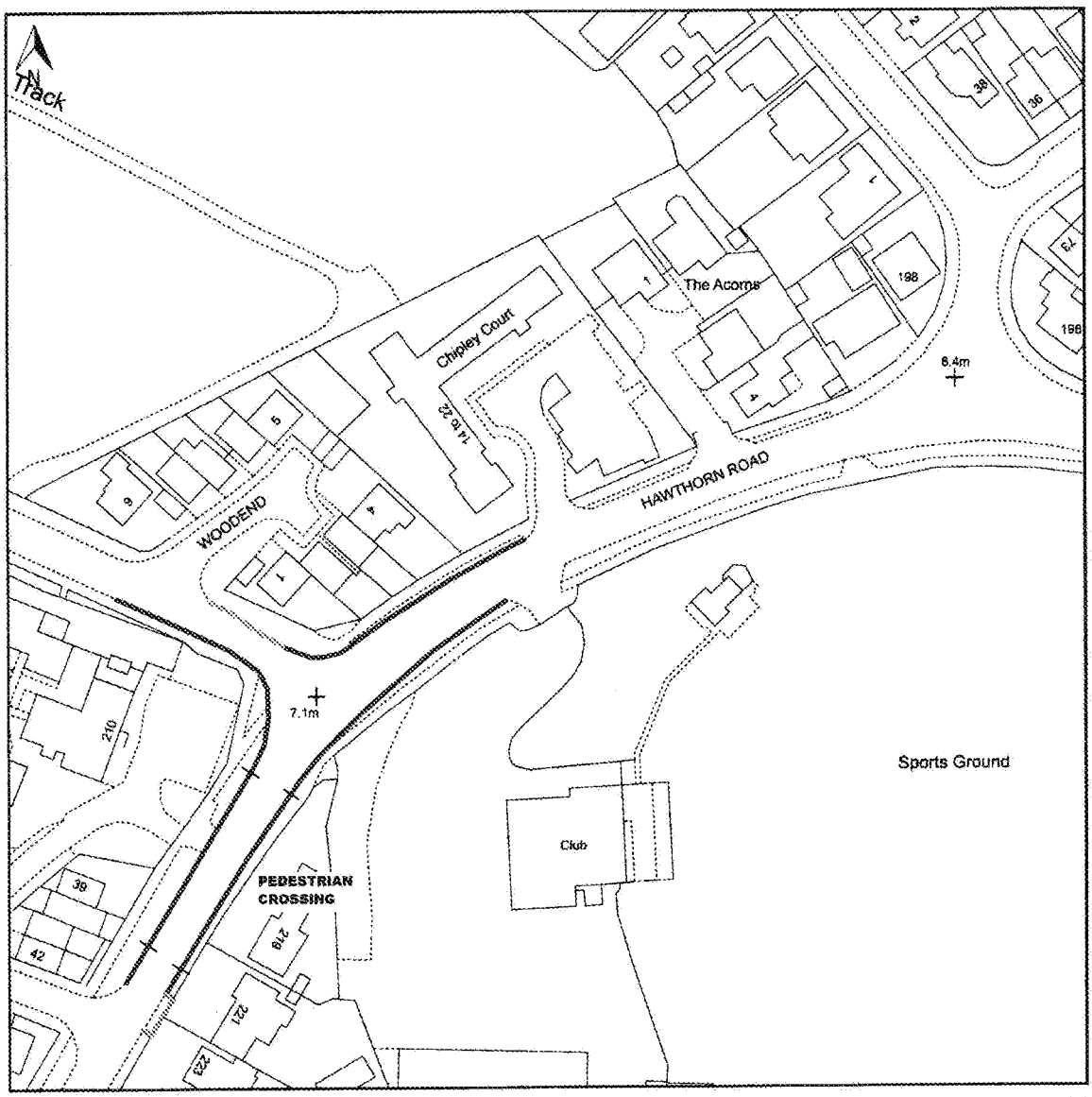
DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

TUESDAY 11/02/2025 - 05:10



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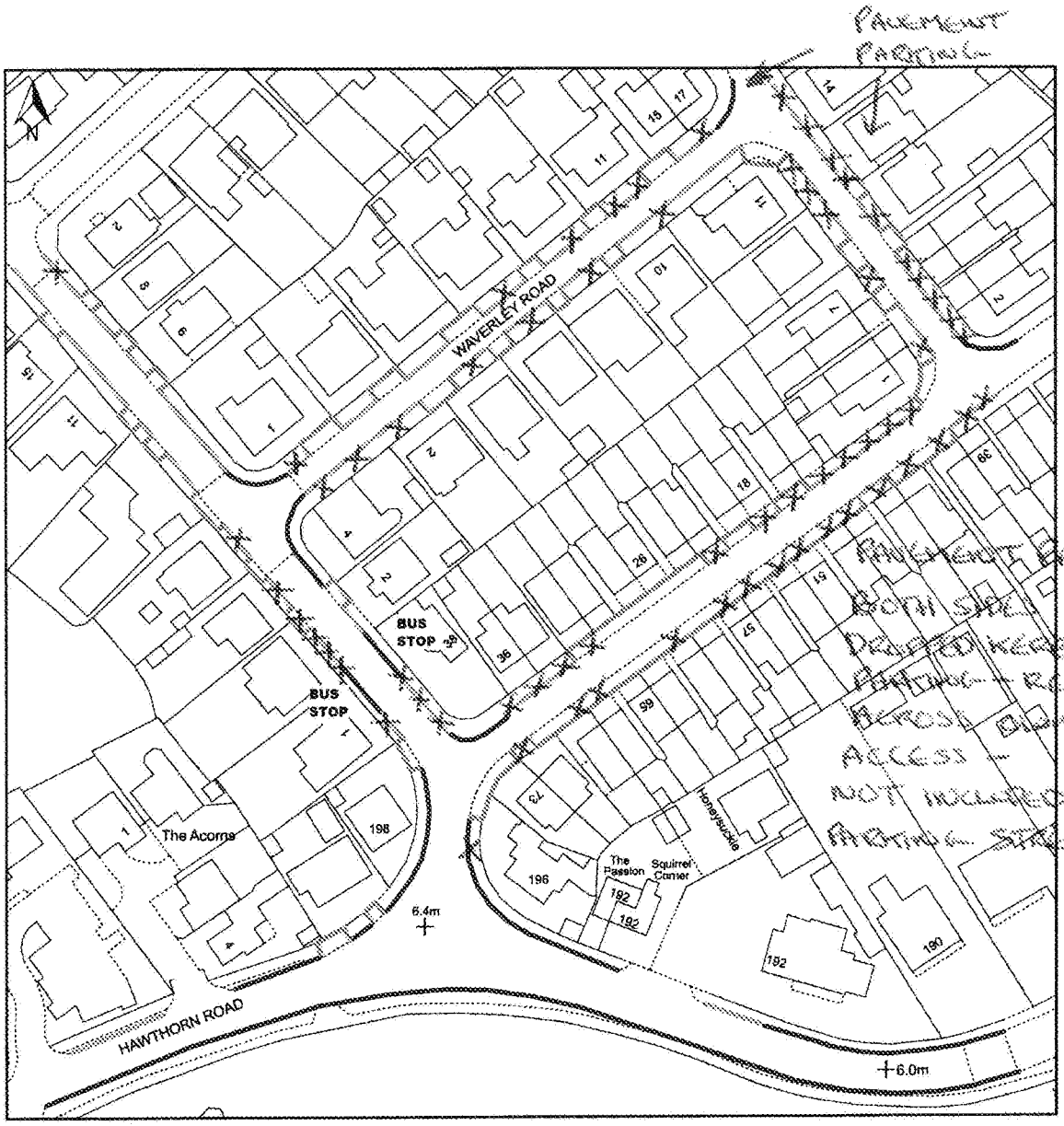
Scale: 1:1250 Paper Size: A4

ACCEPTABLE PARKING
SINGLE YELLOW LINE (SYL)
DOUBLE YELLOW LINE (DYL)
UNACCEPTABLE PARKING
DROPPED KERB
DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

TUESDAY 11/02/2025 - 05:10



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Scale: 1:1250 Paper Size: A4

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

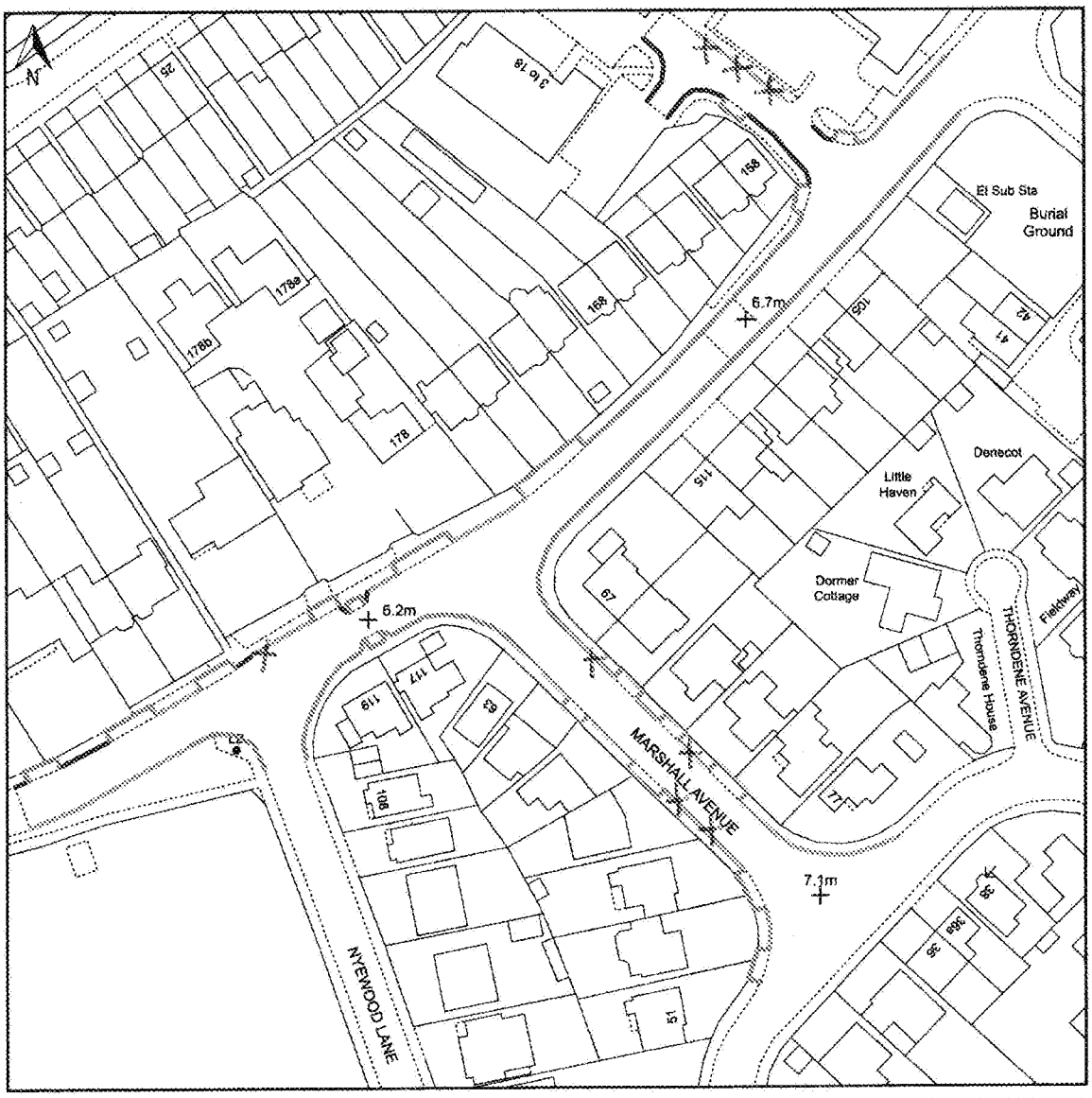
DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 13/02/2025 - 04:50



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ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 13/02/2025 - 04:50

0m 20m 40m 60m 80m 100m

Scale: 1:1250 Paper Size: A4

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

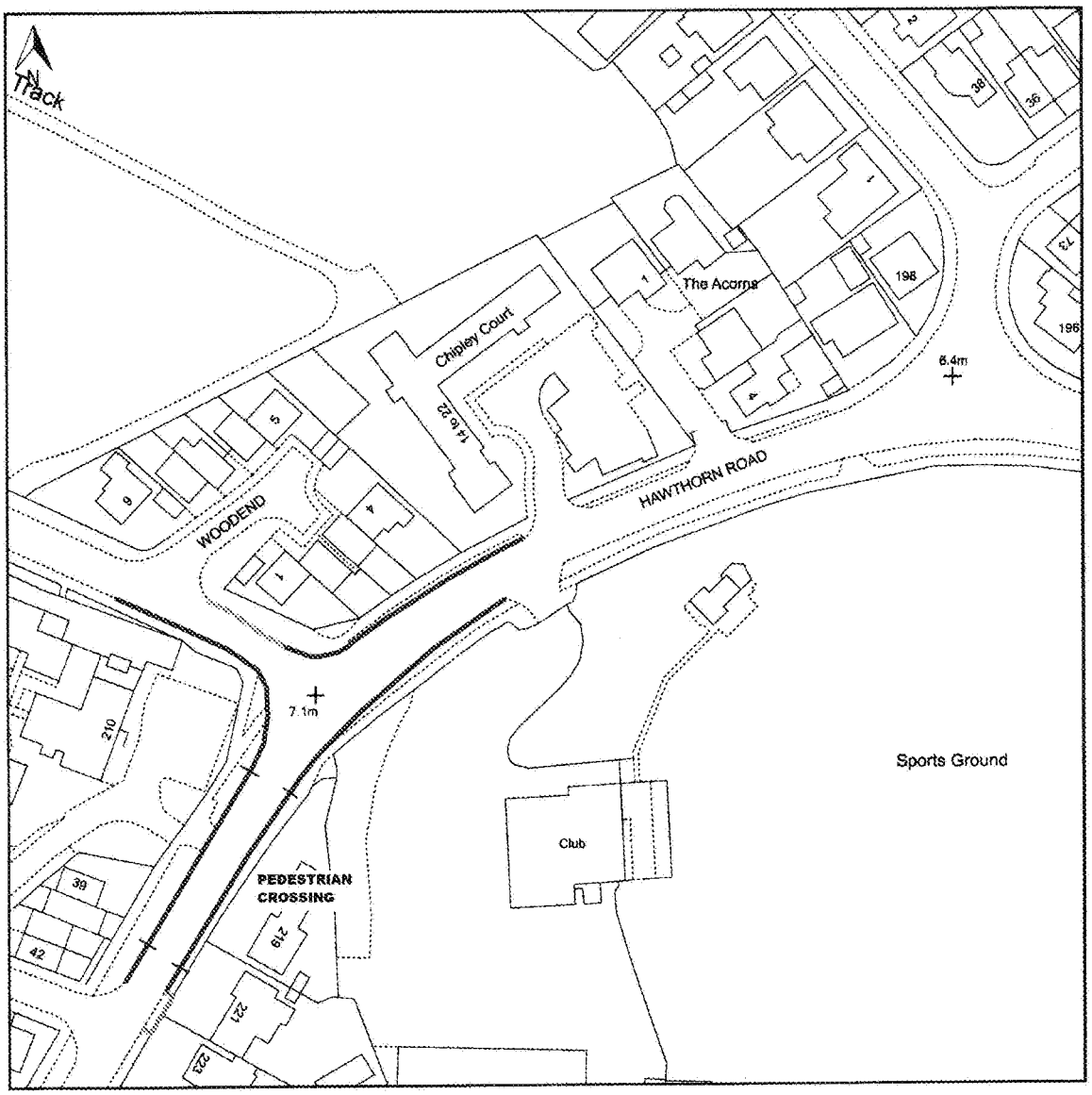
DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 13/02/2025 - 04:50



Scale: 1:1250 Paper Size: A4

ACCEPTABLE PARKING

SINGLE YELLOW LINE (SYL)

DOUBLE YELLOW LINE (DYL)

UNACCEPTABLE PARKING

DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 13/02/2025 - 04:50