



ALDWICK HOUSE, BOGNOR REGIS

TRANSPORT STATEMENT

GATWICK BEDSITS

MARCH 2020



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engineering the future

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1. INTRODUCTION

General

- 1.1. This Transport Statement has been prepared by PFA Consulting on behalf of Gatwick Bedsits in support of a planning application for the change of use of Aldwick House from a nursing home to bedsits for professional tenants in Bognor Regis, West Sussex. The proposed development will comprise 38 bedsits to provide accommodation for 52 people.
- 1.2. The location of the application site is shown in the context of the rest of Bognor Regis in **Figure 1.1**. Plans showing the proposed site layout are reproduced at **Appendix A**.

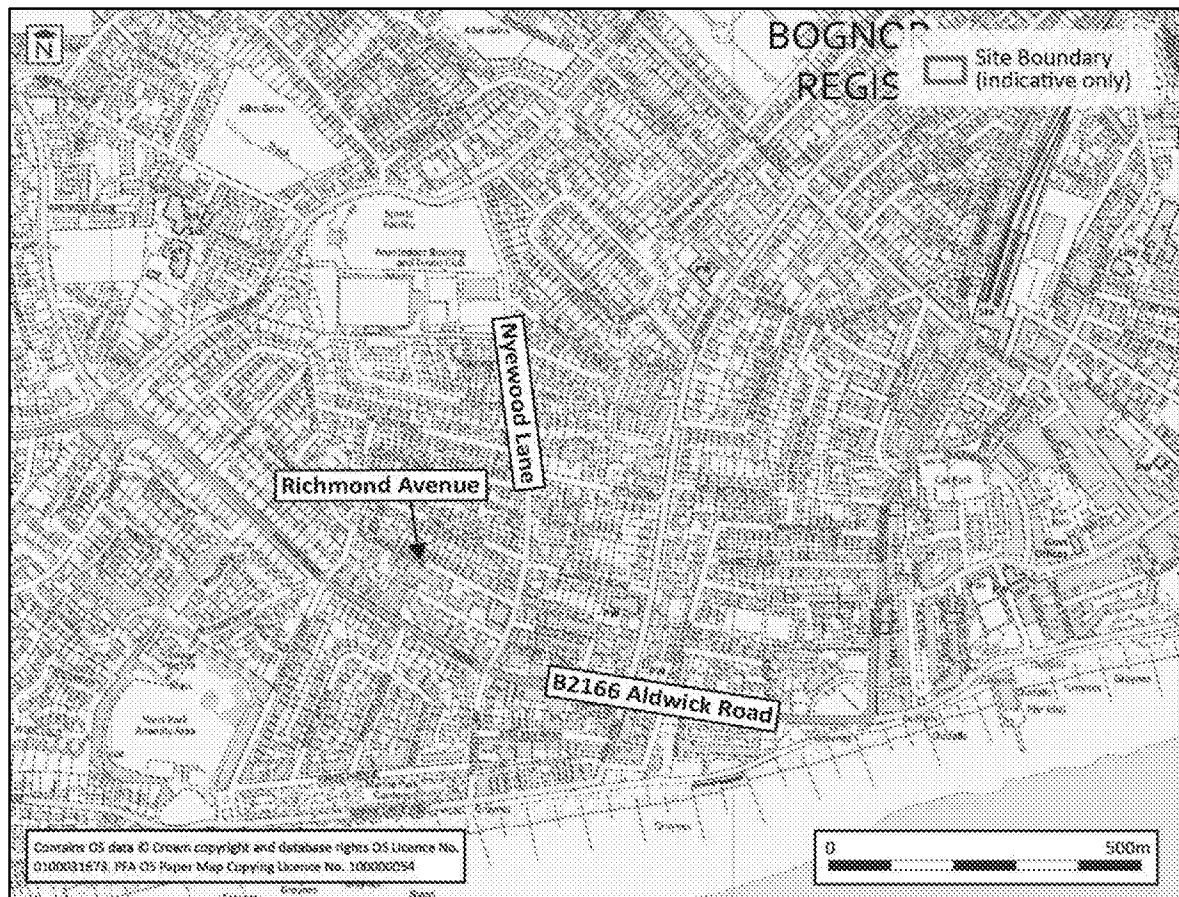


Figure 1.1: Site Context

Scope of the Transport Statement

- 1.3. The National Planning Policy Framework (NPPF) states at paragraph 111 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Although the proposed development is not expected to generate a significant volume of vehicular traffic, this Transport Statement has nonetheless been prepared to set out the transport aspects of the proposals.
- 1.4. This Transport Statement has been prepared with reference to the Government's Planning Practice Guidance to the NPPF. The category dealing with Transport Statements is contained in 'Travel Plans, Transport Assessments and Statements in Decision-taking'.

Planning Background

- 1.5. A search of Arun District Council's online planning history has been undertaken for Aldwick House (previously known as The Nyewood Centre). More information is given in the Planning Statement submitted in support of the application.
- 1.6. In brief, in 1991 full planning permission (reference BR/212/91) was granted for a change of use of 41 Nyewood Lane from a "guest house/private residence to nursing home bedrooms to be used in connection with the adjoining building The Nyewood Centre". More recently planning permission was granted on 22nd November 2007 for a rear conservatory to 43 Nyewood Lane under reference BR/306/07, followed by an extension to a day room and infilling of an existing porch granted planning permission on 16th February 2010 under reference BR/308/09.
- 1.7. Aldwick House, 41-45 Nyewood Lane, previously known as The Nyewood Centre, is therefore considered to have a lawful use as a Class C2 nursing home.

Outline of the Transport Statement

- 1.8. The existing transport network in the vicinity of Aldwick House, including opportunities for walking, cycling and public transport, is described in Section 2 of this Transport Statement. Section 3 provides a description of the proposed development, and discusses car parking availability in the area. Trip generation is considered in Section 4, and Section 5 sets out the conclusions of the assessment.

2. EXISTING TRANSPORT CONDITIONS

Site Context

- 2.1. The site is located to the west of Nyewood Land approximately 1.5km west of Bognor Regis town centre. The site is currently a disused 32 bed nursing home, which closed in January 2019, and is located within a residential area. The location of the application site is shown in the context of the rest of Bognor Regis and the surrounding local highway network in **Figure 1.1** above.
- 2.2. Nyewood Lane provides a connection to Aldwick Road (the B2166) c. 100m to the south. Aldwick Road provides access to a number of local facilities including local bus stops, and also facilitates connections to the wider highway network.

Local Highway Network

Nyewood Lane

- 2.3. Nyewood Lane is predominately a residential road subject to the national speed limit of 30mph for a road with street lighting. The carriageway measures approximately 7m in width and has c1.5m footways on each side, with street trees at intervals. The footways provide access to Aldwick Road (the B2166) to the south. Double yellow lines operate directly outside the frontage of the proposed development; however on-street parking is available elsewhere along Nyewood Lane.

Aldwick Road

- 2.4. Aldwick Road is to the south of the application site and provides access to the town centre of Bognor Regis to the east and additional residential areas to the west. The carriageway measures c.8.45m in width and is also subject to the national speed limit of 30mph for a street lit road. There are footways on both sides, the northern footway measuring c.2.7m in width and the southern footway c.2.05m. Aldwick Road provides pedestrian access to a range of local facilities.

Richmond Avenue

- 2.5. Richmond Avenue is located directly north of the application site and provides access to a variety of residential properties. The carriageway measures c.6.45m in width and allows for on-street parking; there is also a footway either side of the carriageway, measuring c.1.3m in width. The road is subject to the national speed limit of 30mph, and street lighting is present.

On Street Parking

The availability of on street parking in the vicinity of the proposed development is discussed in more detail in Section 3 of this report.

Road Safety

- 2.6. The CrashMap online database has been interrogated to determine if any road traffic collisions resulting in personal injury have occurred within the vicinity of the site over the past 5 years. The database shows that a cluster of 3 collisions occurred at the Nyewood Lane / Aldwick Road priority junction to the south of the site. As a result of these 3 collisions, there were 4 slight and 2 serious injuries. Of these casualties, 1 was a cyclist and none were pedestrians. A brief description of each of these collisions is given in **Table 2.3**, and the reports are included at **Appendix B**.

Table 2.3: Summary of Personal Injury Accidents in the Vicinity of the Site

Ref No.	Date	Severity	Description
2015471507222	06/12/2015	2 Slight 1 Serious	Apparent head on collision (probably due to a vehicle turning right) involving two light vehicles
2016471605321	04/09/2016	1 Slight 1 Serious	Motorcycle hit the kerb and lost control when turning right
2018471803661	02/07/2018	1 Slight	LGV turning left collided with cyclist

Source: CrashMap Database, 03/02/2020

- 2.7. Based on the information obtained there is no evidence of a pattern of collisions in the immediate locality of the site. There are therefore no particular road safety issues that would be intensified as a result of the proposals.

Local Facilities

- 2.8. A plan which shows the location of the site relative to facilities likely to be required on a regular basis is included at **Figure 2.1**. These include local shops, cash machine, post office and medical facilities, as well as Bognor Regis town centre.

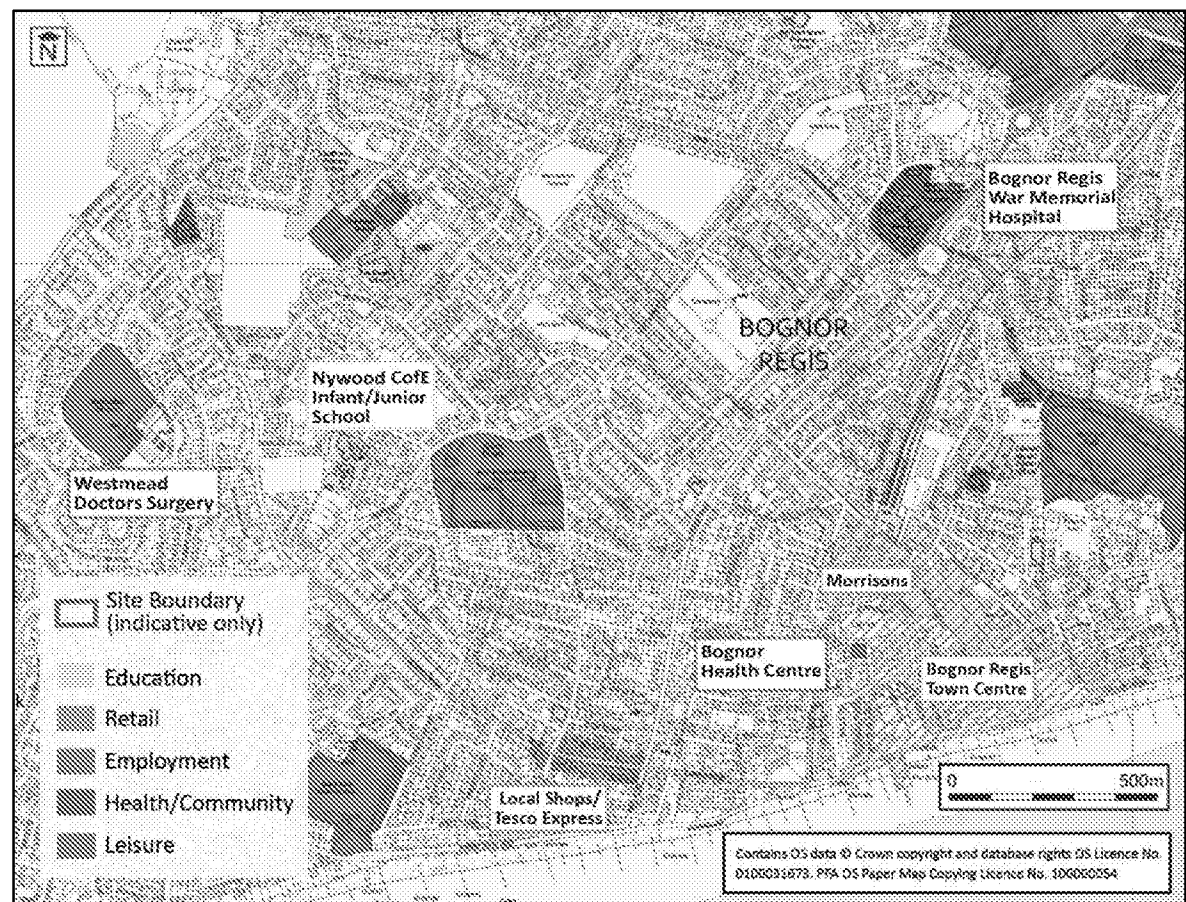


Figure 2.1: Local Facilities

Walking and Cycling

- 2.9. The surrounding area of the proposed development is residential, with pedestrian footways available throughout. This creates a good level of permeability.
- 2.10. As described above, within the immediate vicinity of the site c.1.5m pedestrian footways are present on either side of the carriageway of Nyewood Lane and provide access to Aldwick Road

(the B2166) to the south, where the footways continue on both side of the carriageway. Nyewood Lane has a good coverage of street lighting along its entirety. At the junction between Nyewood Lane and Aldwick Road there are pedestrian refuge islands and associated dropped kerbs to facilitate pedestrian movement across the junction. There are further crossing opportunities for pedestrians c. 150m to the east in the form of a Zebra crossing across Aldwick Road and a signal controlled junction with associated pedestrian crossing infrastructure a further 100m to the east.

- 2.11. Approximately 300m south of the proposed development, Bognor Regis Promenade provides a shared cycleway and footway along the front of the beach, shown in **Figure 2.2** and **Photograph 2.1** below. It continues uninterrupted along the beach front for 4.5km and provides access to the town centre and wider residential areas to the east. It also provides a variety of facilities and seasonal amenities such as coffee huts, a play park and benches for those walking/cycling along it. It measures c.3.5m in width, although at the time of the site visit this width fluctuated along its length due to the encroachment of beach material.
- 2.12. Bognor Regis Promenade is also part of the National Cycle Network Route 2. When complete, the route will link Dover (Kent) with St. Austell in Cornwall via the south coast of England. Currently it provides a route starting at the Bognor Regis Promenade (approximately 300m south of the proposed site) to Littlehampton Railway Station.

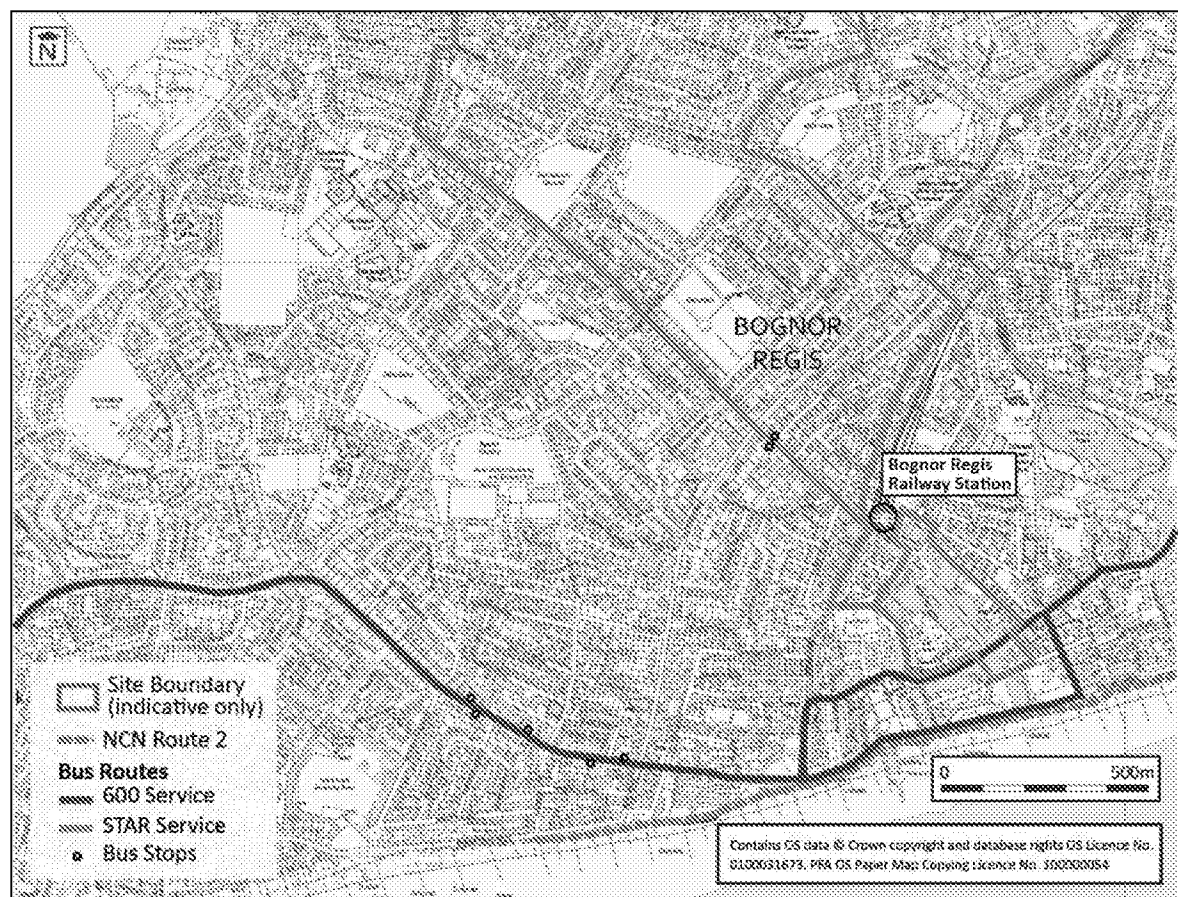


Figure 2.2: Cycling and Public Transport Routes



Photograph 2.1 – The Bognor Regis Promenade

- 2.13. The Department for Transport Manual for Streets, March 2007, states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance. The Institution of Highways and Transportation's (IHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for other purposes.
- 2.14. **Table 2.4** sets out distances to existing local facilities likely to be used by residents of the proposed bedsits (it is assumed that education and childcare facilities might offer employment opportunities).

Table 2.4: Local Facilities

Local Facilities	Location	Distance from Site Centroid (km)
Education	Nyewood Church of England Infant and Junior School	1.30
Local Shop	Tesco Express	0.15
Supermarket	Morrisons	1.30
Pharmacy	Lloyds Pharmacy	1.15
Child Care	Day Care Directory	1.15
Doctor	Bognor Regis Health Centre	1.15
Dentist	myDentist	1.15
Hospital	Bognor Regis War Memorial Hospital	1.80
Town Centre	Bognor Regis Town Centre	1.50
Railway Station	Bognor Regis Railway Station	1.30
Post Office	WHSmith Post Office	1.30
Cash Machine	Tesco Express	0.15
Leisure Centre	The Arena Sports Centre	1.60

Note: Distance is the walking distance from the centre of the site measured along existing roads and footpaths.

- 2.15. **Table 2.4** demonstrates that the proposed development has access to a range of local facilities which are located within desirable walking and cycling distance of the proposed site, therefore reducing the need to travel by car.

Public Transport

- 2.16. The provision of attractive public transport services will allow opportunities for sustainable travel over longer distances.

Local Bus Services

- 2.17. Existing public transport services are available within the town of Bognor Regis. The nearest bus stops to the application site are located along Nyewood Lane and Aldwick Road, no more than around 175m from the proposed site.
- 2.18. **Table 2.5** provides a summary of the regular bus services in the area.

Table 2.5: Summary of Bus Services in the Vicinity of the Site

Service No.	Route	Days	Approximate Frequency		
			First Service	Daytime Frequency	Last Service
600	Chichester – Bognor Regis - Elmer	Mon – Fri	0645	Every 20 Minutes	2147
		Saturday	0710	Every 20 Minutes	2147
		Sunday	0951	Every 60 Minutes	1851
	Elmer – Bognor Regis – Chichester	Mon – Fri	0608	Every 20 Minutes	2128
		Saturday	0633	Every 20 Minutes	2128
		Sunday	0809	Every 60 Minutes	1809
STAR*	Bognor Regis – South and North Bersted – Bognor Regis	Mon – Fri	0747	Every 30 Minutes	1747
		Saturday	0817	Every 60 Minutes	1732
	Bognor Regis – South and North Bersted – Bognor Regis	Mon – Fri	0751	Every 30 Minutes	1751
		Saturday	0751	Every 60 Minutes	1721

Notes:

Bus Times for stops at Nyewood Lane and Aldwick Road

* - STAR Service stop from Linden Road

Information taken from www.traveline.info & www.bustimes.org (January 2020).

- 2.19. Service 600 provides a frequent service between Chichester and Elmer (on the coast to the east of Bognor Regis), Monday to Sunday. In addition to this, a variety of different services provide access to the nearby localities of Aldwick, North Bersted and South Bersted.
- 2.20. As well as the services in **Table 2.5**, bus service 61 Circular provides a service through North Bersted to Aldwick (Monday to Saturday) with three total daily services in the morning and early afternoon. Bus Service 68 routes to South Bersted and Barfoots of Botley (a local employer to the west of Bognor Regis) with two daily services (0530 and 0630) and two services in the opposite direction (1821 and 1921). Service 69 provides services from Wick to Barfoots of Botley and operates the same timetable as the 68. Finally, the 660 Service runs on school days only and provides a service between the Chichester Schools and Bognor Regis.

Rail Services

- 2.21. Bognor Regis railway station is located approximately 1.3km from the application site. Rail services are operated by Southern Railway Company, and provide direct services to London Victoria, Littlehampton and Barnham. The station can be accessed on foot and cycle through the town centre via the Bognor Regis Promenade. It can also be reached via Bus Service STAR and Service 61.

2.22. Table 2.6 provides a summary of the main weekday rail services available from Bognor Regis.

Table 2.6: Summary of Direct Rail Services from Bognor Regis

Train Operator	Route	Weekday Frequency		
		Morning Peak (07:00-10:00)	Daytime	Evening Peak (16:00-19:00)
Southern	to London Victoria	11	24	11
Southern	to Littlehampton	7	12	6
Southern	to Barnham	13	24	12

2.23. Approximate rail journey travel times to key destinations are as follows:-

- to London Victoria – approximately 1 hour and 50 minutes;
- to Littlehampton – approximately 30 minutes;
- to Barnham – approximately 8 minutes;
- to Southampton Central – approximately 1 hour and 30 minutes (1 Change);
- to Brighton – approximately 1 hour and 15 minutes (1 Change);
- to Portsmouth – approximately 1 hour (1 Change).

3. PROPOSED DEVELOPMENT

Proposed Development

- 3.1. The proposal is for a change of use of Aldwick House from a nursing home to bedsits for professional tenants in Bognor Regis, West Sussex. The proposed development will comprise 38 bedsits which will provide accommodation for 52 people.
- 3.2. Proposed site plans are included at **Appendix A**.
- 3.3. The proposals will utilise the existing building and there will be no amendments to the site access or pedestrian infrastructure surrounding the site.

Travel Plan

- 3.4. A Travel Plan has been prepared in conjunction with the Transport Statement in accordance with the latest guidance, including the Planning Practice Guidance to the NPPF. The Travel Plan seeks to encourage travel by sustainable modes of transport rather than single occupancy car. This Travel Plan is designed to be an outline document, and a full Travel Plan is expected to be conditioned following the granting of planning permission. It will then be implemented and monitored according to West Sussex County Council's guidance.

Car Parking

- 3.5. A parking study has been undertaken to assess the availability of on-street parking within the vicinity of the proposed development site. This parking survey was undertaken according to the Lambeth Council Car Parking Survey Methodology, assessing streets which were located within approximately 200m walk from the site. The surveys were undertaken overnight on two weekdays during February 2020, a time when existing parking demand from local residents would be at its greatest.
- 3.6. The results of this car parking survey are summarised within **Table 3.1** below, with the full parking survey results included at **Appendix C**.

Table 3.1: Summary of Car Parking Availability Survey

Location	Spaces Available	Total Spaces	% of Spaces Available
Nyewood Lane (Locations 15,14,11,8,39,24,25,26)	7	26	27.5%
Richmond Avenue (Locations 12, 13)	17	68	25.0%
Total Average (all locations)	116	382	30.3%

Notes: Survey undertaken on 5/2/20 & 6/2/20 between 01:00-05:00.
Space availability reflects a two day average.

- 3.7. **Table 3.1** above illustrates that on Nyewood Lane and Richmond Avenue, the streets adjacent to Aldwick House, there were a total of 24 on-street parking spaces available overnight during a weekday. The total parking survey area, within a radius of approximately 200m of the site, had an availability of 116 spaces, equivalent to 30.3% of parking spaces.
- 3.8. The parking availability detailed above, combined with the measures to reduce car travel which will be implemented through the Travel Plan, will ensure that parking demand can be accommodated within the local highway network through on-street parking, and that no further parking provision will be required.

Cycle Storage

- 3.9. Cycle parking requirements are set out within Table 1 of Principle E within West Sussex County Council's "Guidance on Parking at New Developments", and are summarised in Table 3.2 below.

Table 3.2: Summary of Cycle Parking Requirements

House Type	Requirement	Required Provision
1 Bedroom Flat	0.5 space (if communal) 1 space per dwelling	19 (if communal) 38 (if per dwelling)

- 3.10. The proposed cycle provision totals 40 spaces located within a secure store in a communal area, as shown on the plans reproduced in **Appendix A**, and therefore exceeds the standards required.
- 3.11. The generous provision of cycle storage is intended to encourage cycling as a mode of transport within Bognor Regis.

4. TRIP GENERATION

Trip Generation

- 4.1. Peak hour and daily trip generation, in terms of both person and vehicle trips, has been estimated for the illustrative layout included in **Appendix A** based upon the TRICS database version 7.6.4.
- 4.2. The TRICS database does not have a category for 1 bedroom bedsits, therefore the nearest and most comparable category for trip rates is deemed to be Privately Owned Flats. This category has been interrogated and filtered according to the following criteria:
- Edge of Town Centre and Suburban locations, excluding Town Centre; and
 - 1 bedroom flat developments only.
- 4.3. Person trip rates are set out in **Table 4.1**, and vehicular trip rates in **Table 4.2**. The TRICS data is reproduced in **Appendix D**.

Table 4.1: TRICS Person Trip Generation Rates

	Person Trips per dwelling		
	Arrivals	Departures	Total
08:00-09:00	0.115	0.508	0.623
17:00-18:00	0.607	0.164	0.771
07:00-19:00	2.394	2.573	4.969

Table 4.2: TRICS Vehicular Trip Generation Rates

	All Vehicle Trips per dwelling			OGV Trips per dwelling		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.066	0.279	0.345	0.016	0.016	0.032
17:00-18:00	0.328	0.148	0.476	0.000	0.000	0.000
07:00-19:00	1.229	1.379	2.609	0.049	0.049	0.098

- 4.4. As mentioned above, the TRICS database does not have a category for 'bedsits' therefore further consideration and interrogation of the TRICS database was undertaken in order to assess the robustness of the trip rates provided in **Tables 4.1 & 4.2** above. This further analysis included a trip rate based on 1 bedroom affordable and private flats; and a trip rate per bedroom taken from a range of 1-2 bed flats. Following this further analysis, the trip rates derived from 1 bedroom 'Privately Owned Flats', as shown in **Tables 4.1 & 4.2**, were chosen as being the highest representative of the likely trip generation.
- 4.5. These trip rates have been used to provide a robust assessment of the potential trip generation for the site layout included at **Appendix A**. Predicted person trips based on 38 separate 1-bed dwellings are summarised in **Table 4.3**, and vehicular trips in **Table 4.4**.

Table 4.3: Predicted Person Trip Generation

	Person Trips		
	Arrivals	Departures	Total
08:00-09:00	4	19	24
17:00-18:00	23	6	29
07:00-19:00	91	98	189

Note: Minor errors due to rounding

Table 4.4: Predicted Vehicular Trip Generation

	All Vehicle Trips			OGV Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	3	11	13	1	1	1
17:00-18:00	12	6	18	0	0	0
07:00-19:00	47	52	99	2	2	4

Note: Minor errors due to rounding

- 4.6. Based upon the TRICS data the proposed 38 bedsits are predicted to generate 24 person trips including 13 vehicle trips during the AM peak hour, and 29 person trips including 18 vehicle trips in the PM peak hour. This level of traffic generation is not expected to have a material impact on the local area.

Modal Split

- 4.7. Modal split has been calculated based on the TRICS data. In addition modal split for the 'Arun 017 Middle Super Output Area' which covers Bognor Regis has been calculated from the 2011 Census Journey to Work data to validate the trip rates as being representative of the local area. These are both shown below in **Table 4.5**, and a summary of the Census data is provided at **Appendix E**.

Table 4.5: Modal Split

	Walk	Cycle	Public Transport	Vehicle Passenger	Vehicle Driver	Total
TRICS	26.3%	0.0%	7.9%	10.4%	55.4%	100%
2011 Census JTW data	29.1%	3.5%	9.8%	12.1%	45.5%	100%

Notes: TRICS modal split is based on two way AM Peak (08:00-09:00) trip rates.

2011 Census JTW data excludes those 'Working From Home', and 'Other'.

- 4.8. The modal split displayed in **Table 4.5** above illustrate that within Bognor Regis there is a lower proportion of vehicle drivers than suggested by the TRICS data, with a significant proportion (almost 30%) of pedestrians. This modal split is expected to be reflected within the travel characteristics of the proposed development due to its close proximity to the town centre for employment and leisure trip purposes, and to bus stops and Bognor Regis train station for longer journeys.
- 4.9. The predicted vehicular trip generation set out in paragraphs 4.1 to 4.6 is therefore considered to represent the worst case.

Potential Parking Demand

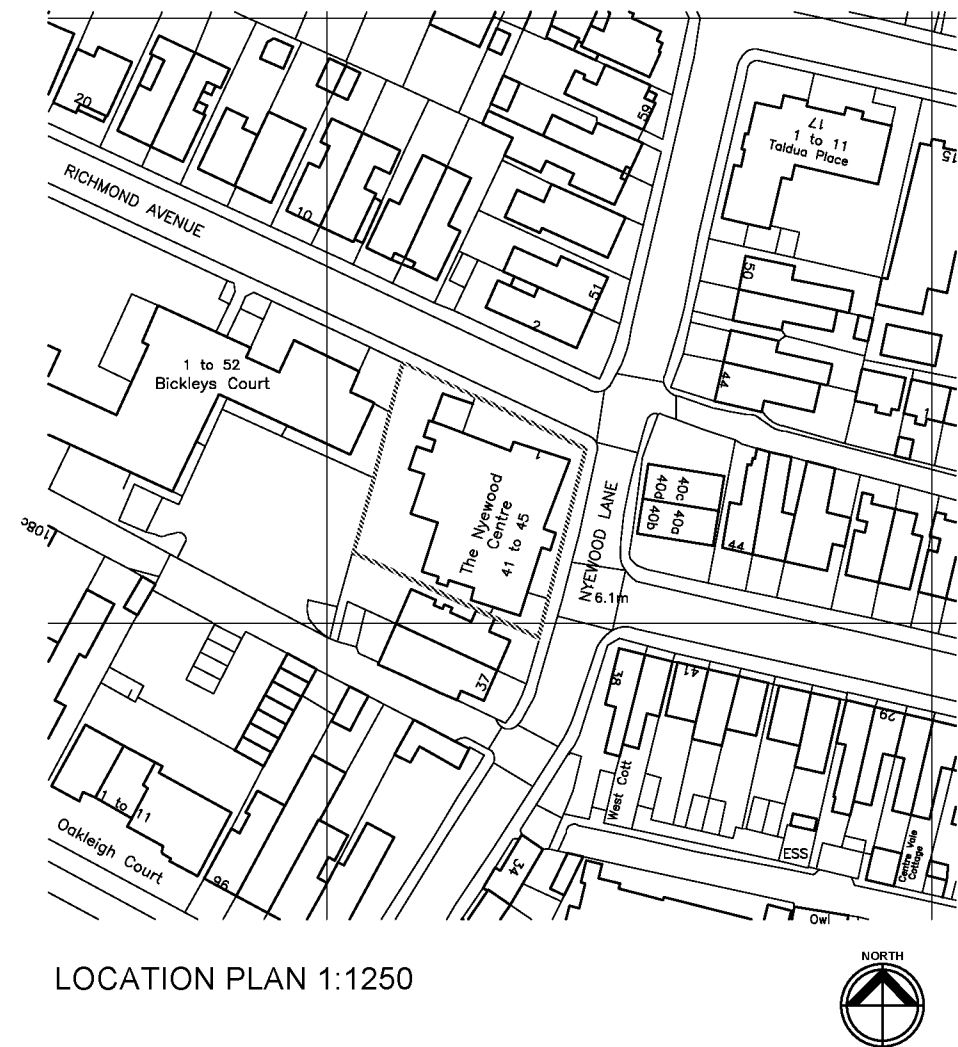
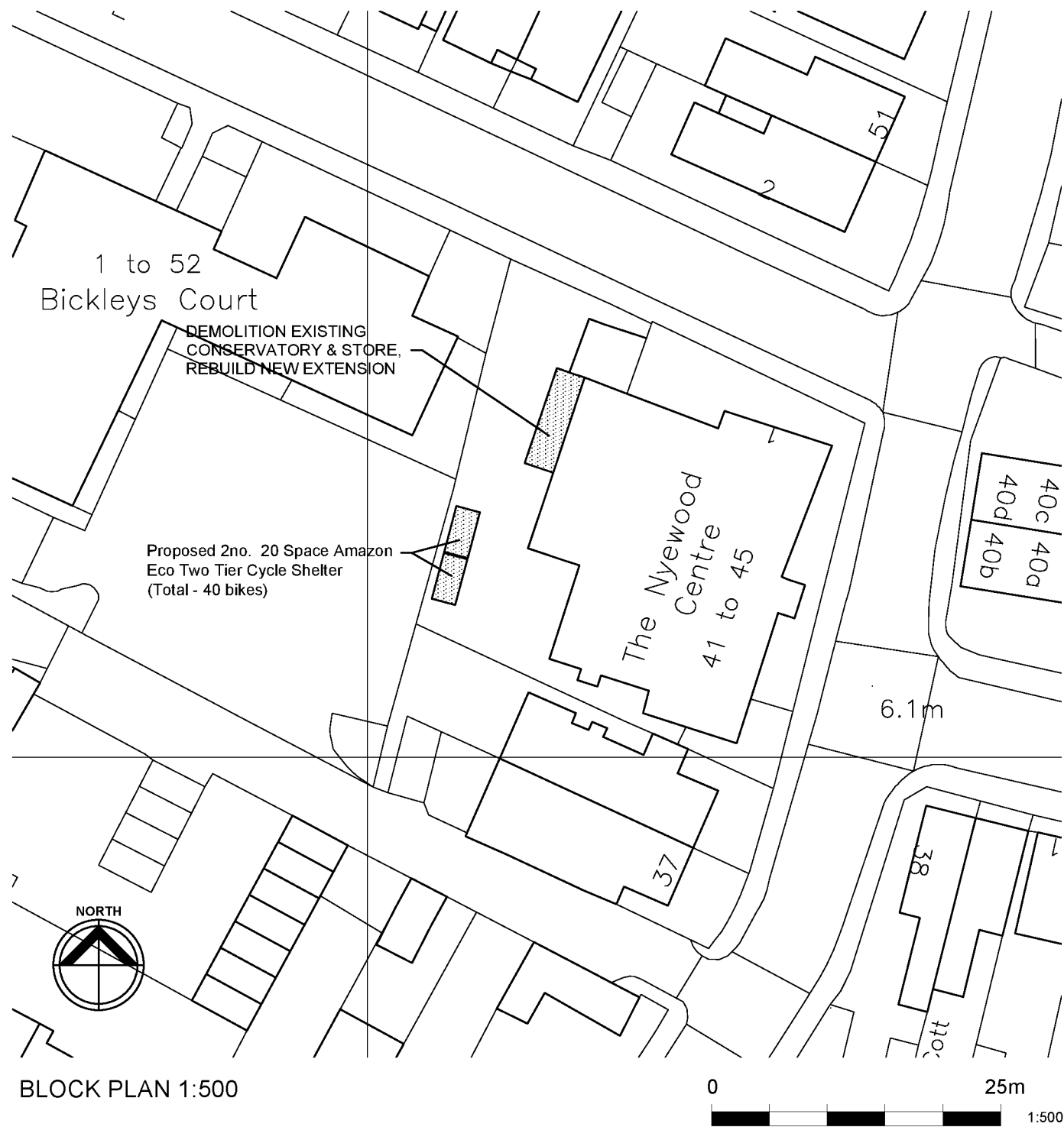
- 4.10. Based upon the modal split, the opportunities for travel by sustainable modes, and the nature of the proposed development, the aim will be for no more than 45% - 55% of the bedsit tenants to require car parking within the local area. This amounts to a demand for 17 – 21 on street parking spaces, well within the capacity of the surrounding area, as discussed in Section 3.

5. SUMMARY AND CONCLUSIONS

- 5.1. This Transport Statement has been prepared by PFA Consulting on behalf of Gatwick Bedsits in support of a planning application for a change of use to Aldwick House in Bognor Regis from a nursing home to bedsits for professional tenants. The proposed development will comprise 38 bedsits to provide accommodation for 52 people.
- 5.2. Aldwick House is well located in relation to existing local facilities, Bognor Regis town centre, and a range of public transport services, providing good opportunities for residents to travel by sustainable modes.
- 5.3. The proposed 38 bedsits are predicted to generate 24 person trips including 13 vehicle trips during the AM peak hour, and 29 person trips including 18 vehicle trips in the PM peak hour. This level of traffic generation is not expected to have a material impact on the local area.
- 5.4. A survey has been undertaken of the availability of on street parking in the vicinity of Aldwick House, and demonstrates that sufficient on street parking spaces are available to accommodate the potential demand from residents of the proposed development.
- 5.5. The proposed development accords with national and local policy, in that it will provide a sustainable development. It will have good access to local facilities without the need for car travel, thus encouraging travel by sustainable modes. There is therefore no reason in transport terms why the proposed development should not be permitted.

Appendices

Appendix A



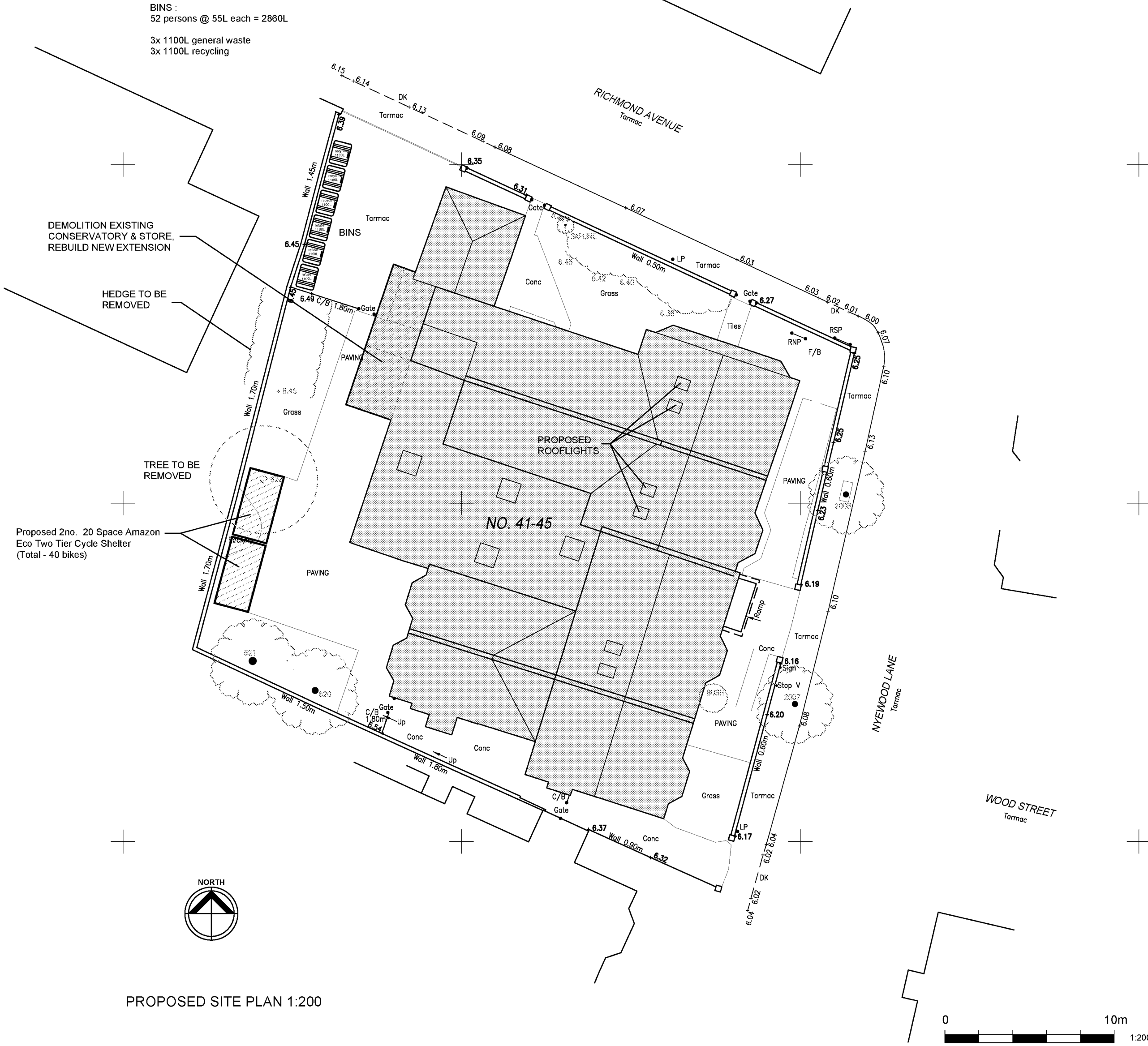
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	DRAWING TITLE: LOCATION & BLOCK PLAN		SCALE: 1:500 1:1250
	DRAWING STATUS: PLANNING		PROJECT CODE: 1916
	DRAW DATE: 29.10.19		DRAWN: AC
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EXISTING SITE PLAN 1:200

Tree Schedule					
Pt No	Spread	Bole	Height	Feature	
2007	4.5	0.31	4	TREEUNK	
2008	4.5	0.31	4	TREEUNK	
2974	1	.075		SAPLING	
620	5	0.35	5	FRUIT	
621	5	0.42	5	FIR	
622	6	0.38	7	CYPRESS	



PROPOSED SITE PLAN 1:200

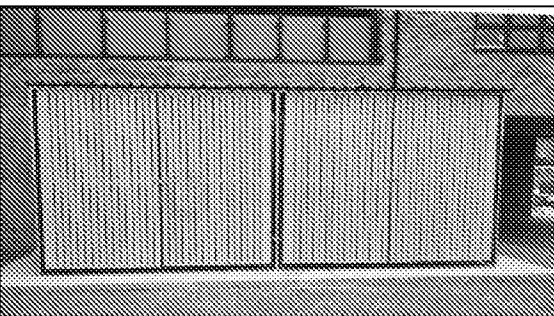
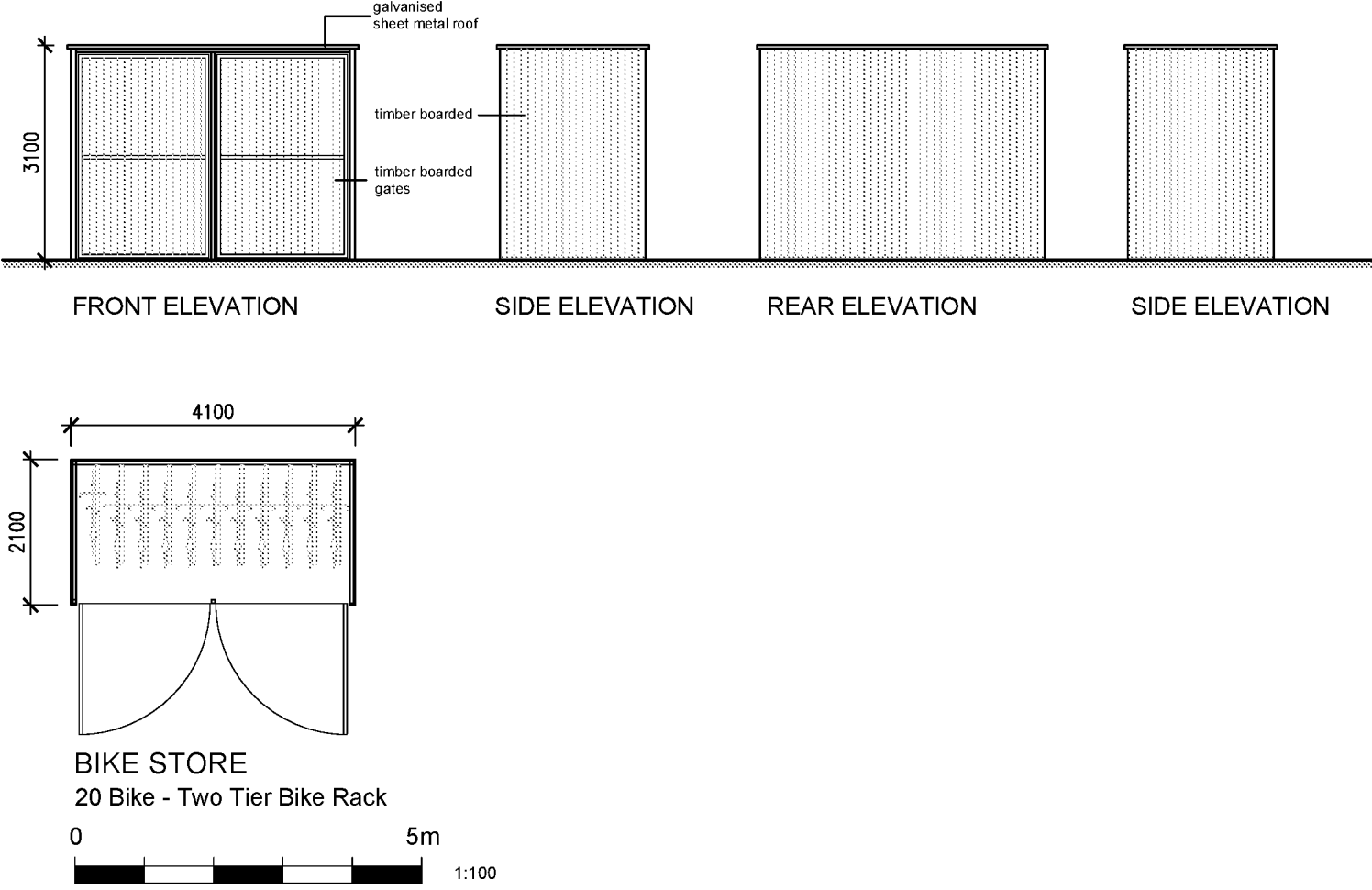


Image of Bike Store
(not to scale)

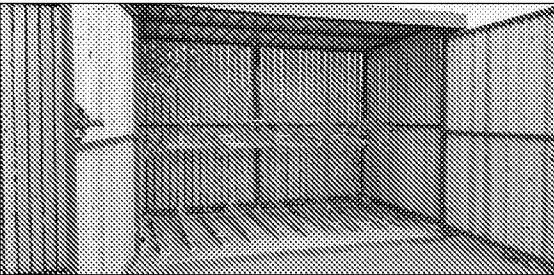
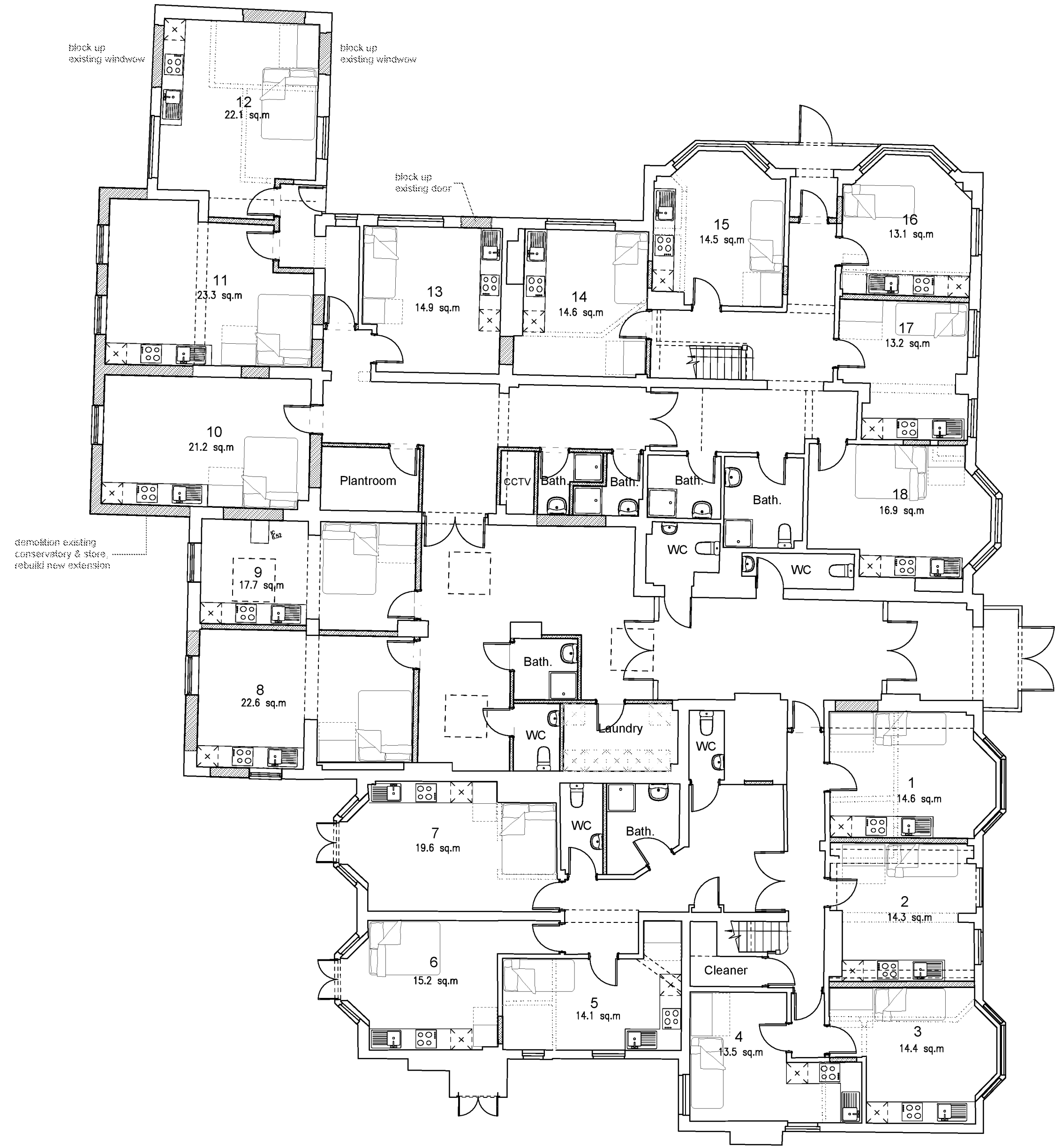


Image of Two Tier Bike Racks
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SITE PLAN				1:100 1:200				1916				
DRAWING DATE				DRAWN				CHECKED				
29.10.19				AC				PL-01				
DRAWING DESIGN				REVISION DATE				REVISION				
PLANNING												

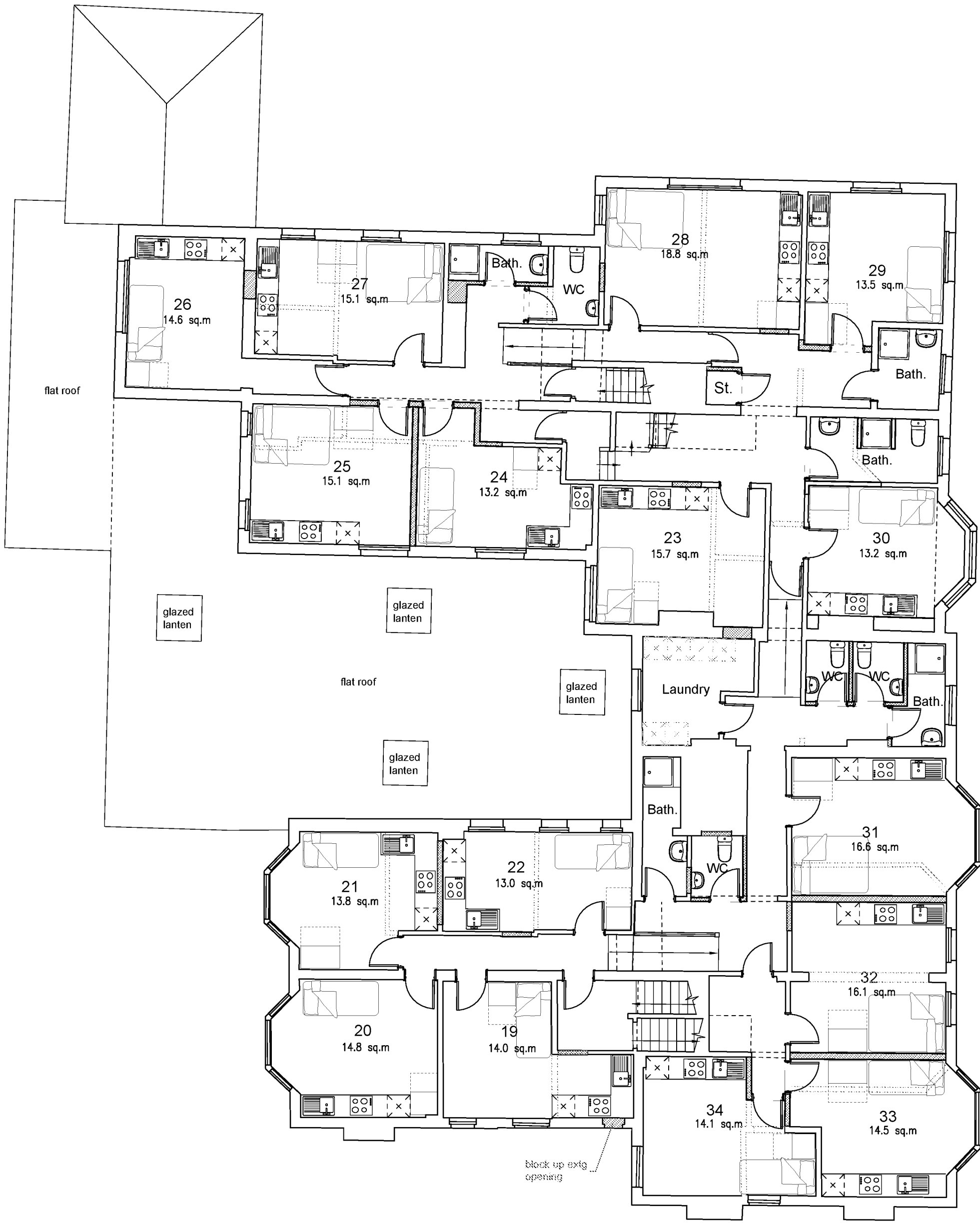


GROUND FLOOR PLAN

HMO REQUIREMENT
11-15 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
3 bathrooms AND
3 separate WCs with wash hand basins (2 of the WCs can be contained within 2 of the bathrooms)

GROUND FLOOR TOTALS
10x Single person bedsits
8x double person bedsits
26 PERSONS TOTAL

AMENITIES
1no. Shower room containing a WC
5no. Shower rooms
5no. Separate WC



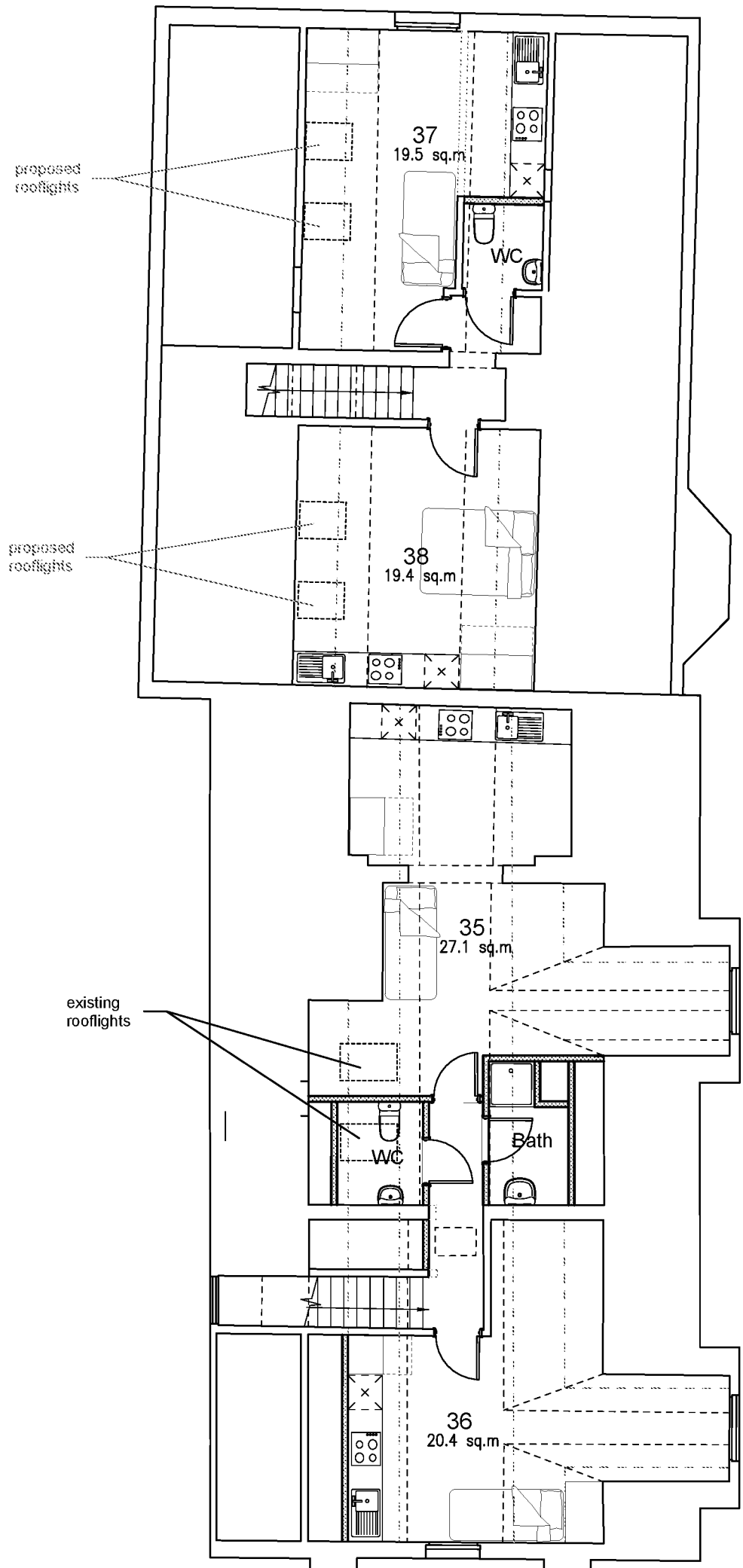
FIRST FLOOR PLAN

HMO REQUIREMENT
6 - 10 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
2 bathrooms AND
2 separate WCs with wash hand basins (1 of the WCs can be contained within 1 of the bathrooms)

11-15 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
3 bathrooms AND
3 separate WCs with wash hand basins (2 of the WCs can be contained within 2 of the bathrooms)

GROUND FLOOR TOTALS
11x Single person bedsits
5x double person bedsits
21 PERSONS TOTAL

AMENITIES
1no. Shower room containing a WC
4no. Shower rooms
4no. Separate WC



SECOND FLOOR / ROOF PLAN

HMO REQUIREMENT
5 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
1 bathroom AND
1 separate WC with wash hand basin (but the WC can be contained within a second bathroom)

GROUND FLOOR TOTALS
3x Single person bedsits
1x double person bedsits
5 PERSONS TOTAL

AMENITIES
1no. Shower rooms
2no. Separate WC

REVISION	DATE	DRAWN	CHECKED	DESCRIPTION	REVISION	DATE	DRAWN	CHECKED	DESCRIPTION	NOTES	KEY PLAN	NORTH POINT
										© CONCEPT STUDIO - 2001 ALL RIGHTS RESERVED. NO PART OF THIS DRAWING MAY BE REPRODUCED, STORED, RETRIEVED, TRANSMITTED, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, WITHOUT THE PRIOR WRITTEN PERMISSION OF CONCEPT STUDIO. DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AS WORK COMMENCES AND ANY EMISSIONS OR DISCREPANCIES TO BE REPORTED TO CONCEPT STUDIO IMMEDIATELY. CONCEPT STUDIO ACCEPTS RESPONSIBILITY FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT AND THE CLIENTS ACT THEREON		

CS

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www.conceptstudiomk.co.uk

DRAWING TITLE

PROPOSED
STUDIO / BEDSIT LAYOUT

DRAWING DATE

29.10.19

AC

DRAWING NUMBER

PL-05

REVISION DATE

REVISION

PROJECT

ALDWICK HOUSE
41-45 NYEWOOD LANE
BOGNOR REGIS, PO21 2SJ

SCALE

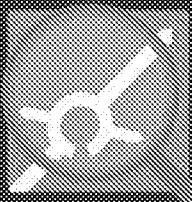
1:100

PROJECT CODE

1916

ARMY DISTRICT COUNCIL EMBLEM

Appendix B



crashmap.co.uk

Crash Date: Sunday, December 06, 2015 **Time of Crash:** 4:50:00 PM **Crash Reference:** 2015471507222

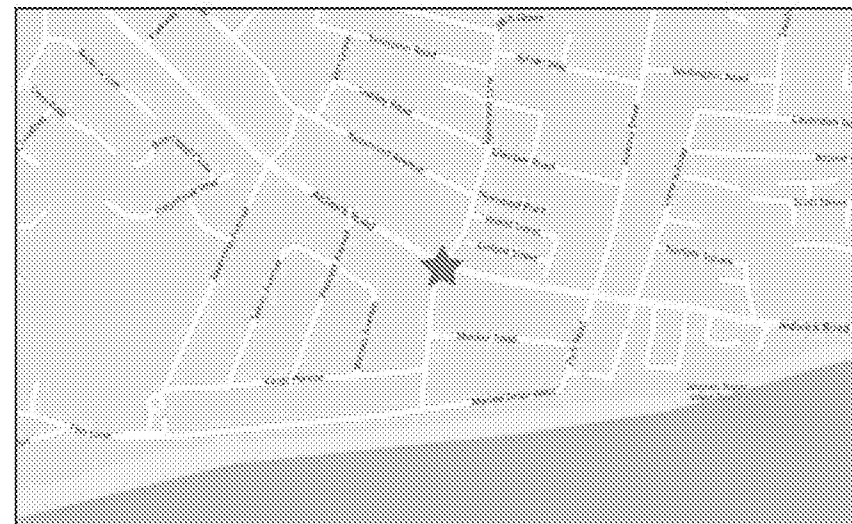
Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Other
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B2166

Number of Casualties: 3

Number of Vehicles: 2

OS Grid Reference: 492605 98826



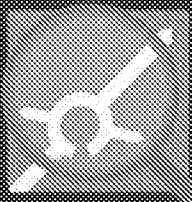
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

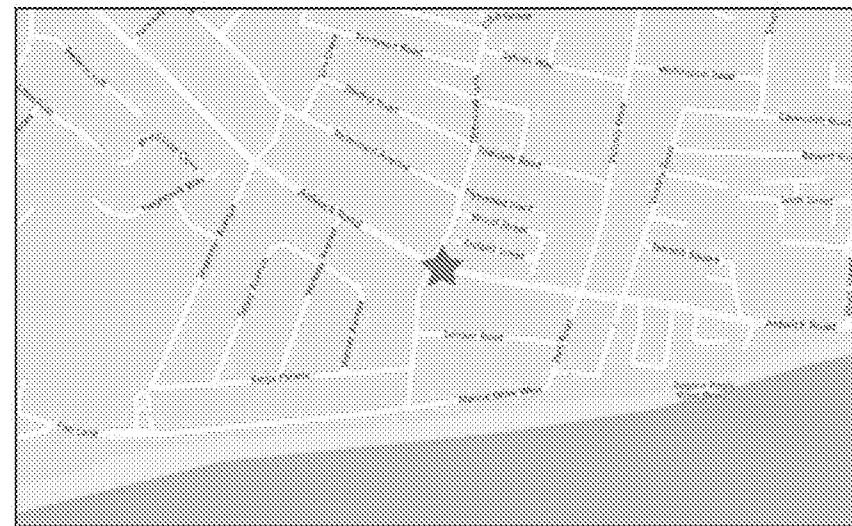
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



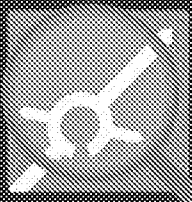
crashmap.co.uk

Crash Date: Sunday, September 04, 2016 **Time of Crash:** 12:31:00 PM **Crash Reference:** 2016471605321

Highest Injury Severity:	Serious	Road Number:	B2166	Number of Casualties:	2
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Arun District			OS Grid Reference:	492624 98824
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

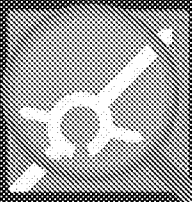
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	10	Female	11 - 15	Vehicle is in the act of turning right	Front	Other	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date: Monday, July 02, 2018 **Time of Crash:** 5:45:00 PM **Crash Reference:** 2018471803661

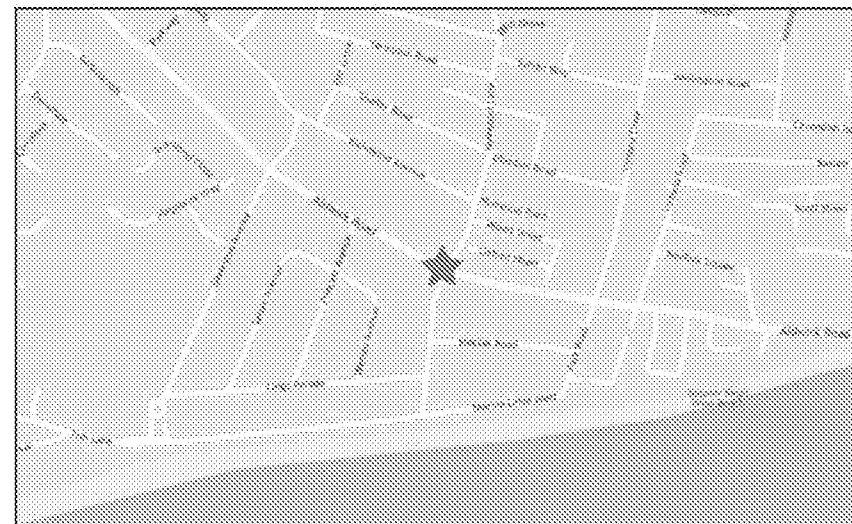
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B2166

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 492600 98833



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	56 - 65	Vehicle is in the act of turning left	Front	Journey as part of work	None	None

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Appendix C

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH & THURSDAY 6TH FEBRUARY 2020

LOCATION : BOGNOR REGIS, WEST SUSSEX

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES	OBSERVED SPACES
ELLASDALE ROAD	1	DOUBLE YELLOW	15		
		UNRESTRICTED	75.2	14	12
		DROP KERB	30.7		
GLENCATHARA ROAD	2	UNRESTRICTED	19	3	3
		DROP KERB	58.7		
	3	UNRESTRICTED	34.1	5	5
		DROP KERB	97.6		
NYEWOOD LANE	4	UNRESTRICTED	27.2	5	4
		DROP KERB	12.9		
	5	UNRESTRICTED	34	6	4
KEATS WALK	6	UNRESTRICTED	71.3	5	5
		DROP KERB	4.3		
	7	UNRESTRICTED	50.1	5	5
		DROP KERB	26.9		
NYEWOOD LANE	8	UNRESTRICTED	18.9	3	3
		UNRESTRICTED - TOO NARROW FOR PARKING	31.9		
		DROP KERB	18.3		
SHELLEY ROAD	9	UNRESTRICTED	175.1	27	28
		DROP KERB	62.1		
	10	UNRESTRICTED	178.2	29	27
		DROP KERB	61.9		
NYEWOOD LANE	11	UNRESTRICTED	57.3	11	10
		DROP KERB	5.7		
RICHMOND AVEUNE	12	UNRESTRICTED	205.8	37	32
		DOCTORS BAY	5.3	1	1
		DROP KERB	44.8		
	13	UNRESTRICTED	212.9	37	35
		KEEP CLEAR	14.9	1	
		DOUBLE YELLOW	5.6		
NYEWOOD LANE	14	DOUBLE YELLOW	49.6		
	15	DOUBLE YELLOW	53.4		
ALDWICK ROAD	16	DOUBLE YELLOW	132.4		
		UNRESTRICTED	94.4	16	15
		BUS STOP	9.6		
		DISABLED BAY	5.6	1	1
		DROP KERB	36.9		
	17	DOUBLE YELLOW	24.2		
		UNRESTRICTED	43.8	5	7
		BUS STOP	11.3		
		DROP KERB	49.5		
	18	DOUBLE YELLOW	67.2		
UNRESTRICTED		30.6	5	6	
DROP KERB		35.8			
NYEWOOD LANE	19	DOUBLE YELLOW	62.9		
		PARKING MON-SAT 9am-6pm 1 hr. No return within 1 hr	51.9	8	9
		DROP KERB	29.4		
		DROP KERB / SINGLE YELLOW	42.7		
	20	DOUBLE YELLOW	38.6		
		DROP KERB / SINGLE YELLOW	42.7		
ARUN DISTRICT COUNCIL BR 86/20/PL			SINGLE YELLOW 8am-6pm	14.6	

WEDNESDAY 5TH FEB 2020		
05:00		
PARKED	OBSERVED SPACES	STREET STRESS
6	6	50.00%
1	2	33.33%
4	1	80.00%
1		
2	2	50.00%
1	3	25.00%
0	5	0.00%
0	5	0.00%
0	3	0.00%
15	13	53.57%
18	9	66.67%
8	2	80.00%
22	10	68.75%
0	1	0.00%
27	8	77.14%
15	0	100.00%
1	0	100.00%
5	2	71.43%
6	0	100.00%
8	1	88.89%

THURSDAY 6TH FEB 2020		
01:00		
PARKED	OBSERVED SPACES	STREET STRESS
6	6	50.00%
1	2	33.33%
3	2	60.00%
2	2	50.00%
1	3	25.00%
0	5	0.00%
0	5	0.00%
0	3	0.00%
16	12	57.14%
17	10	62.96%
10	0	100.00%
25	7	78.13%
0	1	0.00%
28	7	80.00%
13	2	86.67%
1	0	100.00%
4	3	57.14%
5	1	83.33%
5	3	62.50%

ALDWICK ROAD	21	DOUBLE YELLOW	46						1		
		PARKING MON-SAT 9am-6pm 1 hr. No return within 1 hr	77.6	14	14	10	4	71.43%	8	6	57.14%
		PEDESTRIAN CROSSING MARKINGS	27.5								
		BUS STOP	24.7								
		DISABLED BAY	5.5	1	1	0	1	0.00%	0	1	0.00%
		SINGLE YELLOW 8am-6pm	21.7			1					
		DROP KERB	4.7								
VICTORIA DRIVE	22	DOUBLE YELLOW	56.2								
		UNRESTRICTED	97.8	18	16	13	3	81.25%	16	0	100.00%
		DROP KERB	9.4			1					
ELLASDALE ROAD	23	DOUBLE YELLOW	15								
		UNRESTRICTED	137.3	24	22	10	12	45.45%	8	14	36.36%
		DROP KERB	41								
NYEWOOD LANE	24	UNRESTRICTED	30.9	6	3	2	1	66.67%	3	0	100.00%
		DROP KERB	24.4								
	25	UNRESTRICTED	2								
		DOUBLE YELLOW	23.8								
	26	DOUBLE YELLOW	78								
ALDWICK ROAD	27	DOUBLE YELLOW	65.7								
		PARKING MON-SAT 9am-6pm 1 hr. No return within 1 hr	42.6	8	7	3	4	42.86%	5	2	71.43%
		PEDESTRIAN CROSSING MARKINGS	23.5								
CHARLWOOD ST	28	UNRESTRICTED	15	3	3	3	0	100.00%	3	0	100.00%
		DOUBLE YELLOW	19.7						1		
OXFORD STREET	29	DOUBLE YELLOW	60.1								
		SINGLE YELLOW 8am-6pm TOO NARROW	11.7								
		DROP KERB	49.4								
	30	DOUBLE YELLOW	46.7						1		
		DROP KERB / SINGLE YELLOW	46.8			3			3		
		SINGLE YELLOW 8am-6pm	21.6			4	0	100.00%	3	1	75.00%
		UNRESTRICTED	5.5	1		1	0	100.00%	1	0	100.00%
CHARLWOOD ST	31	UNRESTRICTED	12.2	2	2	2	0	100.00%	2	0	100.00%
		DOUBLE YELLOW	19								
WOOD STREET	32	UNRESTRICTED	107.1	21	20	19	1	95.00%	19	1	95.00%
		DOUBLE YELLOW	20.7								
	33	DOUBLE YELLOW	16.5								
		UNRESTRICTED	97	18	18	17	1	94.44%	18	0	100.00%
		DISABLED BAY	13.9	2		2	0	100.00%	2	0	100.00%
CHARLWOOD ST	34	SINGLE YELLOW 8am-6pm	49.7	9	7	7	0	100.00%	7	0	100.00%
		DOUBLE YELLOW	35.8								
ALDWICK ROAD	35	DOUBLE YELLOW	48.6								
VICTORIA DRIVE	36	DOUBLE YELLOW	47.5								
		UNRESTRICTED	84.7	16	14	14	0	100.00%	14	0	100.00%
		DROP KERB	23.3								
GLENATHARA ROAD	37	UNRESTRICTED	57.5	10	9	1	8	11.11%	2	7	22.22%
		DROP KERB	7.5								
	38	UNRESTRICTED	26.2	5	4	0	4	0.00%	1	2	33.33%
		DROP KERB	42.3			1			1		
NYEWOOD LANE	39	UNRESTRICTED	56.7	11	10	8	2	80.00%	6	3	66.67%
		DROP KERB	5								
ELLASDALE ROAD	40	UNRESTRICTED	54.2	10	7	5	2	71.43%	3	4	42.86%
		DROP KERB	3								





Appendix D

Calculation Reference: AUDIT-712101-200203-0228

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST 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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 12 to 33 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces 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: 01/01/03 to 13/11/18

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
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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	1
Suburban Area (PPS6 Out of Centre)	2

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	2
Built-Up 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:

C3

3 days

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

Population within 1 mile:

1,001 to 5,000

1 days

20,001 to 25,000

2 days

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

Population within 5 miles:

25,001 to 50,000

1 days

125,001 to 250,000

2 days

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

Car ownership within 5 miles:

1.1 to 1.5

3 days

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

Travel Plan:

No

3 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

3 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET KENDAL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
2	HC-03-C-02	FLATS	HAMPSHIRE
	WORTING ROAD BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	21/10/10	Survey Type: MANUAL
3	WY-03-C-02	BLOCK OF FLATS	WEST YORKSHIRE
	KINGS MILL LANE HUDDERSFIELD ASPLEY		
	Edge of Town Centre Built-Up Zone		
	Total Number of dwellings:	12	
	Survey date: WEDNESDAY	13/09/06	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
BD-03-C-01	Includes 2 Bed Flats
BD-03-C-02	Includes 2 Bed Flats
BD-03-C-03	Includes 2 Bed Flats
BR-03-C-01	Includes 2 Bed Flats
CA-03-C-02	Includes 2 Bed Flats
CA-03-C-03	Includes 2 Bed Flats
CB-03-C-02	Includes 2 Bed Flats
CH-03-C-01	Includes 2 Bed Flats
DC-03-C-01	Includes 2 Bed Flats
DC-03-C-02	Includes 2 Bed Flats
DS-03-C-01	Includes 2 Bed Flats
DS-03-C-02	Includes 2 Bed Flats
EX-03-C-01	Includes 2 Bed Flats
EX-03-C-02	Includes 2 Bed Flats
HC-03-C-01	Includes 2 Bed Flats
HF-03-C-02	Includes 2 Bed Flats
MS-03-C-01	Includes 2 Bed Flats
MS-03-C-02	Includes 2 Bed Flats
MS-03-C-03	Includes 2 Bed Flats
NF-03-C-01	Includes 2 Bed Flats
NR-03-C-01	Includes 2 Bed Flats
NT-03-C-01	Includes 2 Bed Flats
NT-03-C-02	Includes 2 Bed Flats
NY-03-C-01	Includes 2 Bed Flats
OX-03-C-01	Includes 2 Bed Flats
RI-03-C-01	Includes 2 Bed Flats
SC-03-C-01	Includes 2 Bed Flats
SC-03-C-02	Includes 2 Bed Flats
SC-03-C-03	Includes 2 Bed Flats
SC-03-C-04	Includes 2 Bed Flats
SF-03-C-01	Includes 2 Bed Flats
SF-03-C-03	Includes 2 Bed Flats
ST-03-C-01	Includes 2 Bed Flats
TV-03-C-01	Includes 2 Bed Flats
TV-03-C-02	Includes 2 Bed Flats
WM-03-C-03	Includes 2 Bed Flats
WY-03-C-01	Includes 2 Bed Flats

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.016	3	20	0.082	3	20	0.098
08:00 - 09:00	3	20	0.066	3	20	0.279	3	20	0.345
09:00 - 10:00	3	20	0.033	3	20	0.148	3	20	0.181
10:00 - 11:00	3	20	0.115	3	20	0.066	3	20	0.181
11:00 - 12:00	3	20	0.098	3	20	0.115	3	20	0.213
12:00 - 13:00	3	20	0.115	3	20	0.082	3	20	0.197
13:00 - 14:00	3	20	0.049	3	20	0.082	3	20	0.131
14:00 - 15:00	3	20	0.115	3	20	0.148	3	20	0.263
15:00 - 16:00	3	20	0.098	3	20	0.049	3	20	0.147
16:00 - 17:00	3	20	0.049	3	20	0.082	3	20	0.131
17:00 - 18:00	3	20	0.328	3	20	0.148	3	20	0.476
18:00 - 19:00	3	20	0.148	3	20	0.098	3	20	0.246
19:00 - 20:00	1	16	0.250	1	16	0.188	1	16	0.438
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.250	1	16	0.125	1	16	0.375
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.792			1.692			3.484

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:	12 - 33 (units:)
Survey date range:	01/01/03 - 13/11/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	37

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.

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

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.000	3	20	0.000	3	20	0.000
08:00 - 09:00	3	20	0.016	3	20	0.016	3	20	0.032
09:00 - 10:00	3	20	0.000	3	20	0.000	3	20	0.000
10:00 - 11:00	3	20	0.000	3	20	0.000	3	20	0.000
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.033	3	20	0.033	3	20	0.066
13:00 - 14:00	3	20	0.000	3	20	0.000	3	20	0.000
14:00 - 15:00	3	20	0.000	3	20	0.000	3	20	0.000
15:00 - 16:00	3	20	0.000	3	20	0.000	3	20	0.000
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.000	3	20	0.000	3	20	0.000
18:00 - 19:00	3	20	0.000	3	20	0.000	3	20	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			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

MULTI-MODAL PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.000	3	20	0.000	3	20	0.000
08:00 - 09:00	3	20	0.000	3	20	0.000	3	20	0.000
09:00 - 10:00	3	20	0.000	3	20	0.000	3	20	0.000
10:00 - 11:00	3	20	0.000	3	20	0.000	3	20	0.000
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.000	3	20	0.000	3	20	0.000
13:00 - 14:00	3	20	0.000	3	20	0.000	3	20	0.000
14:00 - 15:00	3	20	0.000	3	20	0.000	3	20	0.000
15:00 - 16:00	3	20	0.000	3	20	0.000	3	20	0.000
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.016	3	20	0.016	3	20	0.032
18:00 - 19:00	3	20	0.000	3	20	0.000	3	20	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.033	3	20	0.033	3	20	0.066
08:00 - 09:00	3	20	0.000	3	20	0.000	3	20	0.000
09:00 - 10:00	3	20	0.033	3	20	0.033	3	20	0.066
10:00 - 11:00	3	20	0.000	3	20	0.000	3	20	0.000
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.000	3	20	0.000	3	20	0.000
13:00 - 14:00	3	20	0.000	3	20	0.000	3	20	0.000
14:00 - 15:00	3	20	0.000	3	20	0.000	3	20	0.000
15:00 - 16:00	3	20	0.000	3	20	0.000	3	20	0.000
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.000	3	20	0.000	3	20	0.000
18:00 - 19:00	3	20	0.000	3	20	0.000	3	20	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.016	3	20	0.115	3	20	0.131
08:00 - 09:00	3	20	0.082	3	20	0.328	3	20	0.410
09:00 - 10:00	3	20	0.049	3	20	0.197	3	20	0.246
10:00 - 11:00	3	20	0.131	3	20	0.066	3	20	0.197
11:00 - 12:00	3	20	0.180	3	20	0.131	3	20	0.311
12:00 - 13:00	3	20	0.115	3	20	0.115	3	20	0.230
13:00 - 14:00	3	20	0.066	3	20	0.115	3	20	0.181
14:00 - 15:00	3	20	0.115	3	20	0.246	3	20	0.361
15:00 - 16:00	3	20	0.148	3	20	0.066	3	20	0.214
16:00 - 17:00	3	20	0.082	3	20	0.131	3	20	0.213
17:00 - 18:00	3	20	0.443	3	20	0.148	3	20	0.591
18:00 - 19:00	3	20	0.197	3	20	0.164	3	20	0.361
19:00 - 20:00	1	16	0.313	1	16	0.375	1	16	0.687
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.500	1	16	0.188	1	16	0.688
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.498			2.385			4.883

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.016	3	20	0.066	3	20	0.082
08:00 - 09:00	3	20	0.033	3	20	0.131	3	20	0.164
09:00 - 10:00	3	20	0.016	3	20	0.082	3	20	0.098
10:00 - 11:00	3	20	0.016	3	20	0.016	3	20	0.032
11:00 - 12:00	3	20	0.049	3	20	0.049	3	20	0.098
12:00 - 13:00	3	20	0.033	3	20	0.033	3	20	0.066
13:00 - 14:00	3	20	0.049	3	20	0.016	3	20	0.065
14:00 - 15:00	3	20	0.000	3	20	0.016	3	20	0.016
15:00 - 16:00	3	20	0.066	3	20	0.049	3	20	0.115
16:00 - 17:00	3	20	0.115	3	20	0.033	3	20	0.148
17:00 - 18:00	3	20	0.098	3	20	0.000	3	20	0.098
18:00 - 19:00	3	20	0.049	3	20	0.049	3	20	0.098
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.540			0.540			1.080

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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

MULTI-MODAL BUS/ TRAM PASSENGERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.000	3	20	0.016	3	20	0.016
08:00 - 09:00	3	20	0.000	3	20	0.049	3	20	0.049
09:00 - 10:00	3	20	0.000	3	20	0.000	3	20	0.000
10:00 - 11:00	3	20	0.000	3	20	0.016	3	20	0.016
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.000	3	20	0.016	3	20	0.016
13:00 - 14:00	3	20	0.016	3	20	0.000	3	20	0.016
14:00 - 15:00	3	20	0.016	3	20	0.000	3	20	0.016
15:00 - 16:00	3	20	0.016	3	20	0.033	3	20	0.049
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.016	3	20	0.000	3	20	0.016
18:00 - 19:00	3	20	0.049	3	20	0.000	3	20	0.049
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.130			0.243

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

MULTI-MODAL COACH PASSENGERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.000	3	20	0.000	3	20	0.000
08:00 - 09:00	3	20	0.000	3	20	0.000	3	20	0.000
09:00 - 10:00	3	20	0.000	3	20	0.000	3	20	0.000
10:00 - 11:00	3	20	0.000	3	20	0.000	3	20	0.000
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.000	3	20	0.000	3	20	0.000
13:00 - 14:00	3	20	0.000	3	20	0.000	3	20	0.000
14:00 - 15:00	3	20	0.000	3	20	0.000	3	20	0.000
15:00 - 16:00	3	20	0.000	3	20	0.000	3	20	0.000
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.049	3	20	0.016	3	20	0.065
18:00 - 19:00	3	20	0.000	3	20	0.000	3	20	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.016			0.065

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.000	3	20	0.016	3	20	0.016
08:00 - 09:00	3	20	0.000	3	20	0.049	3	20	0.049
09:00 - 10:00	3	20	0.000	3	20	0.000	3	20	0.000
10:00 - 11:00	3	20	0.000	3	20	0.016	3	20	0.016
11:00 - 12:00	3	20	0.000	3	20	0.000	3	20	0.000
12:00 - 13:00	3	20	0.000	3	20	0.016	3	20	0.016
13:00 - 14:00	3	20	0.016	3	20	0.000	3	20	0.016
14:00 - 15:00	3	20	0.016	3	20	0.000	3	20	0.016
15:00 - 16:00	3	20	0.016	3	20	0.033	3	20	0.049
16:00 - 17:00	3	20	0.000	3	20	0.000	3	20	0.000
17:00 - 18:00	3	20	0.066	3	20	0.016	3	20	0.082
18:00 - 19:00	3	20	0.049	3	20	0.000	3	20	0.049
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.163			0.146			0.309

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	20	0.066	3	20	0.230	3	20	0.296
08:00 - 09:00	3	20	0.115	3	20	0.508	3	20	0.623
09:00 - 10:00	3	20	0.098	3	20	0.311	3	20	0.409
10:00 - 11:00	3	20	0.148	3	20	0.098	3	20	0.246
11:00 - 12:00	3	20	0.230	3	20	0.180	3	20	0.410
12:00 - 13:00	3	20	0.148	3	20	0.164	3	20	0.312
13:00 - 14:00	3	20	0.131	3	20	0.131	3	20	0.262
14:00 - 15:00	3	20	0.131	3	20	0.262	3	20	0.393
15:00 - 16:00	3	20	0.230	3	20	0.148	3	20	0.378
16:00 - 17:00	3	20	0.197	3	20	0.164	3	20	0.361
17:00 - 18:00	3	20	0.607	3	20	0.164	3	20	0.771
18:00 - 19:00	3	20	0.295	3	20	0.213	3	20	0.508
19:00 - 20:00	1	16	0.313	1	16	0.375	1	16	0.687
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.500	1	16	0.188	1	16	0.688
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.270			3.136			6.406

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

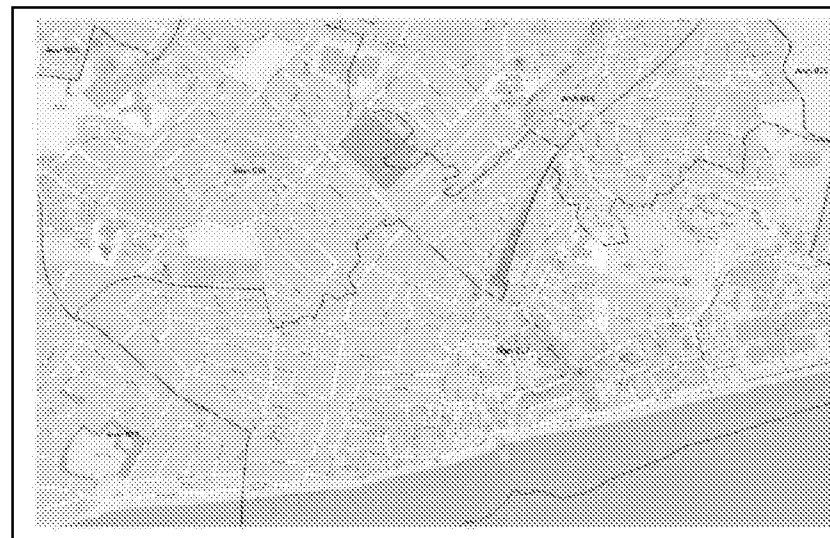
Appendix E

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 date 2011
 area type 2011 super output areas - middle layer
 area name E02006558 : Arun 017

Method of Travel to Work	Total
All categories: Method of travel to work	5,319
Work mainly at or from home	189
Underground, metro, light rail, tram	6
Train	284
Bus, minibus or coach	188
Taxi	21
Motorcycle, scooter or moped	28
Driving a car or van	2,281
Passenger in a car or van	612
Bicycle	179
On foot	1,476
Other method of travel to work	55



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.

Method of Travel to Work	Total	%
Car/Vehicle	2,309	45.5%
Car Passenger	612	12.1%
Public Transport/Taxi	499	9.8%
Cycle	179	3.5%
Walk	1,476	29.1%
Total	5,075	100.0%

Note: Analysis for Table 4.5