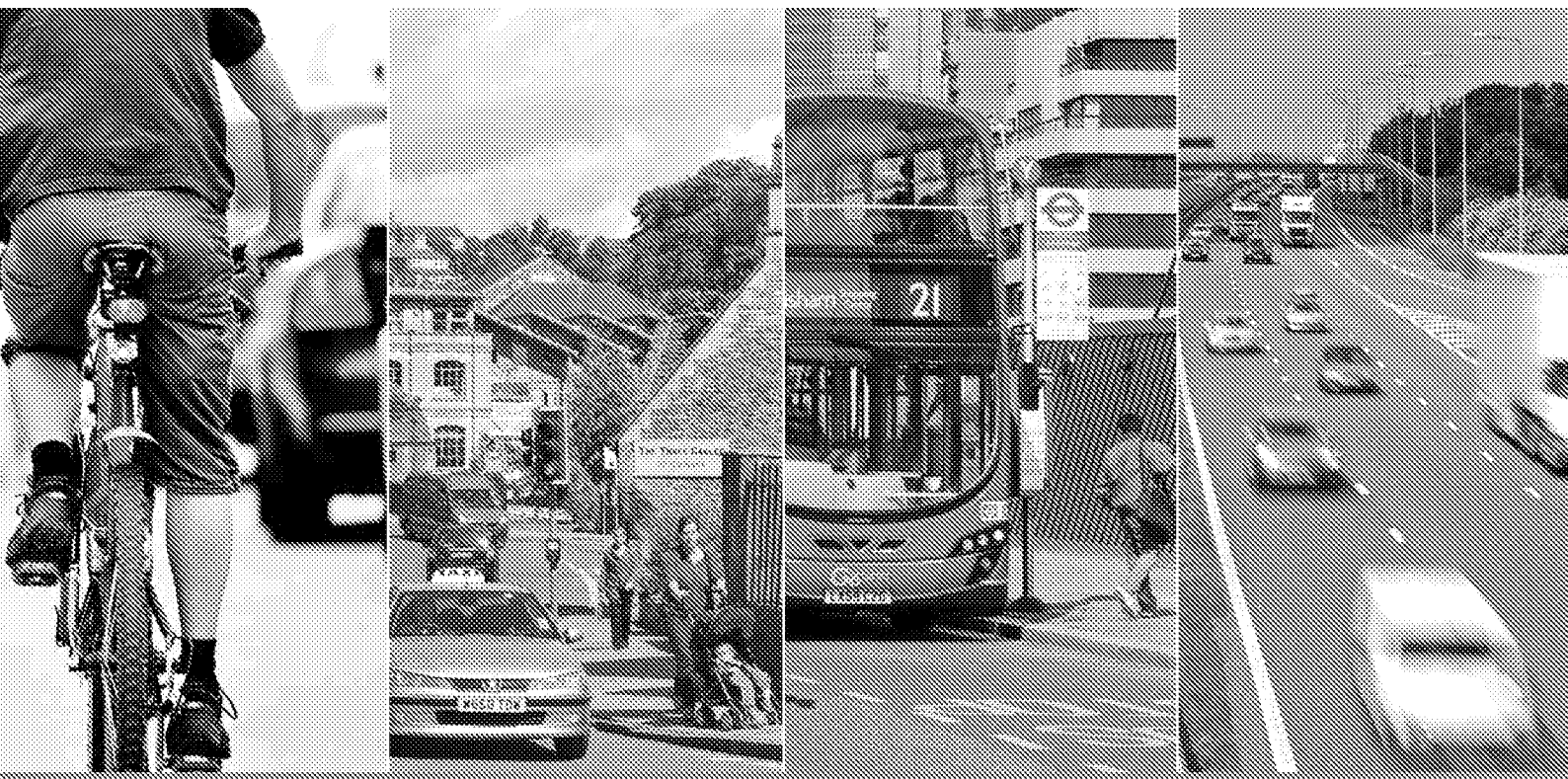


Transport Statement

Rudford Industrial Estate,
Climping,
Ford,
West Sussex,
BN18 0BF



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Schedule of Appendices

- A Location Plan and Development Proposals
- B TRICS Data Output

Issue	Issue date	Compiled	Checked	Authorised
1	April 2022	EP	RW	LNS

1 Introduction

- 1.1 This report has been prepared for NJA Town Planning Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport Ltd has been commissioned by NJA Town Planning Ltd to prepare a Transport Statement in connection with the proposed development of 40 storage containers on the site of a dis-used car park within the Rudford Industrial Estate, Climping, West Sussex. The total land for the development proposal covers 2800sqm and is situated to the northeast of the estate. The 40 storage containers comprise land of 595sqm out of the total 2800sqm across the development.
- 1.3 The proposals include utilising the existing access/egress from Church Lane to serve the existing car park within the Rudford Industrial Estate. The site is currently accessed by many private businesses located within the Rudford Industrial Estate, with the Location Plan included in **Appendix A**.

Policy Context

- 1.4 This Transport Statement is written in accordance with the following policy documents:
 - ✦ 2021 National Planning Policy Framework (NPPF);
 - ✦ 2014 National Planning Policy Guidance (NPPG);
 - ✦ Manual for Streets (MfS 1 & 2);
 - ✦ West Sussex Transport Plan 2022 to 2036 (Draft for Consultation);
 - ✦ Arun Local Plan (Adopted July 2018)

2 Policy and Guidance

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a ‘presumption in favour of sustainable development’, as set out in paragraphs 10 and 11:

*“10. So that sustainable transport is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11):*

11. Plans and decisions should apply a presumption in favour of sustainable development.

*For **plan-making** this means that:*

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

- f) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ✧ appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;
- ✧ safe and suitable access to the site can be achieved for all users; and
- ✧ the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- ✧ any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

National Planning Practice Guide (NPPG)

2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- ✧ encouraging sustainable travel;
- ✧ lessening traffic generation and its detrimental impacts;
- ✧ reducing carbon emissions and climate impacts;
- ✧ creating accessible, connected, inclusive communities;
- ✧ improving health outcomes and quality of life;

- » improving road safety; and
- » reducing the need for new development to increase existing road capacity or provide new roads.

- 2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- » assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
 - » consider the cumulative impacts of existing and proposed development on transport networks

West Sussex Transport Plan 2022-2036

- 2.7 The Local Transport Plan for West Sussex has been drafted in 2021, published for consultation in October 2021. Once adopted, it will replace the existing plan adopted in 2011 and will cover the period 2022 to 2036.

The key issues that the plan aims to address are:

- » Climate Change;
- » Local environmental impacts;
- » Spatially variable economic performance;
- » Development and regeneration pressures;
- » Growing and ageing population;
- » Public health and well-being;
- » Access to services;
- » Transport network performance issues

Arun Local Plan (Adopted July 2018)

- 2.8 In direct relation to this Transport Statement are the following policies:
- » SD SP1 Sustainable Development
 - » T SP1 Transport and Development

3 Site Location

- 3.1 The proposed development site is in a plot of land in the north-east sector of Rudford Industrial Estate, Climping, West Sussex. Rudford Industrial Estate is located west of Ford Road/Church Lane.
- 3.2 The site is surrounded by additional commercial buildings to the north and residential properties to the south towards Climping Beachfront. There is agricultural land to the west and east, with the river Arun running adjacent to the site, 500m east.
- 3.3 The site is located 900m north from Climping village and 3.3km west from Littlehampton town.
- 3.4 The existing access will remain from Church Lane, from the A259.
- 3.5 The development site area is shown below in **Figure 3.1** and in wider context in **Figure 3.2** in relation to Climping. The location of the proposed development is marked with an approximate development boundary shown in red.

Figure 3.1 Site location and Site Plan of the Proposed Development



Figure 3.2 The Proposed Development Site within the wider context of Henfield, shown in red.
Courtesy of Google Maps



4 Local Highway Network

- 4.1 The site is located on Rudford Industrial Estate, accessed from Church Lane. There is no street lighting, but there is a pedestrian footpath travelling southbound.
- 4.2 Church Lane, leading towards the A259 and central Climping is subject to a speed limit of 40mph. travelling north where Church Lane continues as Ford Road, this road is also subject to a speed limit of 40mph.
- 4.3 Approximately 600m south of the development access, Church Lane meets the A259. The A259 is a significant coastal A-road in southeast England running from Havant in Hampshire through to Folkestone in Kent, passing through East and West Sussex and Brighton and Hove also. Travelling east, the A259 provides access to Wick, Littlehampton, Ferring, providing routes towards Worthing. Traveling west, it provides access to Flansham and Colworth before reaching Chichester.

Local Highway Incident Data

- 4.4 The local highway incident records for Church Lane have been reviewed for the last 5 years of data from 2017-2021 using CrashMap. CrashMap.com uses data collected by the police regarding road traffic incidents occurring on British roads where someone is injured. This data is then compiled to showcase each incident on a map. The data is approved by the National statistics Authority and reported on by the Department for Transport (DfT) each year.
- 4.5 The immediate 200 metre area surrounding the site has been examined for any relevant incidents, to include Church Lane. The examined period was 2017-2021, showing the previous 5 years of accident data, see **Figure 4.1**.

Figure 4.1 – Map of Local Highway Incident Data surrounding the site vicinity, 201-2021. Sourced from Crashmap.com



- 4.6 During the 5-year period of 2017-2021 there was one traffic accident associated within 200m of the site access along Church Lane. This can be disregarded as it was resultant of driver error at the T-junction of Horsemere Green Lane/Church Lane which is unrelated to the access to the proposed development.

5 Modal Choices

Bus Services

- 5.1 The nearest bus stops to the site access are both located 1.6km/19-minute walk from the site location. Horsemere Lane is located along the B2233 (Yapton Road). 'Caravan Park' bus stop is located along the A259.
- 5.2 The services 69, 665, and 700 Coastliner are detailed below in **Table 5.1**.

Table 5.1 - Local bus services and frequencies

Service No and Operator	Route	Weekday Frequency	Weekend Frequency
69 - Stagecoach South	Littlehampton – Middleton-on-Sea – Felpham – Bognor Regis – Pagham	Mon-Fri, 4 services daily	SAT: 4 services daily SUN: 4 services daily
665 - Stagecoach South	Littlehampton – Yapton - Barnham – Westergate	Fridays only, School service only	SAT: N/A SUN: N/A
700 Coastliner - Stagecoach South	Littlehampton – Yapton – Felpham – Bognor Regis – North Bersted – Chichester – Bosham – Emsworth – Havant – Hilsea - Portsmouth	Mon-Fri, twice hourly	SAT: Twice hourly SUN: Twice hourly

Rail Services

- 5.3 The nearest railway station is Ford, which is located approximately 2.09km north of the proposed development, equating to a 25-minute walk.
- 5.4 Services from this station are run by Southern. Key destinations, service frequencies and journey times are set out in **Table 5.2** below.

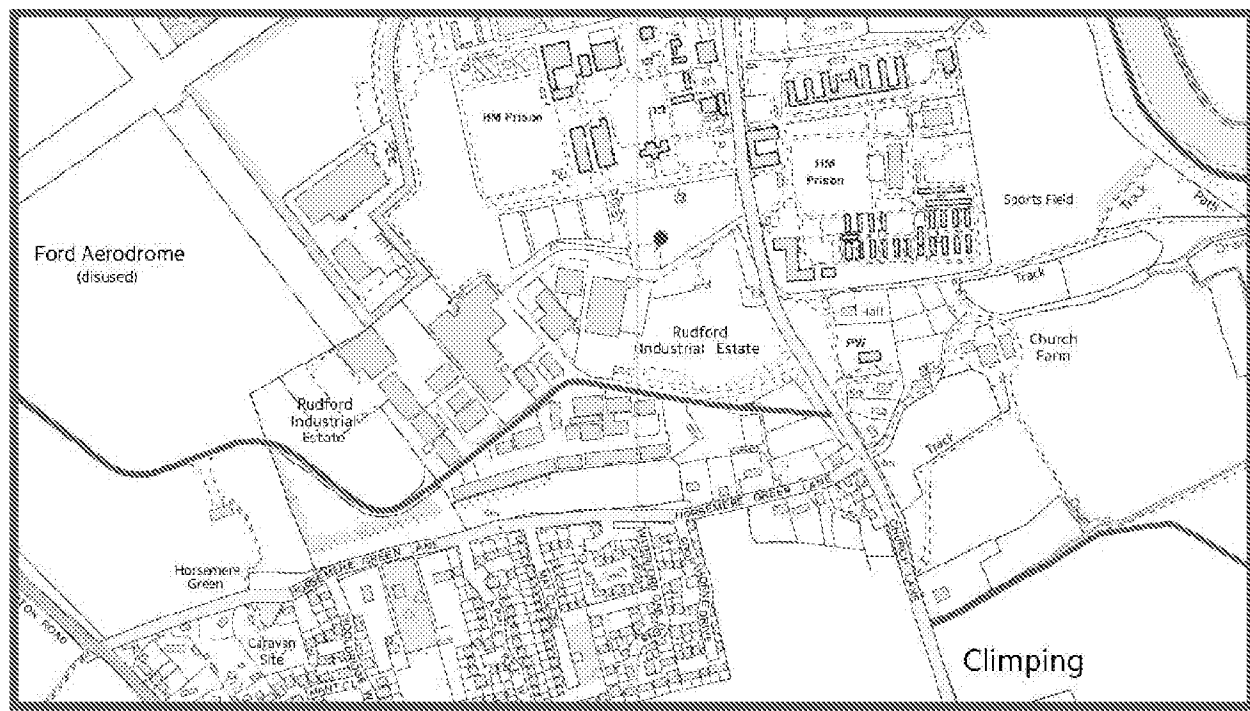
Table 5.2 – Train Services from Hassocks Station

Destination	Frequency in peak hours (0600-0900 and 1700-1800)	Duration
Bognor Regis	5 per hour	12-21 minutes
Brighton via Worthing	3 per hour	45-1hr26 minutes
Chichester	4 per hour	12-18 minutes
London Victoria via Horsham	3 per hour	1hr33-1hr37 minutes
Littlehampton	2 per hour	6-7 minutes
Portsmouth & Southsea	5 per hour	48-1hr5 minutes

Walking and Cycling

- 5.5 There are a number of public footpaths that connect to the site as highlighted in the extract of the West Sussex County Council Public Right of Way map below in **Figure 5.1**. This details the public footpaths that surround the development site directly.

Figure 5.3 PRoW Map, courtesy of WSCC showing paths within 500m of the proposed development, marked with a blue pin

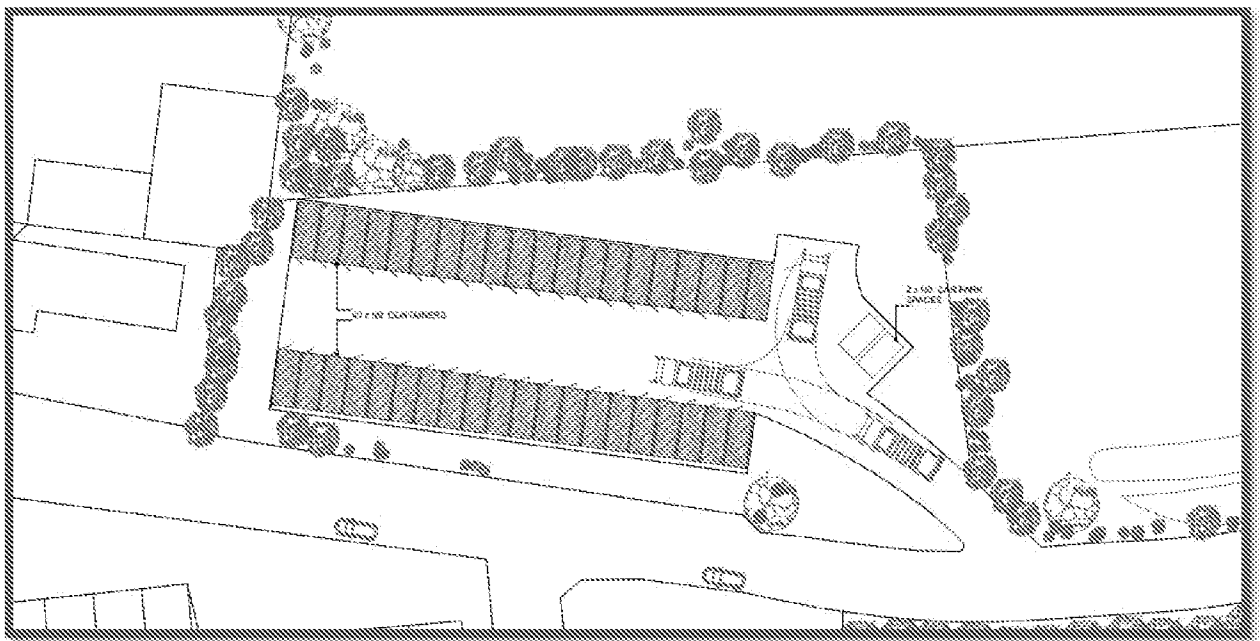


- 5.6 Specifically, public footpath (175) runs along the mid to southwestern part of the Rudford Industrial Estate, ending in Yapton Road.

6 Proposed Development

- 6.1 The development proposal is to construct 40 storage container units on a collective parcel of land totalling 595sqm within the red line boundary of the site. The proposed development will replace an informal dis-used car park area to the north-east of the estate. There will be 2 car parking spaces provided within this space for short-term parking whilst accessing the storage units. There is also adequate room provided within the space for a turning area for vehicles.
- 6.2 A location plan, red line boundary and drawings of the proposed storage units are contained in **Appendix A**. For ease of viewing, the proposed development drawings will also be shown below in **Figure 6.1**. This outlines the site location and shows a large vehicle entering the site, using the turning head, and exiting onto the internal road within Rudford Industrial Estate before returning to Church Lane.

Figure 6.1 Development Proposal drawing detailing the 40 container units



Existing and Proposed Access

- 6.3 The existing access is from Church Lane, which is currently used by all users wishing to access Rudford Industrial Estate. This access will continue to be used for the proposed development. The access is a simple priority bellmouth, adequately accommodating larger vehicles into the site.

- 6.4 The road is wide enough to accommodate for larger vehicles to pass in accordance with WSCC standards. There is also a sufficient turning head on site, allowing vehicles to enter, turn and exit in a forward gear.

Servicing and Emergency Vehicle Access

- 6.5 Refuse and emergency vehicles will continue to operate and access the site as they do at present.

Car and Cycle Parking

- 6.6 The scheme will provide vehicle parking in accordance with West Sussex County Council's Guidance on parking at New Developments (September 2020).
- 6.7 Parking standards for West Sussex County Council are set out in **Figure 6.1** below showing the maximum parking standards required for non-residential parking demand.

Figure 6.1 – Residential Parking Standards for West Sussex for Non-Residential Parking

Use Class	Vehicular	Cycle
B2 General Industrial	1 space per 40sqm	1 space per 200sqm for staff and 1 space per 500sqm for visitors
B8 Storage	1 space per 100sqm	1 space per 500sqm for staff and 1 space per 1000sqm for visitors

- 6.8 As the development site falls under Use Class B8 storage, this guidance will be used.
- 6.9 The dimensions of each storage unit equate to 2.4m width x 6.2m length, totalling 14.88sqm (*40) = 595sqm. Therefore, the standards suggest a maximum parking provision of 6 spaces for the development.
- 6.10 2 parking spaces will be provided for the development, which is sufficient for short-stay visitor parking, as justified in **section 7.0** below.
- 6.11 Cycle parking will not be required for this development proposal.

7 Trip Generation

- 7.1 Vehicle trip generations for the development have been derived from the TRICS database. The site will be treated as Warehousing (Self Storage) for a robust assessment to reflect the development proposals.
- 7.2 The TRICS database has been examined for appropriate matches in relation to a commercial development holding 40 storage containers, equating to 595sqm.
- 7.3 The following relevant parameters being applied:
- ✦ Post 2013 surveys;
 - ✦ All regions in England, with the exception of London, Scotland and (Northern)Ireland;
 - ✦ Weekdays only;
 - ✦ Suburban Area and Edge of Town location types;
 - ✦ Use Class B8 - Gross floor area 1350 to 2860 sqm;
 - ✦ Population of 5,001 to 500,000 within 5 miles;
 - ✦ Car ownership from 1.1 - 2.0.
- 7.4 The full details of the TRICS assessment can be seen in **Appendix B**.
- 7.5 **Table 7.1** below provides TRICS trip rate data for a 100sqm, based on the site selection criteria. **Table 7.2** shows the maximum resulting number of trips for 595sqm.

Table 7.1 – B8 Warehousing (Self Storage) (100 sqm) – Weekday Trip Rate

Time Period	AM Peak (8:00 – 9:00)			PM Peak (17:00 – 18:00)			Daily (7:00 – 19:00)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
B8 Warehousing (Self Storage – 100sqm)	0.227	0.192	0.419	0.087	0.192	0.279	2.337	2.316	4.653

Table 7.2 – B8 Warehousing (Self Storage) (595sqm) – Weekday Trip Rate

Time Period	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Total (08:00 – 18:00)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
B8 Warehousing (Self Storage – 595sqm)	1	1	2	1	1	2	14	14	28

7.6 Overall, the proposed development of 40 self-storage containers, on an area of over the course of a weekday will result in:

- ✧ 2 additional two-way vehicle trips in the morning peak hour (0800-0900);
- ✧ 2 additional two-way vehicle trips in the evening peak hour (1700-1800);
- ✧ 28 additional two-way vehicle trips per weekday.

7.7 The results from the TRICS database suggest that the proposed development will not have any material impact on the local highway network as the forecast trips will be low.

Justification of Proposed Parking for Storage Units

7.8 The WSCC maximum parking standards suggest 6 spaces for the proposed 40 storage units. However, as the TRICS data has demonstrated, there will only ever be a maximum of 2 parking spaces required at all hours throughout the day (12hr assessment), including peak times.

7.9 Therefore, the provision of 2 parking spaces for the 40 units is adequate for the demand generated by the storage units.

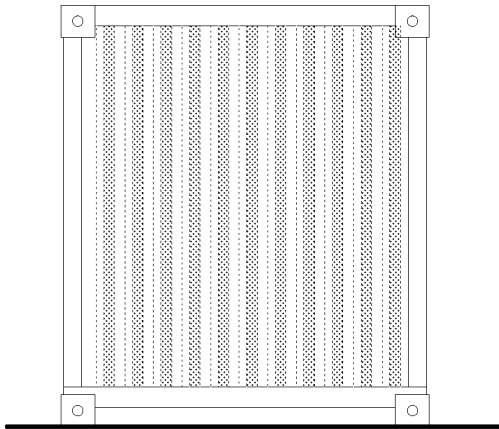
8 Conclusions

- 8.1 This Transport Statement considers and summarises the existing situation, local and national transport policy and what the likely transport impact will be through a trip forecasting exercise.
- 8.2 The proposed development is for 40 self-storage containers in replacement of a dis-used car park over an area of 2800sqm with associated off-street visitor parking for 2 cars. The area which occupies the 40 spaces is 595sqm.
- 8.3 The proposals allow for ensured access for emergency vehicles as well as turning spaces to comply with MfS1 standards. The proposed development site is located within the north-east of the Rudford Industrial Estate.
- 8.4 The TRICS database has been used to show that the proposed development is likely to generate a maximum of around 2 vehicle trips in the morning peak period between 0800-0900 and 2 vehicle trips in the evening peak period from 1700-1800, with an overall 28 vehicle trips per 12-hour period across the average weekday.
- 8.5 There will be no material impact on the operation or safety of the local highway network.
- 8.6 In conclusion, this Transport Statement outlines that there are no unacceptable highway or transport impacts resultant of the proposed development. Therefore, there is not considered to be a reason to refuse the planning application on transport grounds.

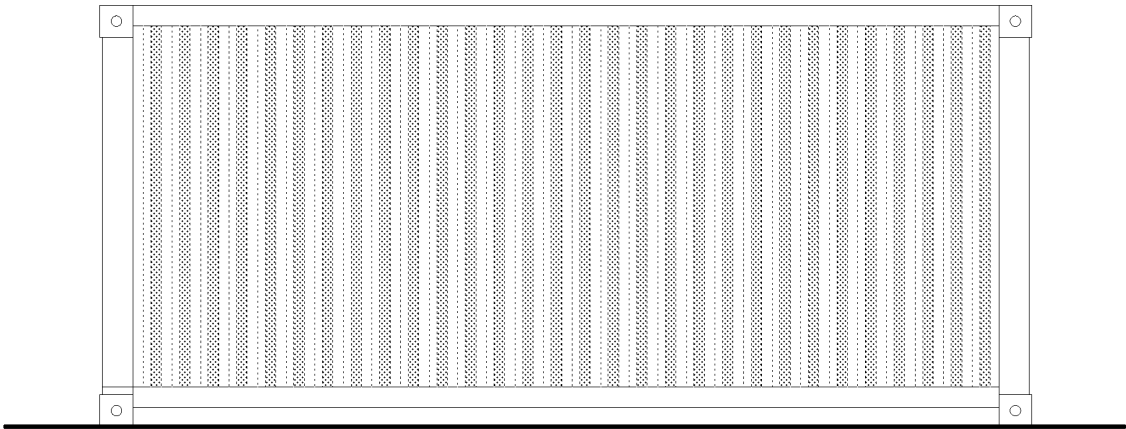
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Appendix A

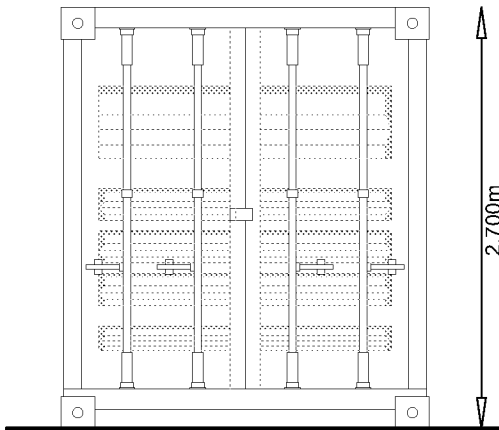
Location Plan and Development Proposals



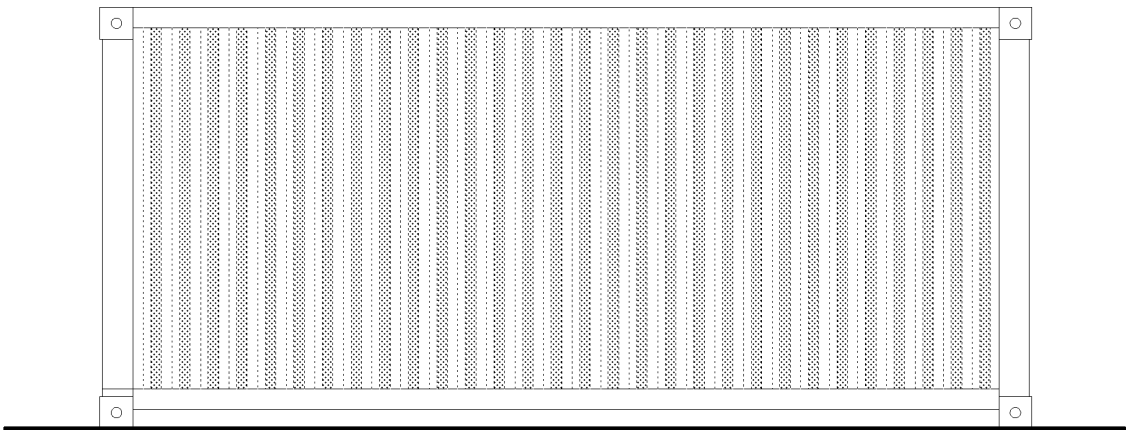
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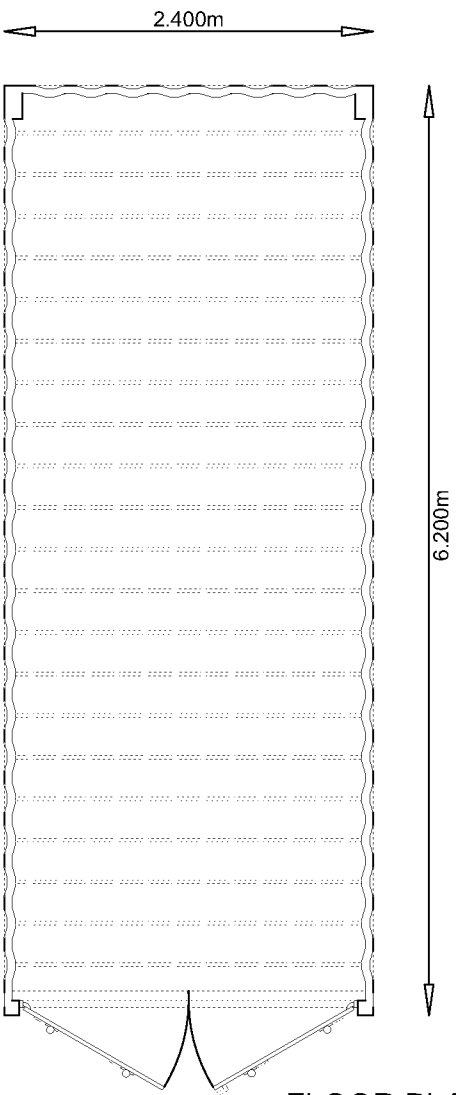
FLANK ELEVATION



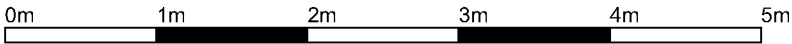
FRONT ELEVATION



FLANK ELEVATION



FLOOR PLAN



SCALE VERIFICATION BAR SCALE 1:50 @ A3

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TEL: 01883 344415

Client

Job Title

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FORD ROAD,
ARUNDEL.
BN18 0BD.

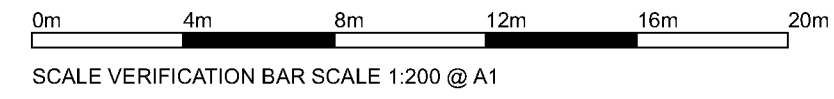
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FLOOR PLAN &
ELEVATIONS
(SINGLE UNIT)

Scale 1:50@ A3

Date FEB. 2022

Drwg. No. 22/ 266 -05

Rev.



40 x N0. CONTAINERS

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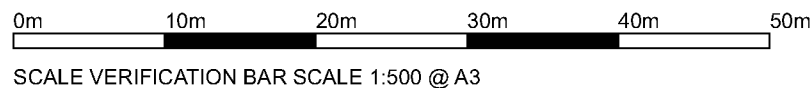
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Client

Job Title

PROPOSED CONTAINER STORAGE FACILITY - SITE PLAN

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PROPOSED -
BLOCK PLAN

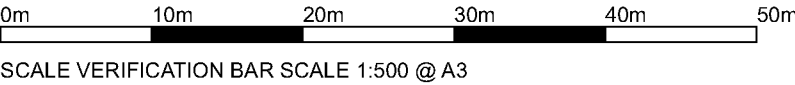
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<i>Date</i>	FEB. 2022
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	<i>Rev.</i>
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BLOCK PLAN 1:500



BLOCK PLAN 1:500

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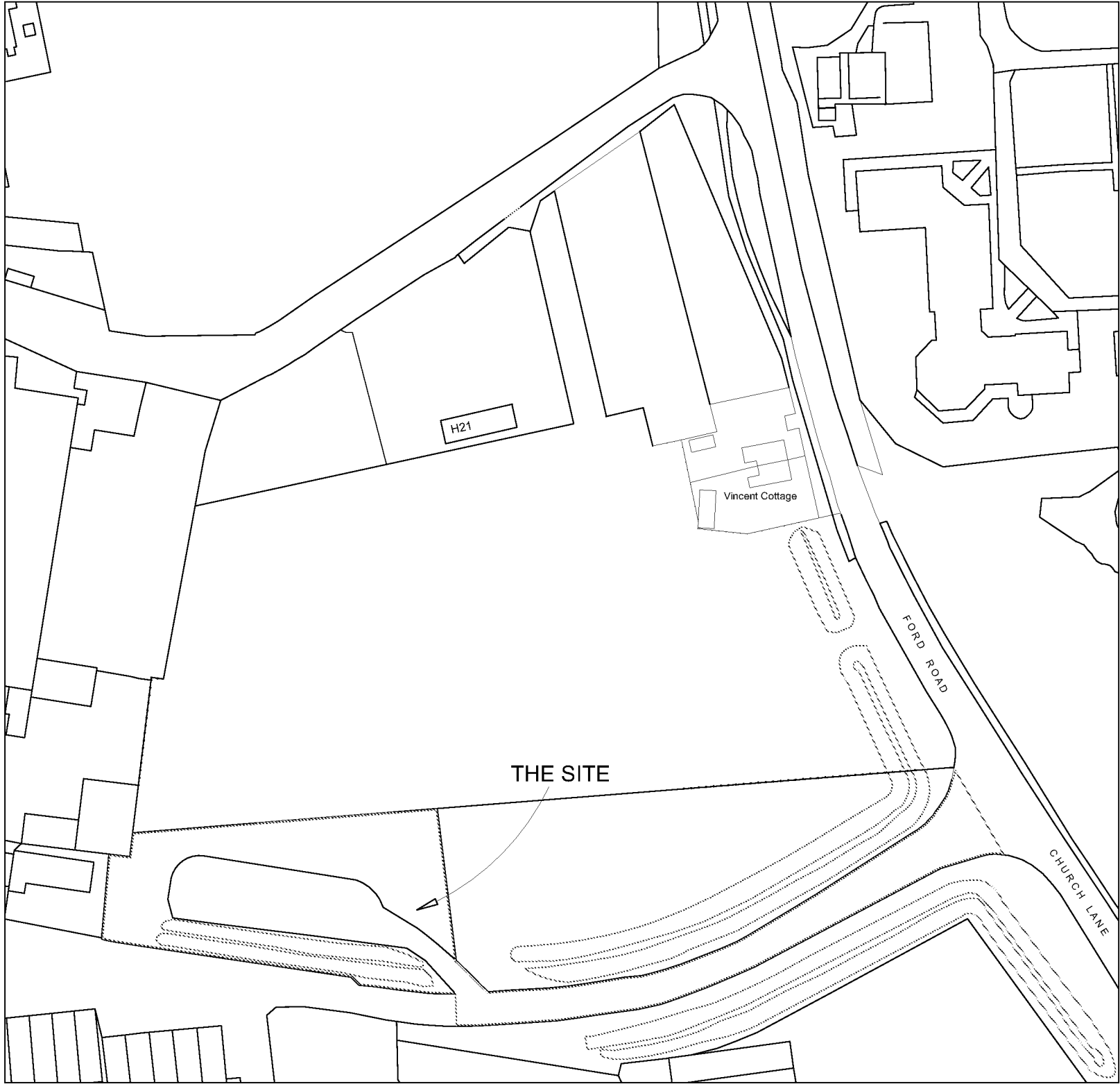
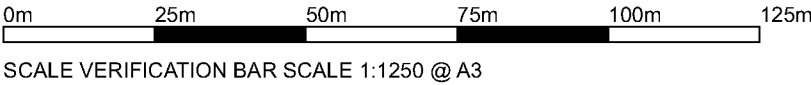
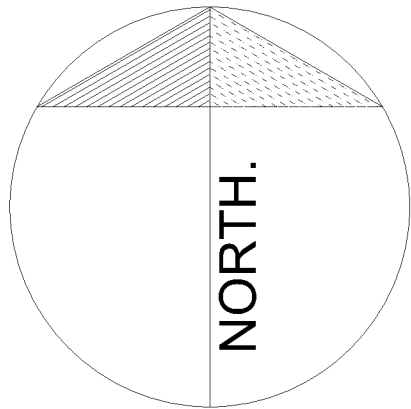
AS EXISTING-
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Date FEB. 2022

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LOCATION PLAN 1:1250

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LOCATION PLAN

Scale 1:1250 @ A3

Date FEB. 2022

Drwg. No.	22/ 266 -01	Rev.
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Appendix B

TRICS Data Output

Calculation Reference: AUDIT-349901-220316-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: Gross floor area
 Actual Range: 1350 to 2860 (units: sqm)
 Range Selected by User: 1350 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/09/21

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	1 days
Thursday	2 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Industrial Zone	2
Development 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:

B8 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days

15,001 to 20,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 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 2 days

1.6 to 2.0 1 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

- | | | |
|---|--|--|
| 1 NT-02-E-02
LENTON LANE
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2860 sqm
<i>Survey date: THURSDAY 17/11/16</i> | BIG YELLOW SELF STORAGE

 | NOTTINGHAMSHIRE

<i>Survey Type: MANUAL</i> |
| 2 NY-02-E-01
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 1350 sqm
<i>Survey date: TUESDAY 21/09/21</i> | SELF STORAGE

 | NORTH YORKSHIRE

<i>Survey Type: MANUAL</i> |
| 3 SF-02-E-01
WHITE HOUSE ROAD
IPSWICH

Edge of Town
Industrial Zone
Total Gross floor area: 1530 sqm
<i>Survey date: THURSDAY 24/06/21</i> | SELF STORAGE

 | SUFFOLK

<i>Survey Type: MANUAL</i> |

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
TW-02-E-01	too big
WL-02-E-01	too big

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1913	0.000	3	1913	0.000	3	1913	0.000
07:30 - 08:00	3	1913	0.052	3	1913	0.052	3	1913	0.104
08:00 - 08:30	3	1913	0.122	3	1913	0.105	3	1913	0.227
08:30 - 09:00	3	1913	0.105	3	1913	0.087	3	1913	0.192
09:00 - 09:30	3	1913	0.105	3	1913	0.070	3	1913	0.175
09:30 - 10:00	3	1913	0.070	3	1913	0.070	3	1913	0.140
10:00 - 10:30	3	1913	0.192	3	1913	0.174	3	1913	0.366
10:30 - 11:00	3	1913	0.070	3	1913	0.122	3	1913	0.192
11:00 - 11:30	3	1913	0.157	3	1913	0.105	3	1913	0.262
11:30 - 12:00	3	1913	0.105	3	1913	0.122	3	1913	0.227
12:00 - 12:30	3	1913	0.139	3	1913	0.139	3	1913	0.278
12:30 - 13:00	3	1913	0.139	3	1913	0.139	3	1913	0.278
13:00 - 13:30	3	1913	0.105	3	1913	0.087	3	1913	0.192
13:30 - 14:00	3	1913	0.087	3	1913	0.087	3	1913	0.174
14:00 - 14:30	3	1913	0.139	3	1913	0.139	3	1913	0.278
14:30 - 15:00	3	1913	0.192	3	1913	0.139	3	1913	0.331
15:00 - 15:30	3	1913	0.087	3	1913	0.122	3	1913	0.209
15:30 - 16:00	3	1913	0.122	3	1913	0.139	3	1913	0.261
16:00 - 16:30	3	1913	0.105	3	1913	0.087	3	1913	0.192
16:30 - 17:00	3	1913	0.087	3	1913	0.087	3	1913	0.174
17:00 - 17:30	3	1913	0.087	3	1913	0.157	3	1913	0.244
17:30 - 18:00	3	1913	0.000	3	1913	0.035	3	1913	0.035
18:00 - 18:30	3	1913	0.035	3	1913	0.035	3	1913	0.070
18:30 - 19:00	3	1913	0.035	3	1913	0.017	3	1913	0.052
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.337			2.316			4.653

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.

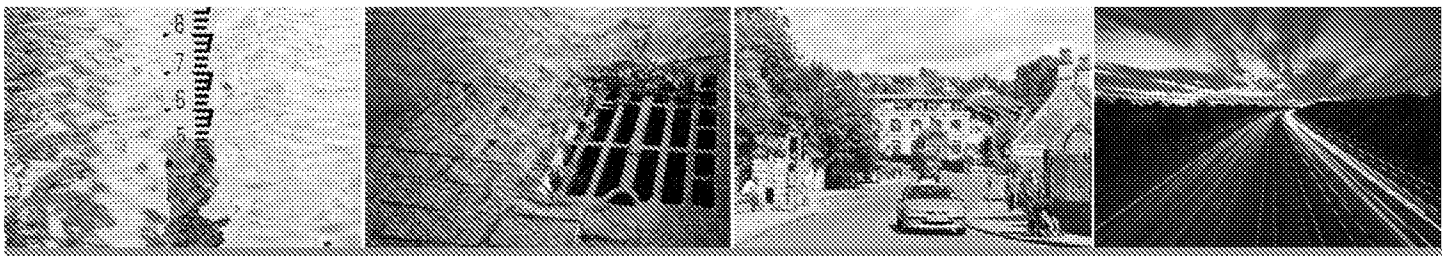
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Parameter summary

Trip rate parameter range selected:	1350 - 2860 (units: sqm)
Survey date date range:	01/01/13 - 21/09/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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



Civil Engineering - Transport Planning - Flood Risk

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