



**Langford,
Horsemere Green Lane,
Climping**

Transport Statement

Prepared by:

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Prepared for:

MJH Executive Homes

KNC1933/TS

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Date: 05th December 2019

Revision	Description	Date	Initials
O	Initial issue	December 2019	KHN

CONTENTS		Page
1.0	INTRODUCTION	5
2.0	EXISTING ARRANGEMENTS	6
2.1	Existing Site	6
3.0	PROPOSED DEVELOPMENT	7
3.1	Accommodation Schedule	7
3.2	Parking Provision	7
3.3	Visibility Splays and Stopping Distances	8
3.4	Site Access and Servicing of Site	9
3.5	Trip Generation Data	9
4.0	SUMMARY AND RECOMMENDATIONS	11
4.1	Summary	11
4.2	Recommendations	11

FIGURES

Figure 1:	Site Location Plan	5
Figure 2:	Accommodation Schedule	7
Figure 3:	Peak and Daily Trip Profile (Proposed C3 Residential Use)	10

APPENDICES

Appendix A:	Local and Regional Highway Network
Appendix B:	Proposed Site Layout
Appendix C:	Parking Provision
Appendix D:	Visibility Splays
Appendix E:	Swept Path Analysis:
Appendix F:	Refuse Strategy
Appendix G:	TRICS Data

1.0 INTRODUCTION

- 1.1 Kazys Narbutas Consulting, on behalf of MJH Executive Homes, has prepared this Transport Statement (TS) in support of a planning application to be submitted to Arun District Council for the proposed development of 9 residential dwellings located on an area of land off Horsemere Green Lane, Climping. The site location plan is at **Figure 1**.

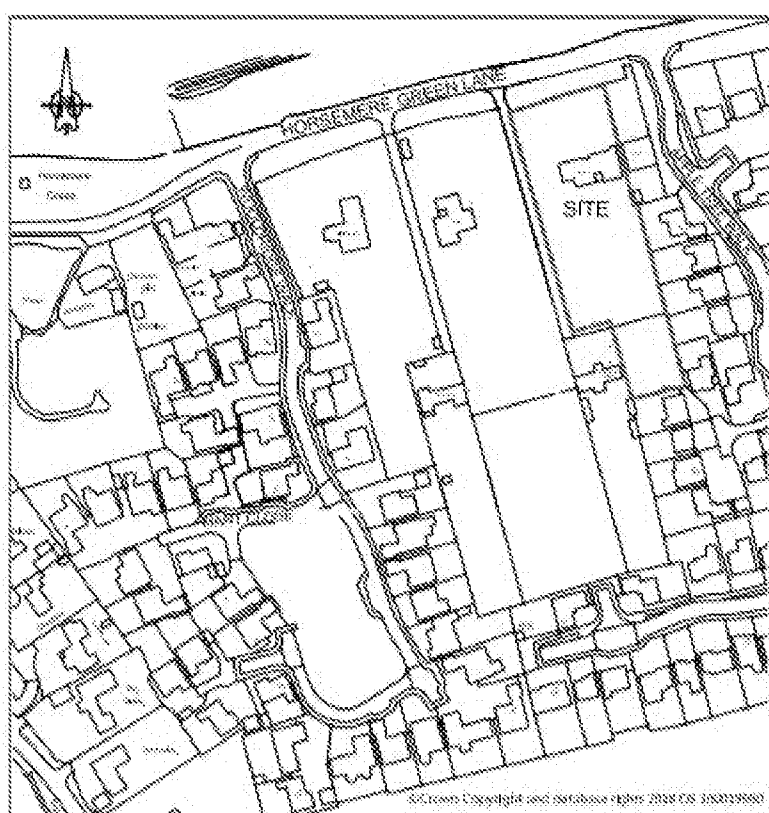


Figure 1: Site Location Plan

- 1.2 This TS provides an assessment of the site's suitability for development and sets out the highways and transportation matters associated with the residential proposals and seeks to determine that the proposals are unlikely to result in any material traffic impact.

2.0 EXISTING ARRANGEMENTS

2.1 Existing Site

- 2.1.1 The site area is 0.43 hectares and is surrounded by residential dwellings, located to the south of Horsemere Green Lane and the Rudford Industrial Estate and will be accessed off Horsemere Green Lane. The wider surrounding area is farmland.
- 2.1.2 As stated above, the local planning authority is Arun District Council.
- 2.1.3 The local and regional highway network is illustrated in the **Appendix A**.

3.0 PROPOSED DEVELOPMENT

3.1 Accommodation Schedule

- 3.1.1 The site consists of 2, 3 and 4-bed semi-detached and detached dwellings with garaging or parking. Figure 2 below indicates the development content and the proposed layout can be seen on the Carlton Design plan contained in **Appendix B**.

Unit Description	Total
2 bed semi-detached	2
3 bed semi-detached	2
3 bed detached	1
4 bed detached	4
Total	9

Figure 2: Accommodation Schedule

3.2 Parking Provision

- 3.2.1 Residential parking standards are in accordance with the Arun District Council July 2018 adopted local plan policy TSP1, which incorporates appropriate levels of parking in line with the West Sussex County Council “Guidance on Parking at New Developments” August 2019.
- 3.2.2 **Table 2** in this document advises on the residential parking demands for the size of dwelling and which “parking behaviour zone” the development is situated in. From the advice in the document, the Horsemere Green Lane site will be in “parking behaviour zone” 1. From **Table 2** the parking requirement will be 20.8 parking spaces. Criteria for visitor spaces is based on the number of allocated and unallocated spaces available. The proposed development has a mixture of

both and so the allocation of 22 spaces will fulfil the visitor parking space requirement.

3.2.4 Parking spaces are required to be provided to a size of 4.8m x 2.4m to accommodate a private car of average dimensions.

3.2.5 In summary, the proposed site of 9 houses has a total parking allocation of 22 spaces. **Appendix C** contains the Carlton Design drawing showing the parking distribution through the site.

3.3 Visibility Splays and Stopping Distances

3.3.1 Sight Stopping Distance (SSD) is the distance within which drivers (on the major arm of a junction) need to be able to see ahead and stop from a given speed. The SSD is a function of vehicle speed, deceleration rate and driver reaction time. The basic formula for calculating SSD is outlined within the Manual for Streets (MFS).

3.3.2 Horsemere Green Lane is subject to a 30mph speed limit and in accordance with the MFS the visibility requirements for vehicles exiting the new development, based on a 30mph main alignment speed, will be an 'x' distance of 2.4m and a 'y' distance of 43m.

3.3.3 The 'x' distance is measured from the give way line at the junction of the new access onto Horsemere Green Lane back into the site. The 'y' distance is measured from the centre of the site access junction with Horsemere Green Lane along the nearside channel line of Horsemere Green Lane. The visibility splay should ensure that a minimum height of 600mm remains clear of obstruction to enable approaching drivers to have a clear view of anyone exiting the site access. **Appendix D** shows the visibility that is achieved by vehicles exiting the site.

3.4 Site Access and Servicing of Site

- 3.4.1 The proposed site layout, including parking and access arrangements, is provided in **Appendices B and C** with swept path analysis of a private car accessing the site and the garages shown in **Appendix E**.
- 3.4.2 In relation to refuse collection, swept path analysis of a refuse collection vehicle is shown in **Appendix E**, showing the collection vehicle entering and exiting the site in a forward gear. Bin storage for the residential units will be located within the curtilage of each dwelling, to avoid refuse collection operatives having to carry bins further than 25m, the maximum carry distance defined within the Manual for Streets.
- 3.4.3 Given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services. **Appendix E** shows the swept path of a refuse vehicle turning within the site.
- 3.4.4 Should a fire appliance need to attend the site, the swept path analysis of a standard fire tender is shown in **Appendix E**.

3.5 Trip Generation Data

- 3.5.1 To establish typical trips to the current site and the development proposals, the TRICS (Trip Rate Information Computer System) database has been interrogated to identify similar developments comprising of sample sites from the Residential Houses Privately Owned datasets.
- 3.5.2 Sample sites for the existing and proposed uses have been selected which are located within South East England, edge of town or suburban locations surveyed between 2009 and 2017. The full TRICS output is contained within **Appendix G** of this Statement and summarised within **Figure 3**.

3.5.3 Proposed Residential Use

3.5.3.1 The table below provides a summary of the predicted weekday daily profile of multi-modal trip rates by mode of travel associated with the proposed 9 new residential units based on trip rates derived from the TRICS database.

Proposed Residential	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	3	1	21	22
Public Transport	0	0	0	0	1	1
Cycle	0	0	0	0	1	1
Pedestrians	0	1	1	1	6	5
Total Persons	1	5	4	2	29	29

Figure 3: Peak and Daily Trip Profile (Proposed C3 Residential Use)

3.5.3.2 From **Figure 3** it can be seen that during the weekday AM and PM peak hourly and daily periods, the proposed residential development has the ability to generate in the order of 58 person trip movements, of which 22 two-way daily movements would be vehicular trips with the remainder undertaken by modes other than private car, i.e. public transport, walking and cycling.

3.5.3.3 Furthermore, given the size of the proposed development, in terms of servicing, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services.

3.5.4 Trip Generating Summary

3.5.4.1 The proposed C3 residential development is expected to generate up to 5 vehicle trips during both peak hours, equivalent to 1 movement every 12 minutes. It is concluded that the impact on the operation of the surrounding highway and transport networks would be negligible.

4.0 SUMMARY AND RECOMMENDATIONS

4.1 Summary

4.1.1 This report has been prepared to provide evidence for the planning application for Langford, Horsemere Green Lane, Climping. The proposed development is to comprise 9 residential houses with provision for 18 No. associated parking spaces and 4 No. visitor spaces.

4.1.2 In accordance with the relevant guidance the required visibility splays onto Horsemere Green Lane for traffic exiting the site can be achieved.

4.1.3 The proposed residential parking provision is in accordance with the local planning parking standards and West Sussex County Council guidance for new developments.

4.1.4 Fire access, refuse collection and servicing provisions can be accommodated within the proposed layout.

4.1.5 The proposed development will generate a combined total of 22 two-way vehicle movements per day.

4.1.6 The proposed development will generate up to five vehicle trips during the peak hours, equivalent to one movement every 12 minutes.

4.1.7 The overall impact of the new development on the surrounding highway and transport networks would be negligible.

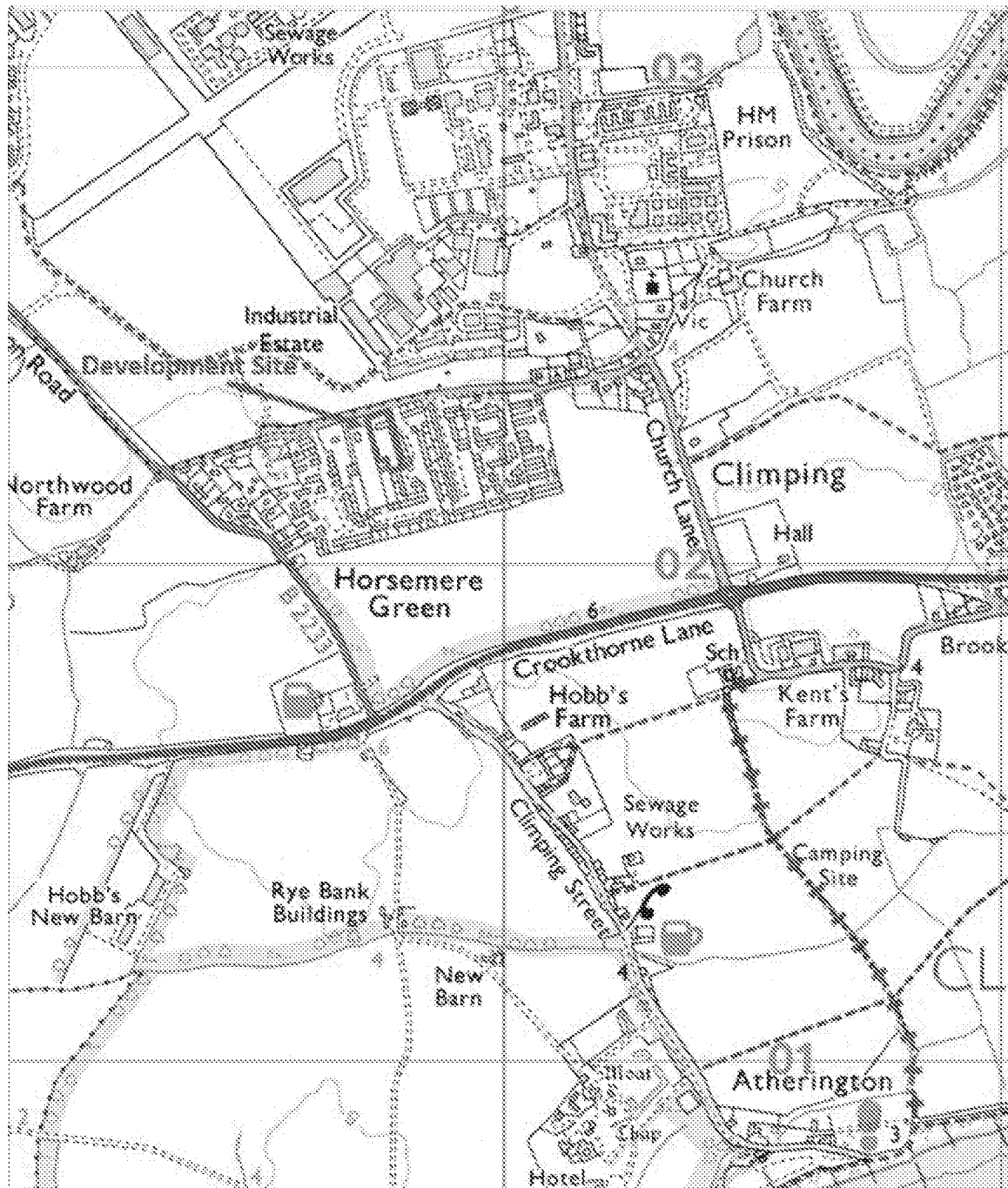
4.2 Recommendations

4.2.1 On the basis of the findings within this Transport Statement and in the context of the guidelines within paragraph 32 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety

or the operational capacity of the surrounding transport network and therefore planning consent should not be withheld on transport grounds.

APPENDIX A

Local and Regional Highway Network



Local Highway Network



Regional Highway Network

APPENDIX B

Proposed Development

LANGFORD, HORSEMERE GREEN LANE				
PRIVATE	DESCRIPTION	No.	Sq/Ft	Tot. Sq/Ft
A	3 BED BUNGALOW	1	1248	1248
B	3 BED HOUSE	2	1002	2004
C	2 BED HOUSE	2	857	1714
D	4 BED HOUSE	2	1500	3000
E	4 BED HOUSE	2	1496	2992
		9		10958
AFFORDABLE		No.		
		9		10958
SITE AREA (HA)		0.43		
SITE AREA (A)		1.06		
NETT SITE AREA (HA)		0.274		
NETT SITE AREA (A)		0.68		
DENSITY 1 (SO.FT/A)		14185		
DENSITY 2 (U/HA)		21		



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Rev	Date	Drawn	Checked
-	26/03/19	LAD	
FIRST ISSUE			
A	23/08/19	SD	
REVISED LAYOUT			
B	04/09/19	CB	
REVISED LAYOUT			
C	10/09/19	CB	
REVISED LAYOUT			
D	17/09/19	CB	
swales removed			
E	24/09/19	CB	
engineers swales added			
F	26/09/19	CB	
road alignment amended			
G	09/10/19	CB	
plots 8 & 9 (type E) amended			
H	30/10/19	CB	
Existing Trees shown			
J	14/11/19	CB	
Layout amended garages and trees			
K	03/12/19	CB	
Trees updated			

PLANNING ISSUE

Project:
LANGFORD
HORSEMERE GREEN LANE
CLIMPING

Drawing Title:
SITE LAYOUT

mjh
MICHAEL HARTNETT
EXECUTIVE HOMES

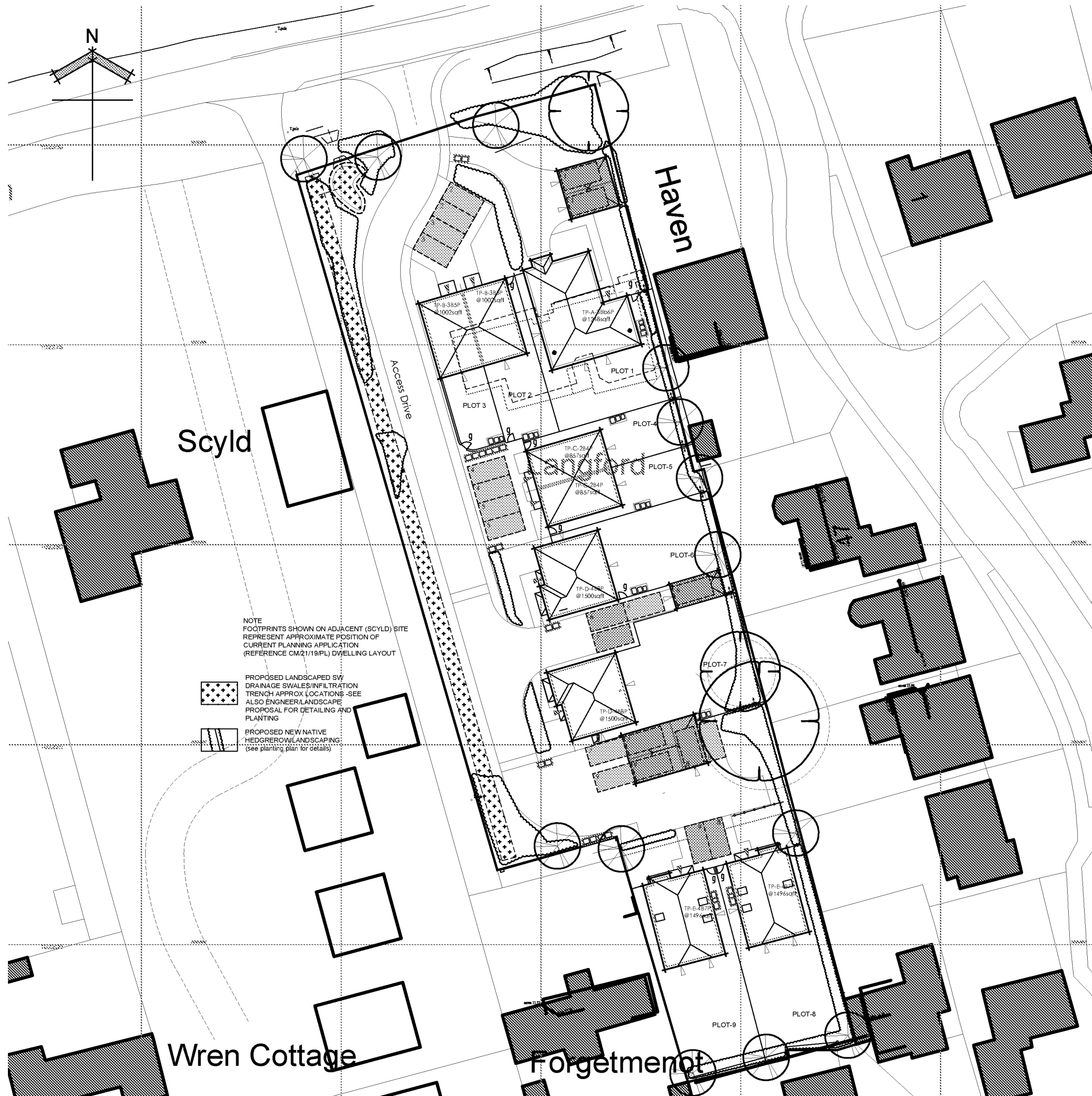


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Rev: K

APPENDIX C

Parking Provision



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Rev	Date	Drawn	Checked
A	31/10/19	CB	
LAYOUT AMENDED			
B	14/11/19	CB	
LAYOUT AMENDED			
C	03/12/19	CB	
Trees updated			

PLANNING ISSUE

Project:
LANGFORD
HORSEMER GREEN LANE
CLIMPING

Drawing Title:
SITE LAYOUT
PARKING STRATEGY

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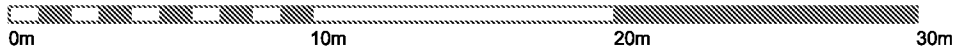
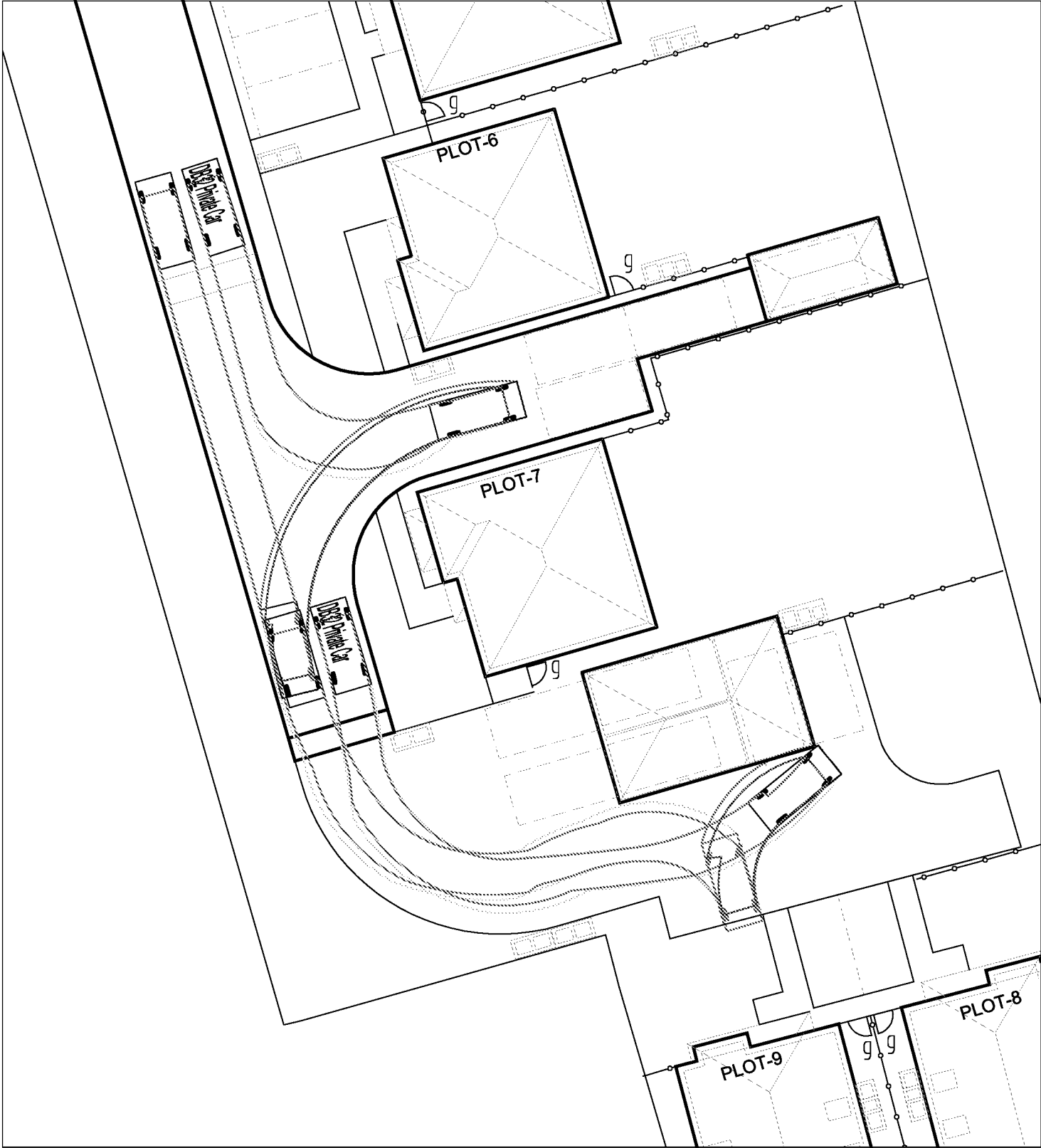
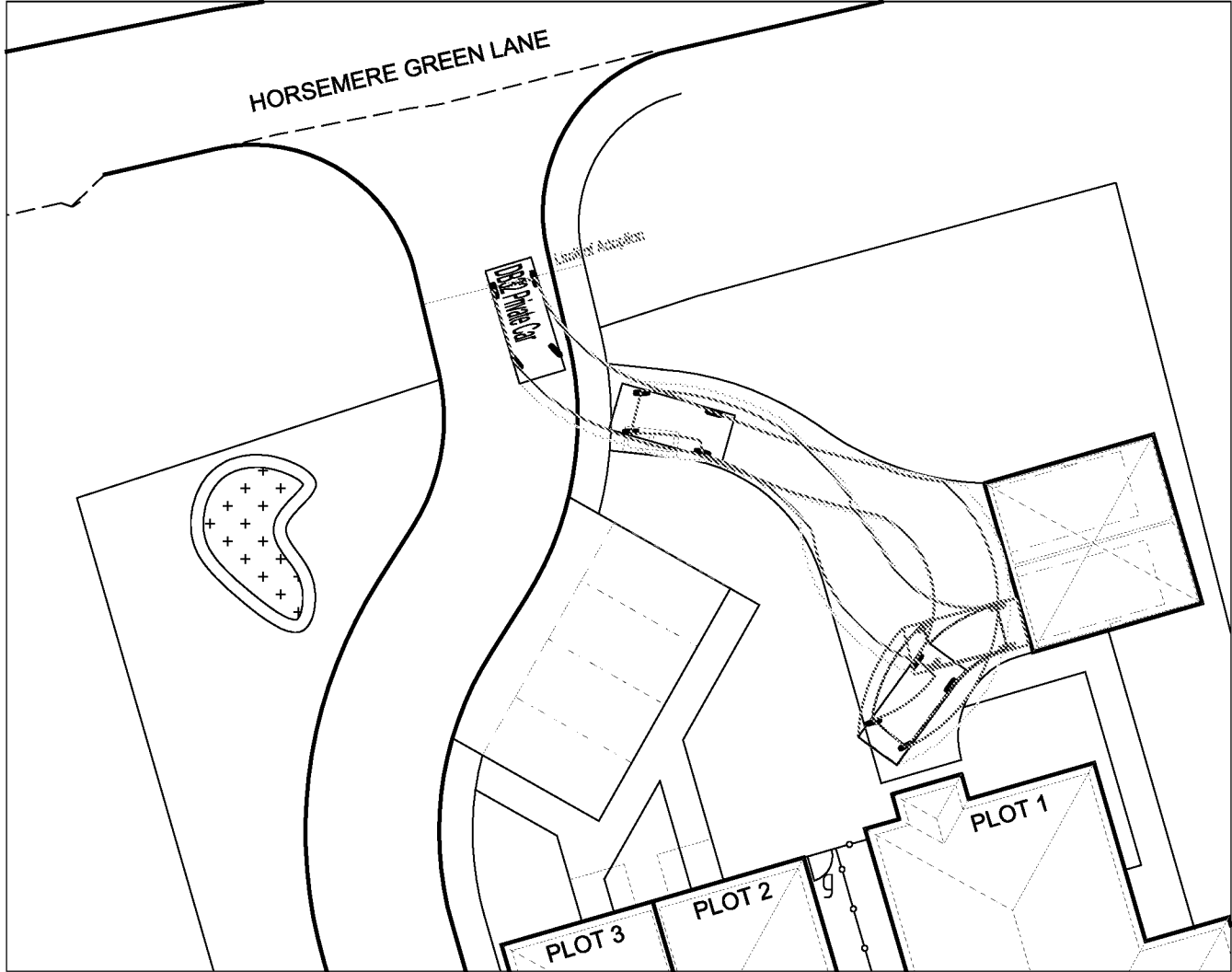
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APPENDIX D

Visibility Splays

APPENDIX E

Swept Path Analysis



Scale 1:250m

DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m



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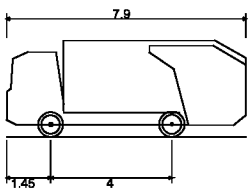
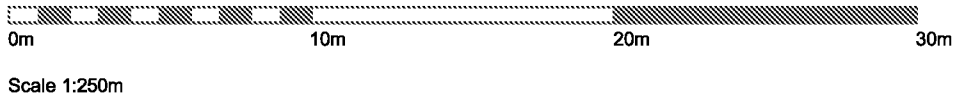
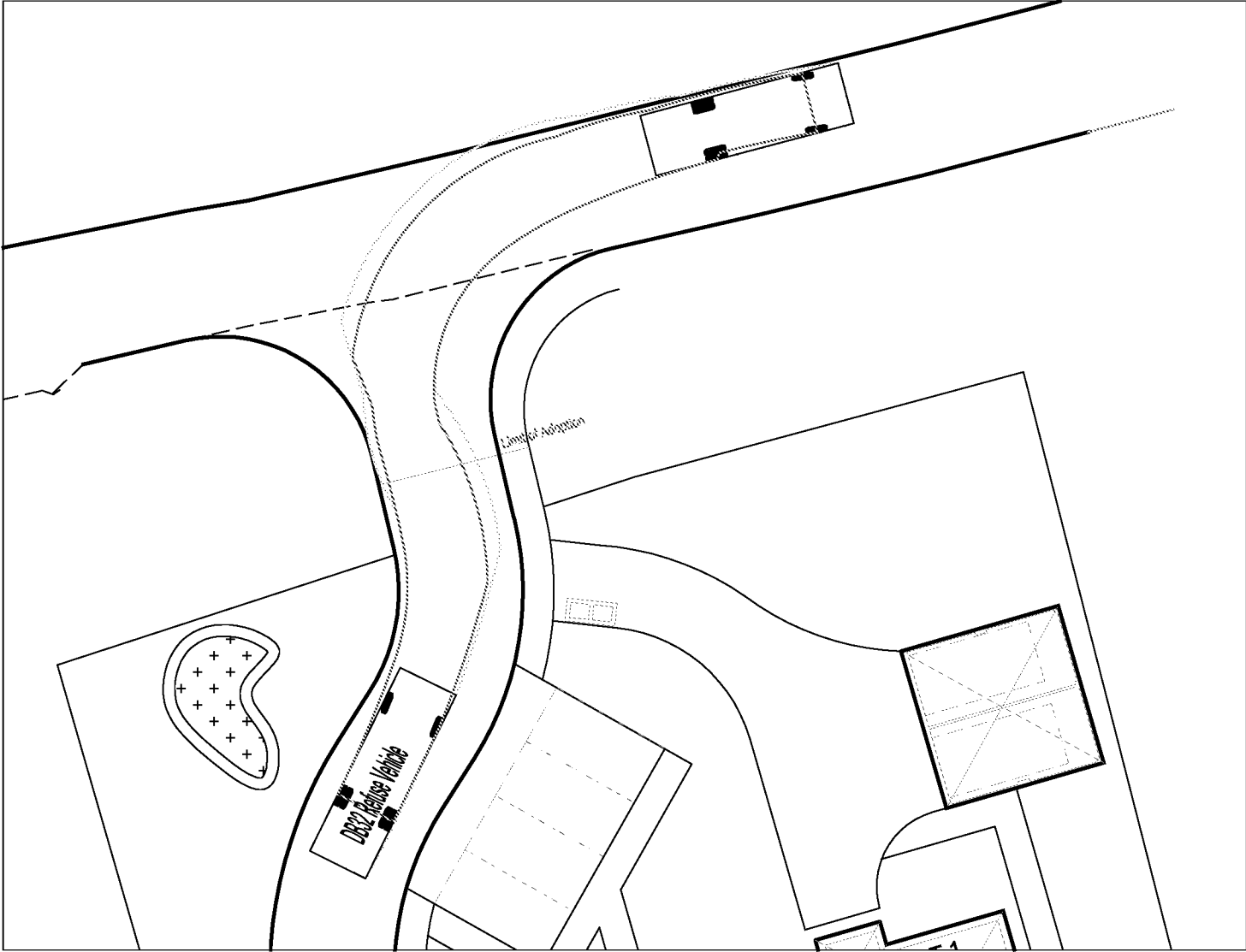
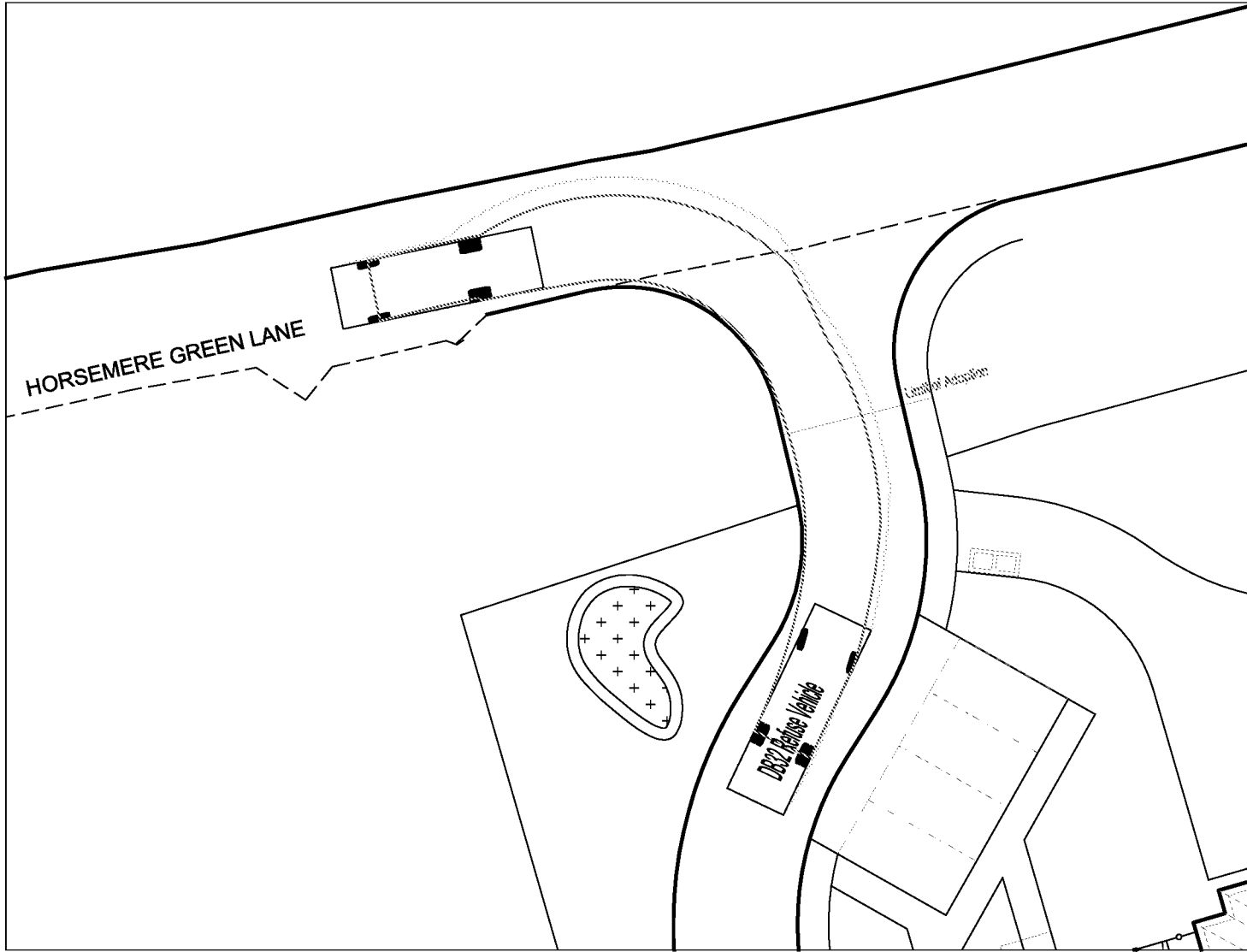
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LANGFORD, HORSEMER GREEN LANE
Drawing Title
**Swept Path Analysis
Car Manoeuvres in Turning Areas**

Drawing Status
For Information
Client
myh
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Rev.	Date	Details

Scales 1:250	Paper Size A3
Job No. KNC1933	Rev A
Drawing No. Appendix E 5.1	Initials

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ble.



DB32 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.625m



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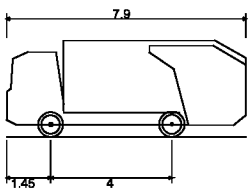
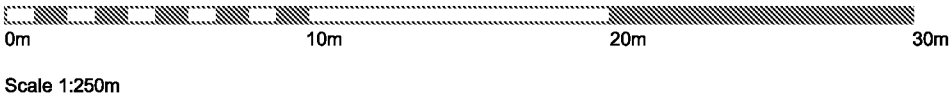
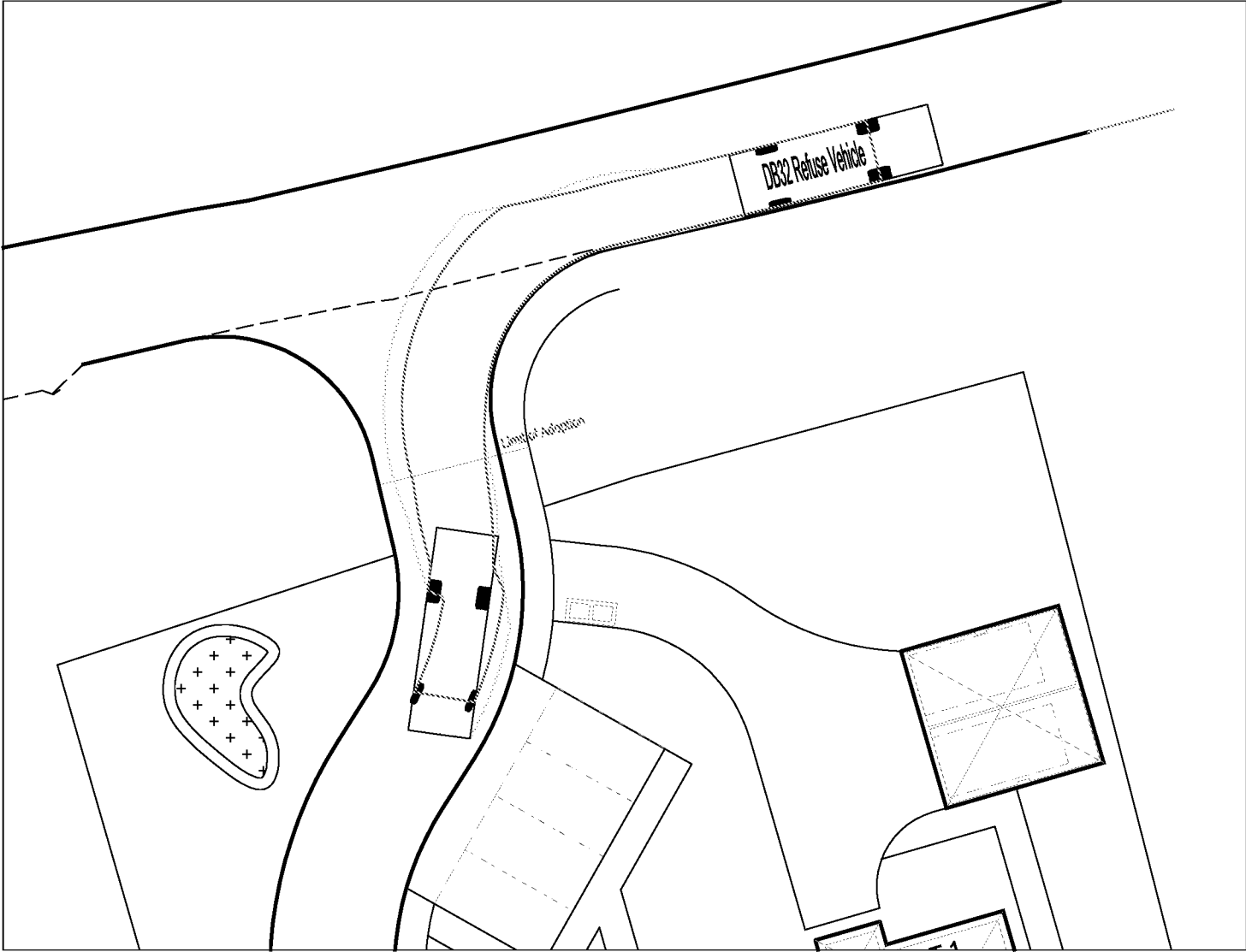
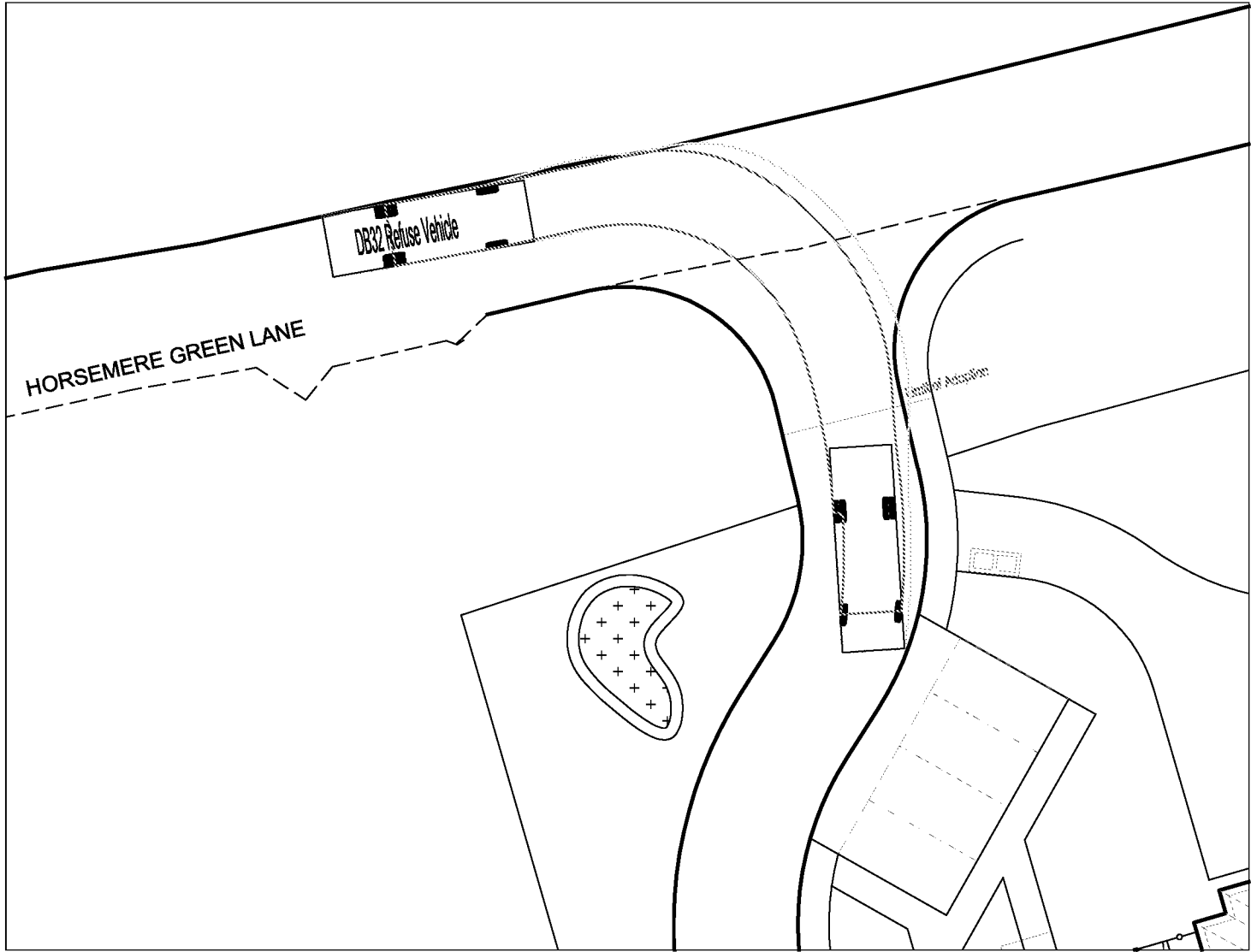
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Drawing Title
Swept Path Analysis
Large Refuse Vehicle Exiting Site

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				A

Scales 1:250	Paper Size A3
Job No. KNC1933	
Drawing No. Appendix E 5.2	Rev A



DB32 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.625m



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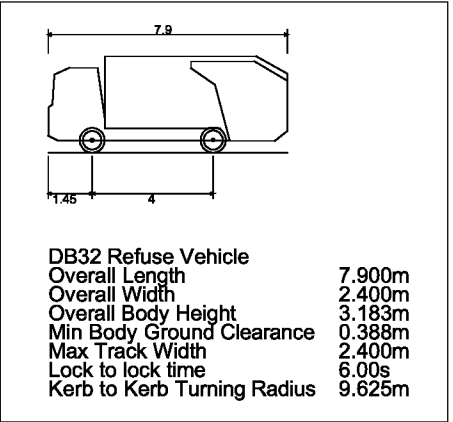
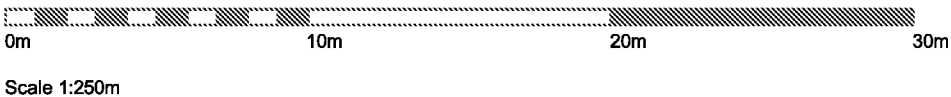
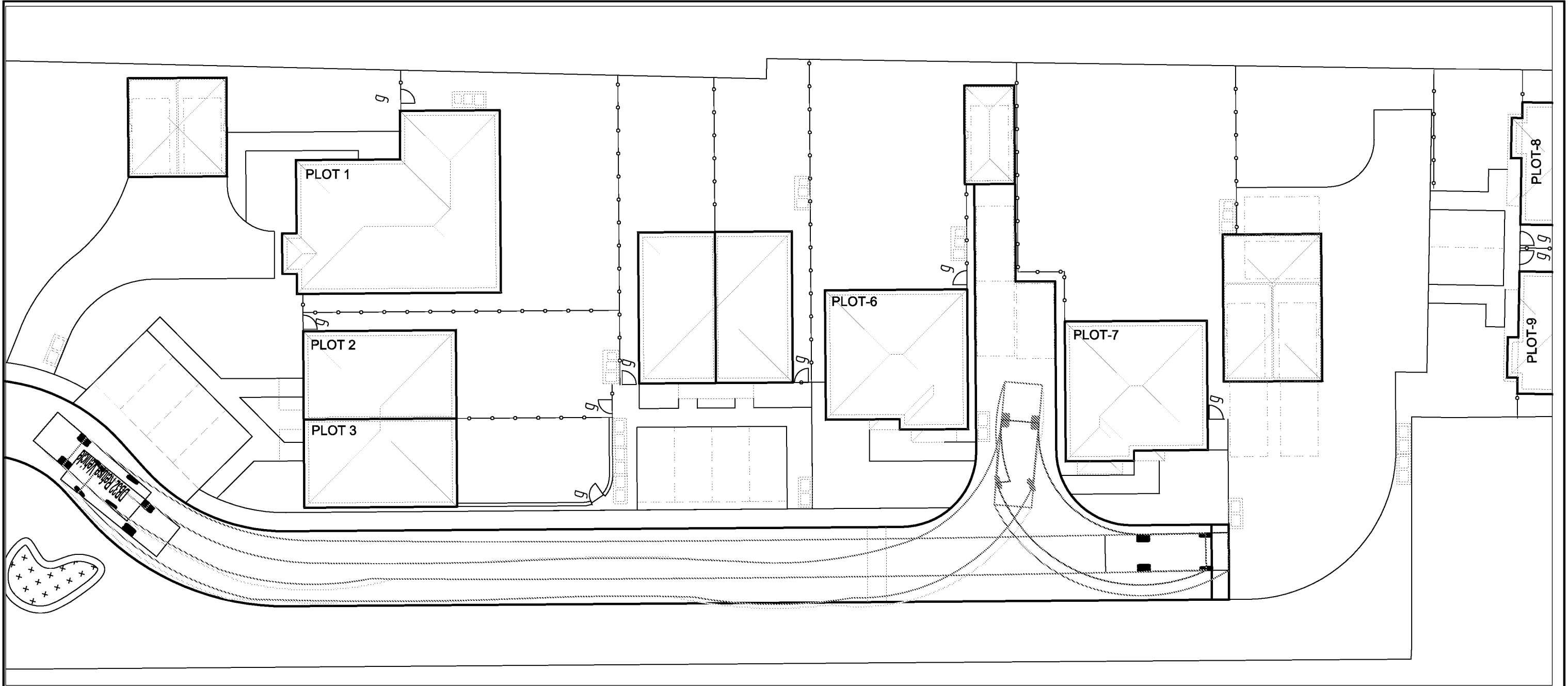
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Project
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Drawing Title
Swept Path Analysis
Large Refuse Vehicle Entering Site

Drawing Status
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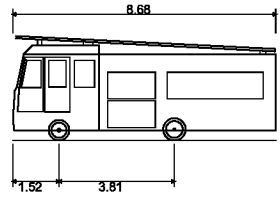
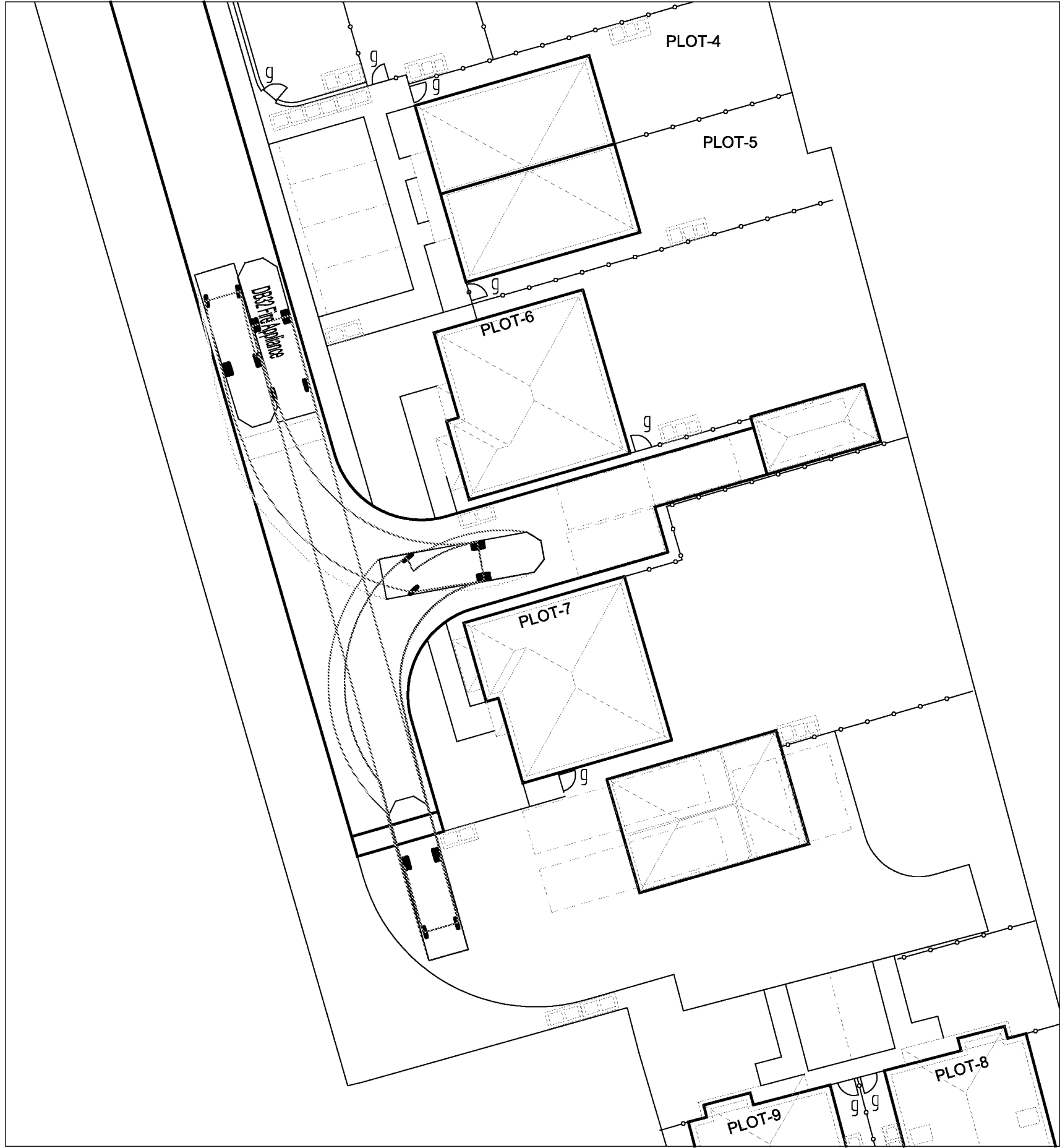
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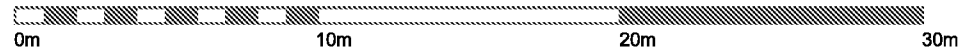
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LANGFORD, HORSEMER GREEN LANE
Drawing Title
Swept Path Analysis
Large Refuse Vehicle Manoeuvre On Site

Drawing Status
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Rev.	Date	Details	Initials	Scales 1:250	Paper Size A3
				Job No. KNC1933	
				Drawing No. Appendix E 5.4	Rev A



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



Scale 1:250m



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Project
LANGFORD, HORSEMERE GREEN LANE
Drawing Title
Swept Path Analysis
Fire Tender Manoeuvre On Site

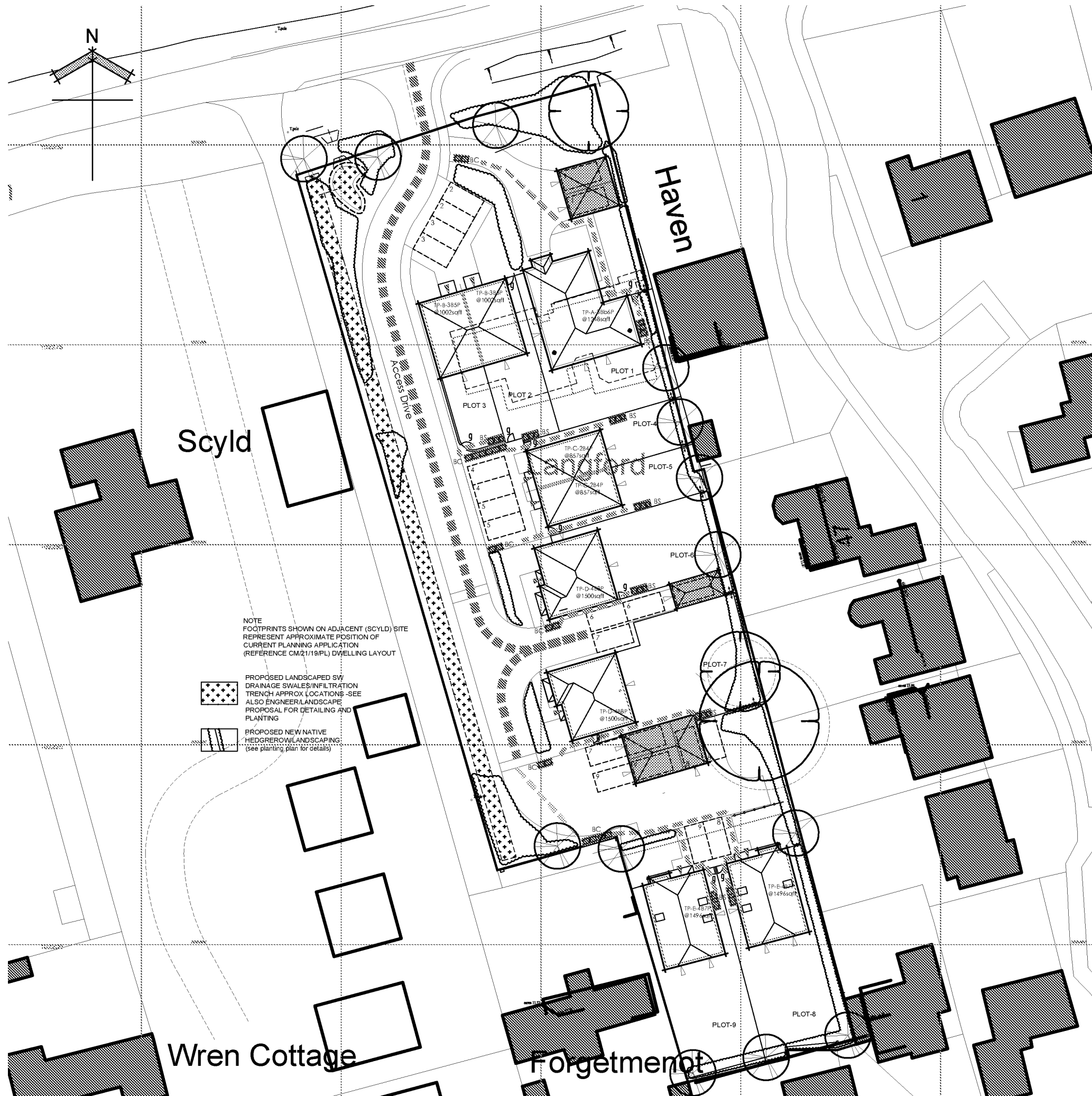
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APPENDIX F

Refuse Strategy



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Rev	Date	Drawn	Checked
A	31/10/19	CB	
LAYOUT AMENDED			
B	14/11/19	CB	
LAYOUT AMENDED			
C	03/12/19	CB	
Trees updated			

PLANNING ISSUE

Project:
LANGFORD
HORSEMERE GREEN LANE
CLIMPING

Drawing Title:
SITE LAYOUT
REFUSE STRATEGY

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1:500
@A3

0 5 10 15 20 25m

Drg No: 190725/SL-03 Rev: C

APPENDIX G

TRICS Data

TRIP RATE for Land Use 03 – RESIDENTIAL/A – HOUSES PRIVATELY OWNED			
Site Name:	Longford, Horsemere Green Lane		
Calculation Factor:	1	Dwellings	
Number of Dwellings:	9	Dwellings	

Development Scenario:	Proposed Residential
Trip Rate for:	VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.095	7	175	0.366	7	175	0.461	1	3
08:00-09:00	7	175	0.151	7	175	0.426	7	175	0.577	1	4
09:00-10:00	7	175	0.161	7	175	0.186	7	175	0.347	1	2
10:00-11:00	7	175	0.121	7	175	0.151	7	175	0.272	1	1
11:00-12:00	7	175	0.149	7	175	0.162	7	175	0.311	1	1
12:00-13:00	7	175	0.148	7	175	0.157	7	175	0.305	1	1
13:00-14:00	7	175	0.167	7	175	0.162	7	175	0.329	2	1
14:00-15:00	7	175	0.144	7	175	0.187	7	175	0.331	1	2
15:00-16:00	7	175	0.264	7	175	0.187	7	175	0.451	2	2
16:00-17:00	7	175	0.273	7	175	0.158	7	175	0.431	2	1
17:00-18:00	7	175	0.357	7	175	0.161	7	175	0.518	3	1
18:00-19:00	7	175	0.329	7	175	0.17	7	175	0.499	3	2
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			2.359				2.473				4.832
											21
											22

TRIP RATE for Land Use 03 – RESIDENTIAL/C – HOUSES PRIVATELY OWNED			
Site Name:	Longford, Horsemere Green Lane		
Calculation Factor:	1	Dwellings	
Number of Dwellings:	9	Dwellings	

Development Scenario:	Proposed Residential
Trip Rate for:	CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.008	7	175	0.007	7	175	0.015	0	0
08:00-09:00	7	175	0.001	7	175	0.01	7	175	0.011	0	0
09:00-10:00	7	175	0.001	7	175	0.002	7	175	0.003	0	0
10:00-11:00	7	175	0.002	7	175	0.004	7	175	0.006	0	0
11:00-12:00	7	175	0.003	7	175	0.003	7	175	0.006	0	0
12:00-13:00	7	175	0.002	7	175	0.002	7	175	0.004	0	0
13:00-14:00	7	175	0.002	7	175	0.007	7	175	0.009	0	0
14:00-15:00	7	175	0.002	7	175	0.001	7	175	0.003	0	0
15:00-16:00	7	175	0.006	7	175	0.005	7	175	0.011	0	0
16:00-17:00	7	175	0.011	7	175	0.014	7	175	0.025	0	0
17:00-18:00	7	175	0.018	7	175	0.012	7	175	0.03	0	0

18:00-19:00	7	175	0.007	7	175	0.006	7	175	0.013	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.063			0.073			0.136	1	1

TRIP RATE for Land Use 03 – RESIDENTIAL/C – HOUSES PRIVATELY OWNED											
Site Name:		Longford, Horsemere Green Lane									
Calculation Factor:		1	Dwellings								
Number of Dwellings:		9	Dwellings								

Development Scenario:	Proposed Residential
Trip Rate for:	PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.02	7	175	0.027	7	175	0.047	0	0
08:00-09:00	7	175	0.02	7	175	0.158	7	175	0.178	0	1
09:00-10:00	7	175	0.048	7	175	0.045	7	175	0.093	0	0
10:00-11:00	7	175	0.038	7	175	0.037	7	175	0.075	0	0
11:00-12:00	7	175	0.033	7	175	0.026	7	175	0.059	0	0
12:00-13:00	7	175	0.033	7	175	0.033	7	175	0.066	0	0
13:00-14:00	7	175	0.039	7	175	0.024	7	175	0.063	0	0
14:00-15:00	7	175	0.04	7	175	0.054	7	175	0.094	0	0
15:00-16:00	7	175	0.159	7	175	0.043	7	175	0.202	1	0
16:00-17:00	7	175	0.077	7	175	0.044	7	175	0.121	1	0
17:00-18:00	7	175	0.71	7	175	0.067	7	175	0.138	1	1
18:00-19:00	7	175	0.051	7	175	0.035	7	175	0.086	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.629			0.593			1.222	6	5

TRIP RATE for Land Use 03 – RESIDENTIAL/C – HOUSES PRIVATELY OWNED											
Site Name:		Longford, Horsemere Green Lane									
Calculation Factor:		1	Dwellings								
Number of Dwellings:		9	Dwellings								

Development Scenario:	Proposed Residential
Trip Rate for:	PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.001	7	175	0.024	7	175	0.025	0	0
08:00-09:00	7	175	0	7	175	0.011	7	175	0.011	0	0
09:00-10:00	7	175	0.002	7	175	0.008	7	175	0.01	0	0

10:00-11:00	7	175	0.002	7	175	0.006	7	175	0.008	0	0
11:00-12:00	7	175	0.002	7	175	0.004	7	175	0.006	0	0
12:00-13:00	7	175	0.001	7	175	0.003	7	175	0.004	0	0
13:00-14:00	7	175	0.007	7	175	0.002	7	175	0.009	0	0
14:00-15:00	7	175	0.004	7	175	0.001	7	175	0.005	0	0
15:00-16:00	7	175	0.013	7	175	0.002	7	175	0.015	0	0
16:00-17:00	7	175	0.01	7	175	0.005	7	175	0.015	0	0
17:00-18:00	7	175	0.016	7	175	0	7	175	0.016	0	0
18:00-19:00	7	175	0.008	7	175	0	7	175	0.008	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates			0.066			0.066			0.132	1	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
KC KENT	1 days
SC SURREY	1 days
WS WEST SUSSEX	3 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: 37 to 805 (units:)
 Range Selected by User: 36 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

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	4 days
Friday	1 days

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

Selected survey types:

Manual count	7 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)	3
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	7
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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.

LIST OF SITES relevant to selection parameters

1	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		37
	Survey date: FRIDAY		18/11/11
			Survey Type: MANUAL
2	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		62
	Survey date: MONDAY		27/11/17
			Survey Type: MANUAL
3	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		51
	Survey date: THURSDAY		14/07/16
			Survey Type: MANUAL
4	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		71
	Survey date: THURSDAY		23/01/14
			Survey Type: MANUAL
5	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		151
	Survey date: THURSDAY		11/12/14
			Survey Type: MANUAL
6	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		48
	Survey date: WEDNESDAY		18/04/12
			Survey Type: MANUAL
7	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		805
	Survey date: THURSDAY		02/03/17
			Survey Type: MANUAL

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

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

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	7	175	0.095	7	175	0.366	7	175	0.461
08:00 - 09:00	7	175	0.151	7	175	0.426	7	175	0.577
09:00 - 10:00	7	175	0.161	7	175	0.186	7	175	0.347
10:00 - 11:00	7	175	0.121	7	175	0.151	7	175	0.272
11:00 - 12:00	7	175	0.149	7	175	0.162	7	175	0.311
12:00 - 13:00	7	175	0.148	7	175	0.157	7	175	0.305
13:00 - 14:00	7	175	0.167	7	175	0.162	7	175	0.329
14:00 - 15:00	7	175	0.144	7	175	0.187	7	175	0.331
15:00 - 16:00	7	175	0.264	7	175	0.187	7	175	0.451
16:00 - 17:00	7	175	0.273	7	175	0.158	7	175	0.431
17:00 - 18:00	7	175	0.357	7	175	0.161	7	175	0.518
18:00 - 19:00	7	175	0.329	7	175	0.170	7	175	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.359			2.473			4.832

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:	37 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	7	175	0.008	7	175	0.007	7	175	0.015
08:00 - 09:00	7	175	0.001	7	175	0.010	7	175	0.011
09:00 - 10:00	7	175	0.001	7	175	0.002	7	175	0.003
10:00 - 11:00	7	175	0.002	7	175	0.004	7	175	0.006
11:00 - 12:00	7	175	0.003	7	175	0.003	7	175	0.006
12:00 - 13:00	7	175	0.002	7	175	0.002	7	175	0.004
13:00 - 14:00	7	175	0.002	7	175	0.007	7	175	0.009
14:00 - 15:00	7	175	0.002	7	175	0.001	7	175	0.003
15:00 - 16:00	7	175	0.006	7	175	0.005	7	175	0.011
16:00 - 17:00	7	175	0.011	7	175	0.014	7	175	0.025
17:00 - 18:00	7	175	0.018	7	175	0.012	7	175	0.030
18:00 - 19:00	7	175	0.007	7	175	0.006	7	175	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.073			0.138

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:	37 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	7	175	0.020	7	175	0.027	7	175	0.047
08:00 - 09:00	7	175	0.020	7	175	0.158	7	175	0.178
09:00 - 10:00	7	175	0.048	7	175	0.045	7	175	0.093
10:00 - 11:00	7	175	0.038	7	175	0.037	7	175	0.075
11:00 - 12:00	7	175	0.033	7	175	0.026	7	175	0.059
12:00 - 13:00	7	175	0.033	7	175	0.033	7	175	0.066
13:00 - 14:00	7	175	0.039	7	175	0.024	7	175	0.063
14:00 - 15:00	7	175	0.040	7	175	0.054	7	175	0.094
15:00 - 16:00	7	175	0.159	7	175	0.043	7	175	0.202
16:00 - 17:00	7	175	0.077	7	175	0.044	7	175	0.121
17:00 - 18:00	7	175	0.071	7	175	0.067	7	175	0.138
18:00 - 19:00	7	175	0.051	7	175	0.035	7	175	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.593			1.222

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:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERSCalculation 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	7	175	0.001	7	175	0.024	7	175	0.025
08:00 - 09:00	7	175	0.000	7	175	0.011	7	175	0.011
09:00 - 10:00	7	175	0.002	7	175	0.008	7	175	0.010
10:00 - 11:00	7	175	0.002	7	175	0.006	7	175	0.008
11:00 - 12:00	7	175	0.002	7	175	0.004	7	175	0.006
12:00 - 13:00	7	175	0.001	7	175	0.003	7	175	0.004
13:00 - 14:00	7	175	0.007	7	175	0.002	7	175	0.009
14:00 - 15:00	7	175	0.004	7	175	0.001	7	175	0.005
15:00 - 16:00	7	175	0.013	7	175	0.002	7	175	0.015
16:00 - 17:00	7	175	0.010	7	175	0.005	7	175	0.015
17:00 - 18:00	7	175	0.016	7	175	0.000	7	175	0.016
18:00 - 19:00	7	175	0.008	7	175	0.000	7	175	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
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.

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Parameter summary

Trip rate parameter range selected:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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