

Project Name:	32 – 34a Sea Lane, Ferring
Document Reference:	020.0316/TN/2
Document Name:	Technical Note
Prepared By:	Shannon Betteridge (06.11.2017)
Checked By:	Stewart Rose (07.11.17)
Approved By:	Spencer Bryan (07.11.17)

1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Appleton Town Planning to support a full planning application for a residential development comprising 5 dwellings at 32 – 34a Sea Lane, Ferring. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

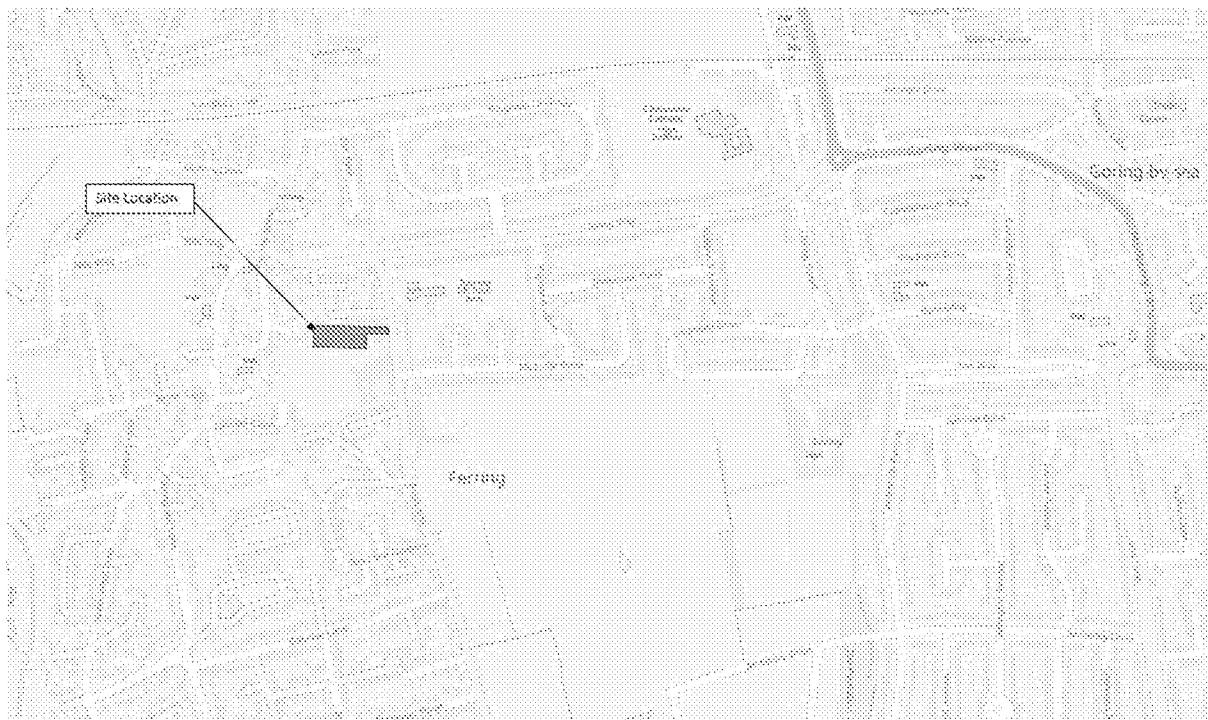


Figure 1: Site Location

- 1.2 This site has been subject to a number of planning applications since 1998, when the first application to provide residential redevelopment on-site was submitted. **Table 1** outlines the planning applications for the site since 1998 which have informed this application.

Application Reference	Application Details	Decision
FG/117/98	Outline application for proposed chalet bungalow	Refused
FG/99/12	Application for outline permission for erection of 9 x 4 bed dwellings	Appealed (Dismissed 2013)
FG/123/13	Application for outline permission for 4 x 3 bed house and 3 x 4 bed houses (resubmission of FG/99/12)	Refused
FG/215/15/OUT	Outline application for 2 dwellings	Refused
FG/37/16/OUT	Outline application for 1 x 4bed chalet (resubmission of FG/215/15/OUT)	Approve Conditionally

Table 1: Site Planning History

- 1.3 In 2012, the site sought permission for 9 x 4 bedroom dwellings but was refused permission. The highway authority was unable to provide a recommendation for approval due to substandard visibility splays.
- 1.4 The application was appealed in 2013, and whilst the appeal was dismissed, the Inspector was satisfied that the visibility provided an improvement to the existing situation and the merging of the two accesses presented a highways safety improvement as stated in the Appeal Decision *‘the proposed leading visibility splay of 20m is a significant improvement over the existing 9m...’* and that *‘development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. This is not the case in this appeal’*.
- 1.5 At present, the site has permission for an additional dwelling to the west of no.34 and the replacement of no.32 with a larger dwelling (reference/37/16/OUT), a total of 3 dwellings.
- 1.6 Whilst some aspects of the development have therefore been agreed as part of previous planning applications, this TN will review the existing conditions and site accessibility, detail the proposed development including parking provision and servicing arrangements and assess the impact of the development on the local road network.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Site and Surroundings

- 2.1 The site, which is currently occupied by two residential dwellings and is situated 400m southeast of Ferring High Street and approximately 6km west of Worthing, is bordered by residential properties to the north, east and west. To the south, the site is bordered by Little Twitten Recreation Ground. The site context is demonstrated in **Figure 2**.



Figure 2: Site Context (Source: Google)

Accessibility

- 2.2 Ferring High Street provides a range of facilities and services including a post office, library, convenience store, pharmacy and dental practice. A summary of the available facilities and services within the vicinity of the site is provided in **Table 2**.

Amenity	Distance (m)	Walking Time
Bus Stop	50m	1
Primary School	75m	1
Library	450m	5
Dental Practice	450m	5
Post Office	450m	5
Doctors Surgery	450m	5
Village Hall	500m	6
Pharmacy	600m	7
Railway Station	1.3km	16

Table 2: Proximity of Local Amenities

- 2.3 The proximity of local amenities and services provides a good opportunity to promote sustainable travel and create a sustainable development.

Pedestrian Network

- 2.4 The gentle topography experienced along Sea Lane and within Ferring provides an attractive pedestrian environment and makes it conducive to walking.
- 2.5 Sea Lane benefits from a 1.8m wide footway flanking the eastern side of the carriageway with a dropped kerb situated directly opposite the proposed site access. This therefore provides an opportunity for site users to cross the Sea Lane carriageway and continue towards the school and High Street to the north of the site.
- 2.6 Sea Lane connects to Goring Way approximately 150m north of the proposed site access, ensuring a safe and direct route on the local road network for all site users. Goring Way is flanked by footways approximately 2m wide on both sides of the carriageway supported by dropped kerbs and tactile paving where appropriate, and therefore facilitates all non-motorised site users in the vicinity of the site.

Cycle Network

- 2.7 The gentle topography within Ferring also provides a good opportunity to encourage cycling as a primary mode of transport. In addition, the site is situated approximately 4km northwest of National Cycle Network Route 2 which connects Worthing to Brighton in the east. For a local cycle, a journey into Worthing takes approximately 20 minutes.

Bus Services

- 2.8 The closest bus stops to the site are situated 50m south of the site access. Both bus stops comprise a single pole and timetable. Additional bus stops are provided on Goring Way (2 minute walk) with both bus stops also comprising a single pole and timetable, and the eastbound bus stop also provided with a sheltered seating area. The bus services available from both bus stops are summarised in **Table 3**.

Service	Bus Stop	Route	Frequency		
			Monday – Friday	Saturday	Sundays
8a	Sea Lane	Worthing – Goring by Sea – South Ferring	Hourly 10:26 – 13:26	Hourly 10:26 – 13:26	No Service
8	Goring Way	Worthing – Goring by Sea – South Ferring	Hourly 09:57 – 17:57	Hourly 09:57 – 17:57	No Service
Coastliner 700	Goring Way	Brighton – Worthing – Littlehampton	Every 10 minutes	Every 10 minutes	Every 20 minutes

Table 3: Local Bus Services

- 2.9 Stagecoach operates a frequent service (Coastliner 700), seven days a week from Goring Way. A bus journey to Worthing takes approximately 20 mins, with journeys to Littlehampton and Brighton taking approximately 35 minutes and 70 minutes respectively. The available bus services therefore present a good opportunity to encourage sustainable travel by residents.

Rail Services

- 2.10 The nearest railway station to the site is Goring-by-Sea, situated 1.3km (16 minute walk, 5 minute cycle) north east of the site. The station is equipped with cycle storage spaces, a manned ticket office, customer help points, CCTV and step free access.
- 2.11 Goring-by-Sea provides a comprehensive service, with trains to destinations including Littlehampton, Brighton and London Victoria. A journey to Littlehampton takes approximately 13 minutes, a journey to Brighton takes approximately 30 minutes and a journey to London Victoria takes approximately 90 minutes.

Summary of Site Accessibility

- 2.12 The site is situated 400m southeast of Ferring High Street which provides a range of facilities and amenities. The proximity of the site to existing facilities, in particular the bus services, presents a good opportunity to encourage the use of sustainable travel and create a sustainable development.

3. DEVELOPMENT PROPOSALS

- 3.1 The proposals comprise the redevelopment of the site to provide 5 x 4 bedroom residential dwellings, associated parking and access onto Sea Lane. The site currently comprises 2 residential dwellings; of which one will be demolished and rebuilt, with the second remaining as existing, and therefore the proposals result in a net increase of 3 dwellings. The site layout is included in **Appendix A**.

Car Parking Provision

- 3.2 The number of parking spaces required to serve the residential dwellings has been informed by West Sussex County Council's (WSCC) parking standards calculator. WSCC Guidance for Car Parking in New Residential Developments (September 2010) states that *"Good parking design is as important as providing the appropriate number of spaces. Developers will therefore be expected to provide balanced, mixed and flexible parking provision. This should reflect best practice as set out in national guidance..."* (Paragraph 2.10).
- 3.3 With regards to providing visitor parking, paragraph 2.11(b) states that *"Adequate visitor parking is required and this will be influenced by the level of unallocated parking. The WSCC Residential Parking Demand Calculator should be used to ensure sufficient visitor parking is provided."*
- 3.4 The resultant parking provision required to serve the proposed development in accordance with WSCC parking calculator is demonstrated in **Figure 3**, with the full outputs included in **Appendix B**.

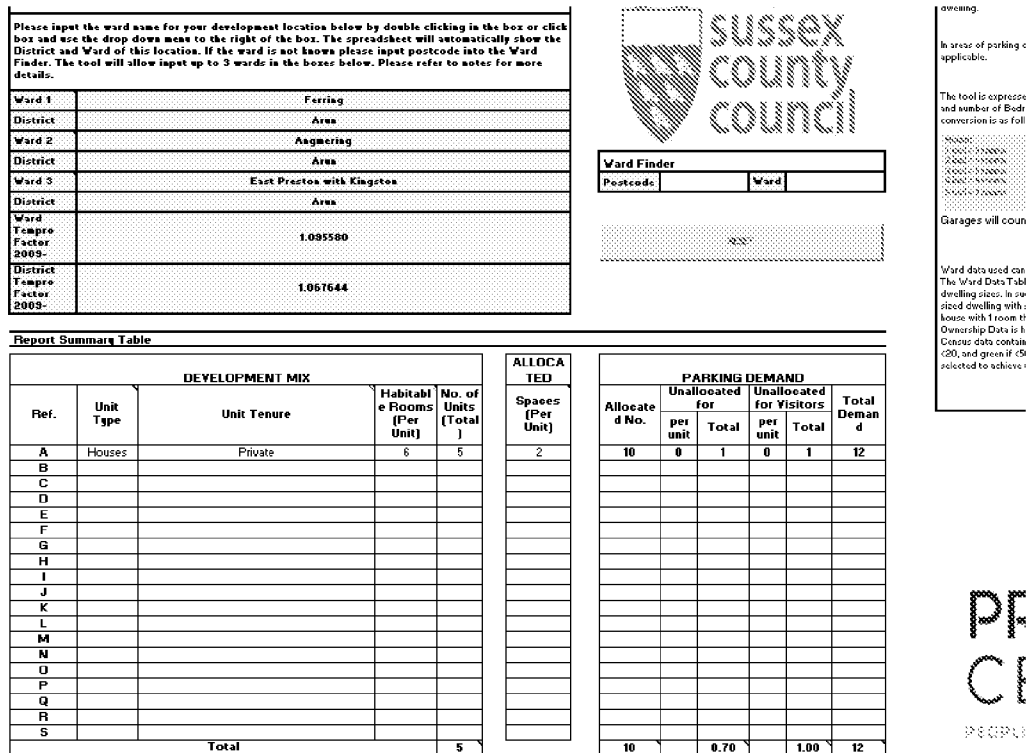


Figure 3: WSCC Parking Calculator Outputs

3.5 **Figure 3** demonstrates that 12 parking spaces would be required to serve the proposed development. As demonstrated on the site layout, a total of 13 parking spaces are to be provided via driveways and garages, therefore ensuring that the parking is contained on-site and no overspill is placed on the local road network.

3.6 Each parking bay measures a minimum of 2.4m x 4.8m, in accordance with Manual for Streets (MfS) guidance, with internal garage dimensions of 3m x 6m. Tracking of the car parking spaces has been undertaken and is included in **Appendix C**.

Cycle Parking Provision

3.7 Paragraph 2.11c of WSCC's Guidance on Parking in New Residential Developments (September 2010) sets out the recommended amounts of cycle parking/ storage required for residential developments, and is shown in **Table 4**.

Type of dwelling	Total number of dwellings	WSCC Cycle Parking Standard (per unit)	Development Requirement
Houses (3 bed+)	5	2 spaces	10

Table 4: Cycle Parking - Residential Standards and Requirements

- 3.8 Long-stay cycle parking will be provided for each unit within a dedicated cycle shed in the rear of each garden, or a garage (where provided and measuring at least 3m x 6m).

Access Arrangement

- 3.9 The proposed development will replace the existing two accesses with a single vehicular access fronting onto Sea Lane. The access road measures 4.5m in width with 6m corner radii, ensuring two cars can pass simultaneously at the site access and larger vehicles can enter the site if required. Tracking at the site access is demonstrated in **Appendix C**.
- 3.10 The access arrangement provides an improvement to the existing situation as identified by the Inspector as part of a former application (reference: FG/99/12), as it will merge the existing two accesses into a single track and would subsequently *'remove and not increase pedestrian/vehicle conflict caused by existing poor inter-visibility and would eliminate the potential for conflict when 2 vehicles emerge from the accesses at the same time'*.

Visibility

- 3.11 Speed surveys were undertaken at the site access as part of a former application (reference: FG/99/12) which highlighted average speeds of 30.4mph. Whilst visibility was not demonstrated as achievable in accordance with MfS design guidance, the Inspector was satisfied that the achievable 20m visibility was an improvement over the existing, and therefore visibility has not been assessed as part of this application.
- 3.12 The existing application sought permission for 9 dwellings and the Inspector was satisfied that the proposals would provide a betterment in relation to highways safety by stating that the *'additional traffic generated by the proposed dwellings would be outweighed by the improved visibility splays and the consolidated access'*. As the application is now for a reduction in dwellings, the proposals can be considered less intensive and the Inspectors assessment is still valid.

Servicing Arrangement

- 3.13 Refuse collection will take place from the carriageway in line with the existing situation along Sea Lane, with the refuse vehicle and waste collection personnel able to access the bin collection point situated along the eastern perimeter of the site.

- 3.14 Provision has been made on site for emergency vehicles to enter, turn and exit the site in a forward gear, ensuring that the emergency vehicle can get within 45m of all dwellings. This arrangement is demonstrated on the site layout included in **Appendix A**.

4. TRIP GENERATION

4.1 This section of the TN assesses the likely vehicular impact of the development on the local road network.

Existing Trip Generation

4.2 The site is currently occupied by 2 residential dwellings which will be retained as part of the development proposals. In order to calculate the trip rate of the existing dwellings, the national system of trip generation analysis 'TRICS' has been consulted. The specific TRICS parameters used are as follows;

- TRICS (v.7.4.2) database
- 'Residential', 'Houses Privately Owned' Use Class
- Sites in England and Wales (excluding London)
- 6 – 15 Dwellings
- Weekday Surveys only
- 'Suburban' and 'Edge of Town' Locations

4.3 The results of the TRICS assessment are summarised in **Table 5**, with the full outputs included in **Appendix D**.

TRICS (v.7.4.2)	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Dwelling	0.206	0.485	0.426	0.221	5.673
Trip Generation (2 Dwellings)	0	1	1	0	11

Table 5: Existing Trip Generation

4.4 **Table 5** demonstrates that the existing site is anticipated to be generating 1 trip in both the AM and PM peak periods and 11 trips across a 12 hour day.

Proposed Trip Generation

4.5 The anticipated trip generation for the proposed development has also been assessed using the same parameters as above. The results of the TRICS assessment are summarised in **Table 6**, with the full outputs included in **Appendix D**.

TRICS (v.7.4.2)	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Dwelling	0.206	0.485	0.426	0.221	5.673
Trip Generation (5 Dwellings)	1	2	2	1	28

Table 6: Proposed Trip Generation

- 4.6 **Table 6** demonstrates that the proposed site is anticipated to generate 3 trips in both the AM and PM peak periods and 28 trips across a 12 hour day. This equates to an additional trip onto the local road network every 20 minutes in the peak periods and every 26 minutes across a 12 hour day.

Net Impact

- 4.7 To understand the likely vehicular traffic impact of the proposed development, a comparison between the existing and proposed site has been undertaken. Using both the existing and proposed trip generations demonstrated in **Tables 5** and **6** respectively, the net difference in traffic impact is summarised in **Table 7**.

TRICS (v.7.4.2)	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Existing Trip Generation (2 dwellings)	0	1	1	0	11
Proposed Trip Generation (5 dwellings)	1	2	2	1	28
Net Difference	+1	+1	+1	+1	+17

Table 7: Net Impact

- 4.8 The net impact assessment demonstrates that the proposed development would generate an additional 2 trips in both the AM and PM peak periods and an additional 17 trips across a 12 hour day. This equates to one trip every 30 minutes in the peak periods and one trip every 43 minutes across a 12 hour day. The local road network is therefore anticipated to be able to accommodate the additional traffic.
- 4.9 The site was previously refused for 9 dwellings which was identified as likely to generate 6 trips in the AM peak period, 8 trips in the PM peak period and 34 trips across a 12 hour day. As both the access and visibility were considered acceptable at appeal for that scale of development, and given that the development proposals would result in 3 less trips in the AM peak period, 5 less trips in the PM peak period and 6 less trips across a 12 hour day, the associated vehicular impact is reduced in comparison to the appealed site.

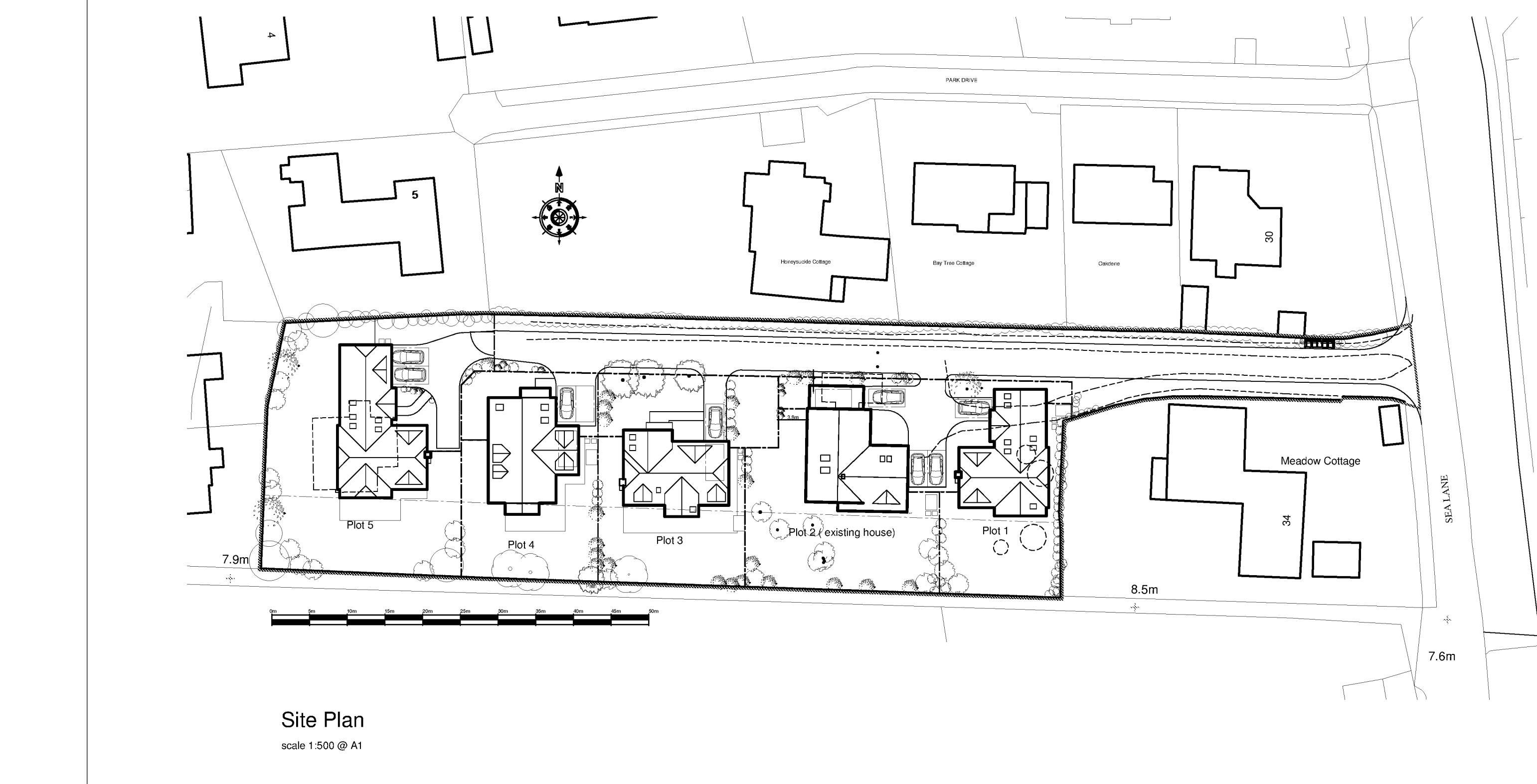
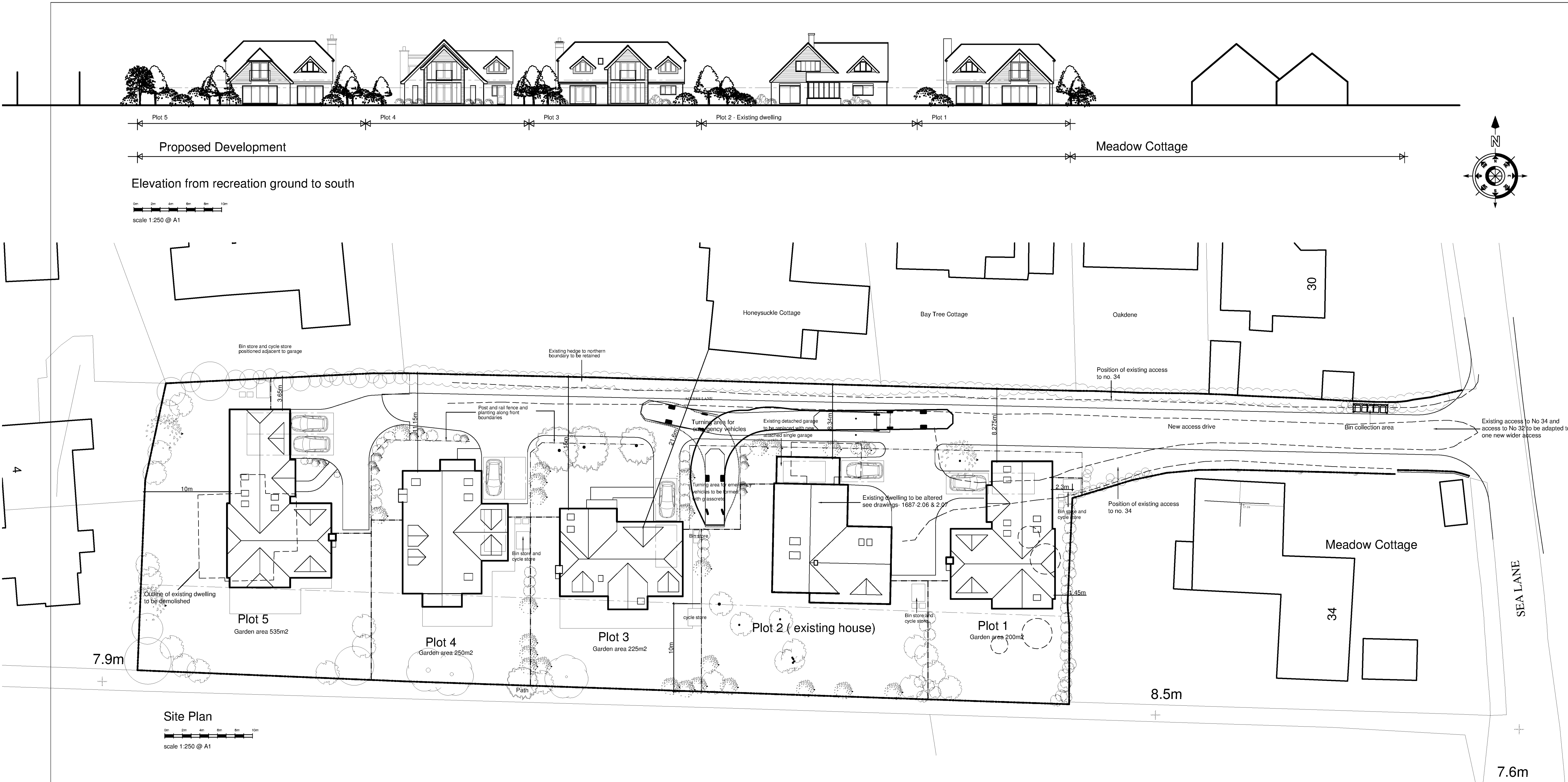
5. SUMMARY AND CONCLUSIONS

- 5.1 This TN has been prepared by PBA on behalf of Appleton Town Planning to support a full planning application for a residential development comprising 5 dwellings at 32 – 34a Sea Lane, Ferring.
- 5.2 The site is situated 400m southeast of Ferring High Street which provides a range of facilities and amenities including a post office, convenience store, dental practice and library. The proximity of the site to existing facilities, in particular the bus services, presents a good opportunity to encourage the use of sustainable travel and create a sustainable development.
- 5.3 An appropriate parking provision has been provided in accordance with WSCC parking calculator with 12 spaces required, and 13 provided. In addition, cycle parking would be accommodated within a garage or rear shed for each property.
- 5.4 The access arrangements will provide an improvement to the existing situation in relation to both highway safety and visibility. These aspects were considered suitable at appeal as part of the former application (reference: FG/99/12) and given the reduction in unit numbers, the Inspectors comments are considered to be representative of the proposals.
- 5.5 The site is anticipated to generate 3 trips in both the AM and PM peak periods and 28 trips across a 12 hour day. This results in a net impact of 2 additional trips per peak period and 17 trips across a 12 hour day, however is a reduction in trips to the 9 dwelling application in 2012.
- 5.6 This TN has therefore demonstrated that the proposed development would not have a significant impact on the operation of the local road network or pose a highway safety concern and therefore we recommend Arun District Council look favourably on this development in relation to highways.

32-34a Sea Lane, Ferring
Technical Note

Appendix A

Paul Basham Associates Ltd
Report No. 020.0316/TN/2



NOTES

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Elevations

Plan

Garden Sheds

Detail of close boarded fence

0m 2m 4m
scale 1:100 @ A1

A	30/10/2017	GM	Planning issue
REV	DATE	BY	AMENDMENT

folkes architects

THE DESIGN STUDIO
94 High Street
Seymour
West Sussex
BN44 3RD

CLIENT
Oliver Designer Homes

JOB TITLE
Proposed Residential Development at
34 Sea Lane, Ferring

DRAWING TITLE
Proposed Site Plan, Location Plan
and elevation from south

DATE	SCALE	DRAWN BY	GIM
March 2017		CHECKED BY	

JOB NO.	DRAWING NO.	REVISION
1687	2.01	A

32-34a Sea Lane, Ferring
Technical Note

Appendix B

Paul Basham Associates Ltd
Report No. 020.0316/TN/2



Ward Finder			
Postcode		Ward	

Note:

No special provision need be made for visitors where at least half of the total parking provision associated with a development is unallocated. In other circumstances, it may be appropriate to allow for additional visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may vary in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward highlighted if the Census data does not include data for certain dwelling sizes. In such cases car ownership has been obtained using the nearest sized dwelling with same tenure and ward. For example, if not available for a private house with 1 room then data for a private house with 2 rooms has been used. Ownership Data is highlighted in purple where such an approach has been used. Where Census data is available for small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total column. In such cases, other wards should be selected to achieve a higher sample size.

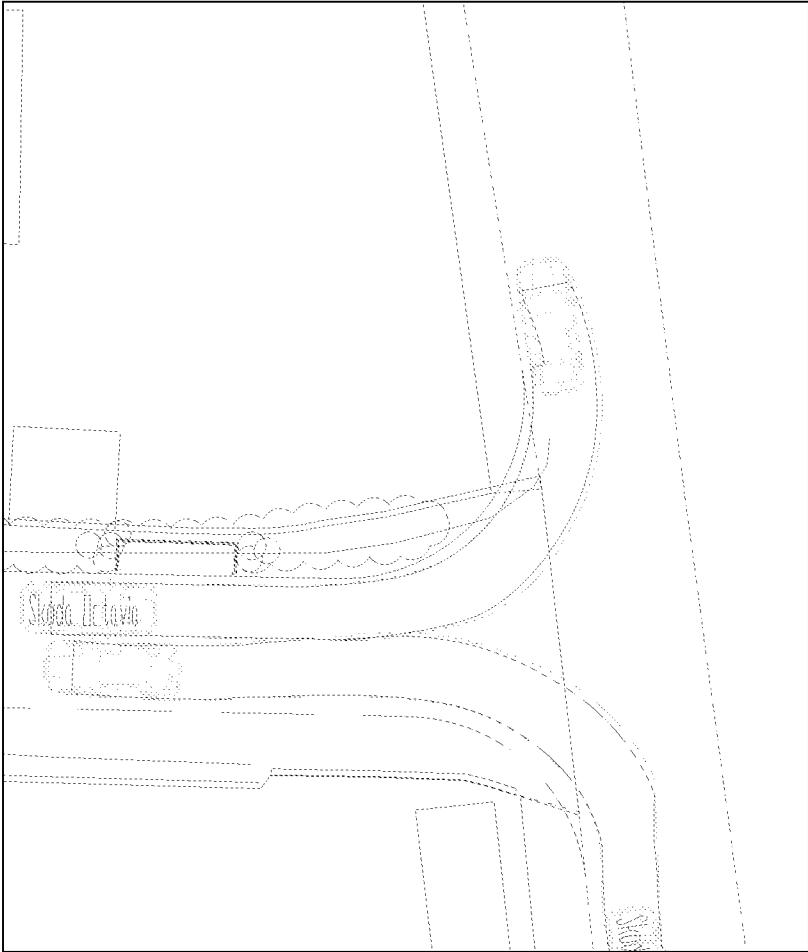
Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Houses	Private	6	5	2
B					
C					
D					
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				5	

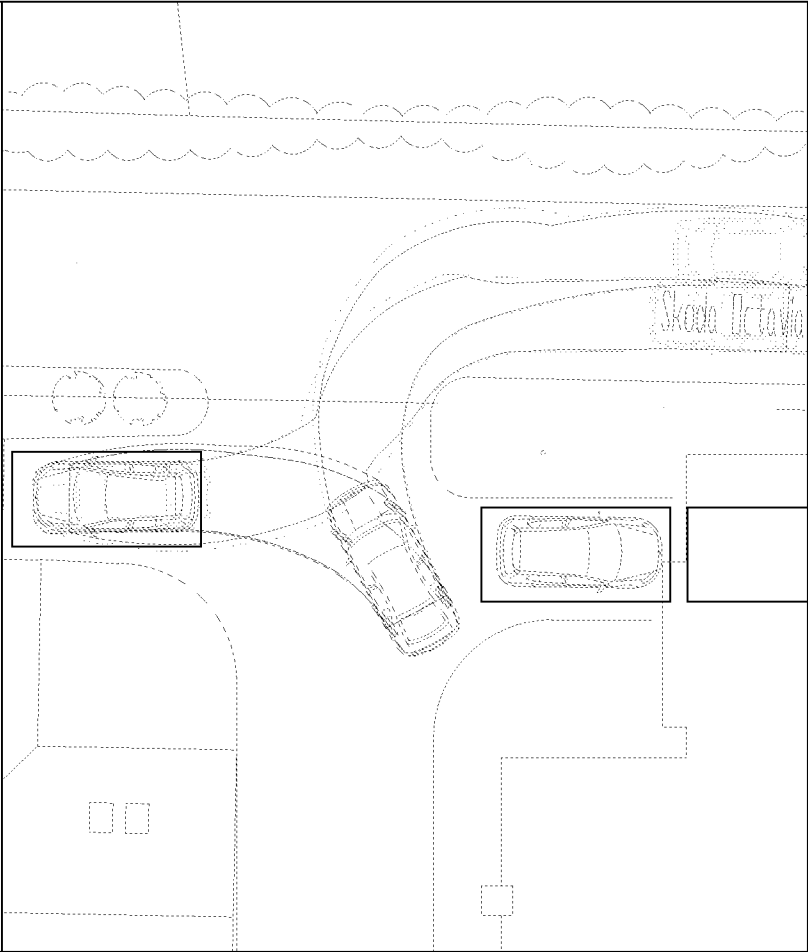
PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
10	0	1	0	1	12
10		0.70		1.00	12



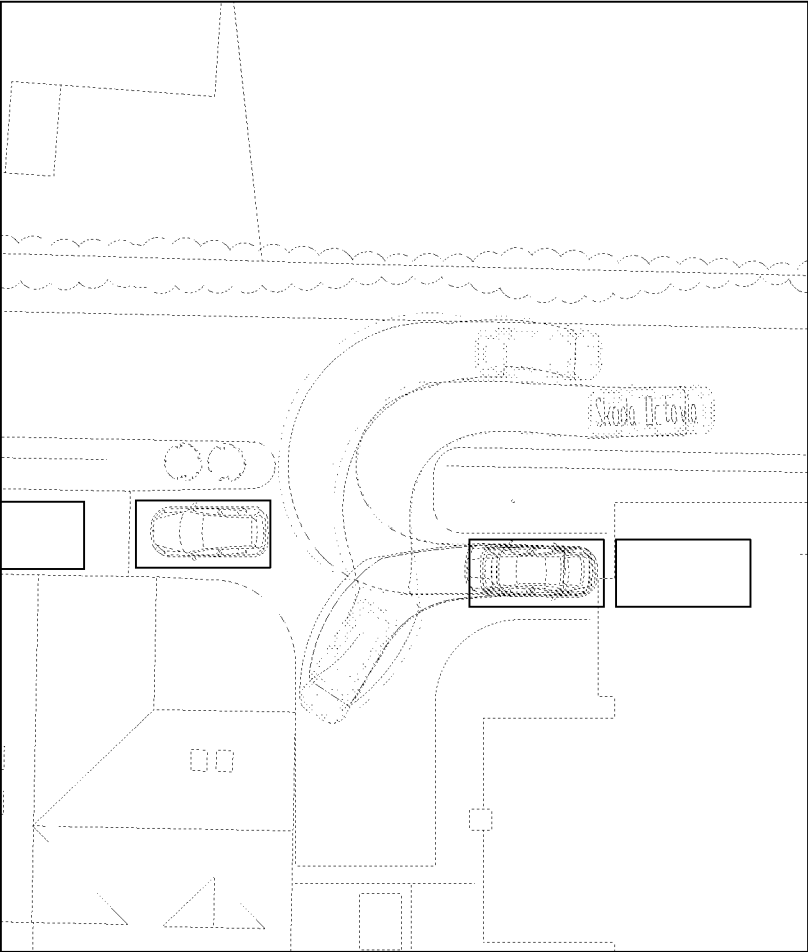
Appendix C



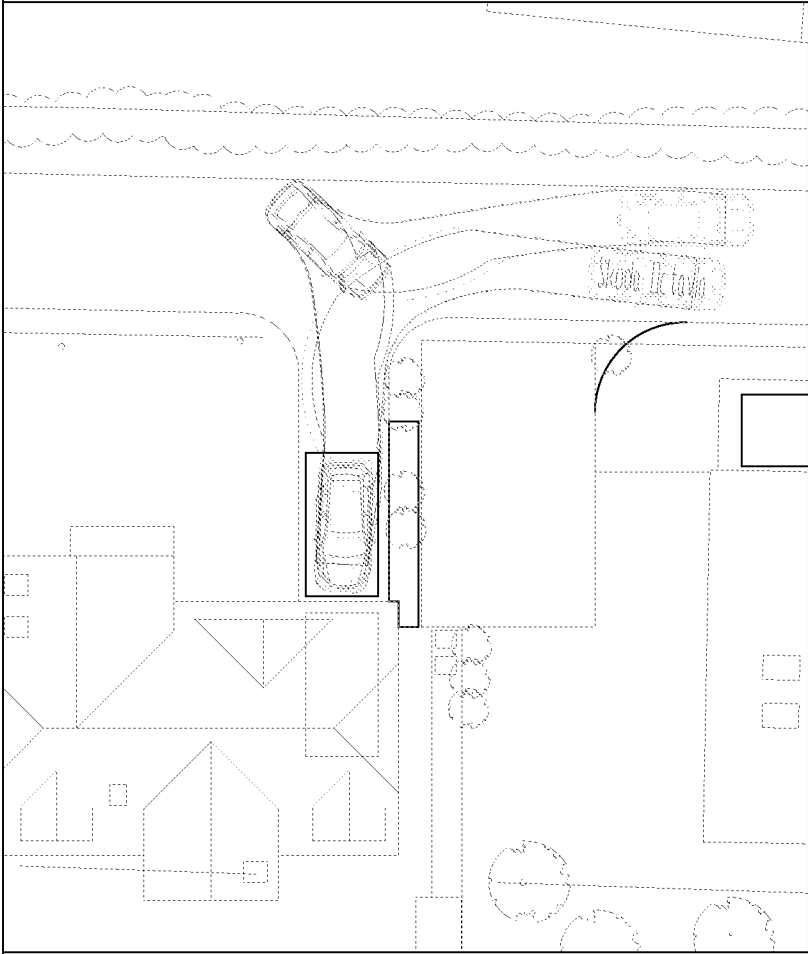
SITE ACCESS TRACKING



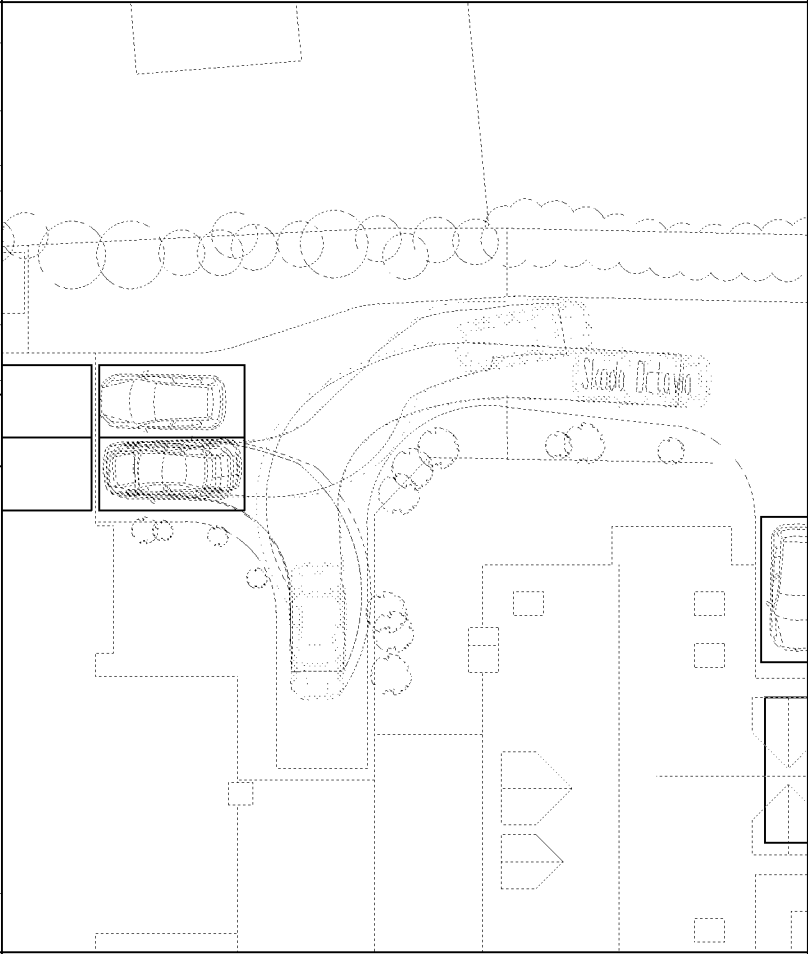
PLOT 2 TRACKING



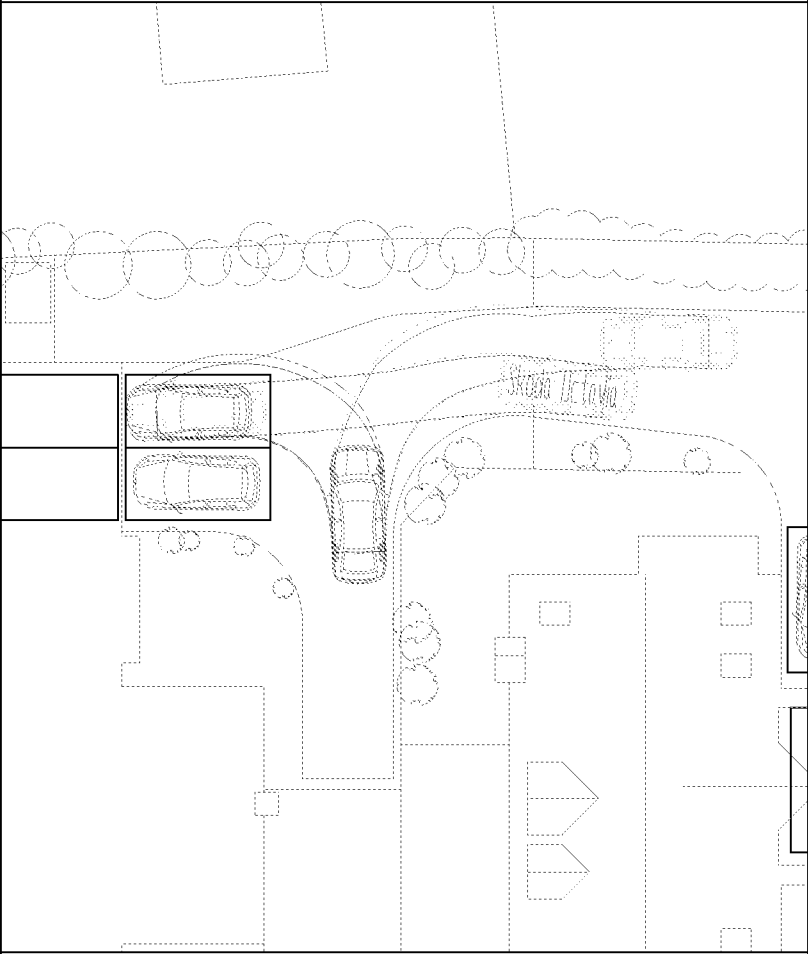
PLOT 1 TRACKING



PLOT 3 TRACKING



PLOT 5 TRACKING

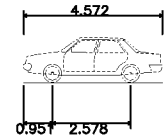


PLOT 5 TRACKING

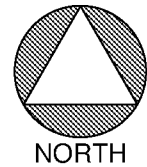
GENERAL NOTES

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CAR PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.100m



A	UPDATED SITE LAYOUT	07.11.17	SB	SB
Rev	Description	Date	By	Chk

Project Name 32 - 34A SEA LANE FERRING	Title SITE TRACKING	 Paul Basham Associates 32-34A SEA LANE FERRING Lancaster, LA1 1JH 01524 888134 info@paulbashamassociates.com	Client APPLETON TOWN PLANNING	Checked By SB	Checked Date 18.10.17	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 17.10.17	Client Drawing No. -	PBA Drawing No. 020.0316.001	Revision A	ARUN DISTRICT COUNCIL

32-34a Sea Lane, Ferring
Technical Note

Appendix D

Paul Basham Associates Ltd
Report No. 020.0316/TN/2

Calculation Reference: AUDIT-247601-171018-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	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: 6 to 15 (units:)
 Range Selected by User: 6 to 15 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/09/15

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	3 days
Wednesday	1 days
Friday	3 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)	5
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:

Residential Zone	6
No Sub Category	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

6 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
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 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:

0.6 to 1.0	4 days
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

7 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

7 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
4	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
5	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
6	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
7	WK-03-A-01	TERRACED/ SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		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

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	10	0.088	7	10	0.294	7	10	0.382
08:00 - 09:00	7	10	0.206	7	10	0.485	7	10	0.691
09:00 - 10:00	7	10	0.103	7	10	0.265	7	10	0.368
10:00 - 11:00	7	10	0.279	7	10	0.191	7	10	0.470
11:00 - 12:00	7	10	0.206	7	10	0.309	7	10	0.515
12:00 - 13:00	7	10	0.206	7	10	0.279	7	10	0.485
13:00 - 14:00	7	10	0.191	7	10	0.206	7	10	0.397
14:00 - 15:00	7	10	0.176	7	10	0.147	7	10	0.323
15:00 - 16:00	7	10	0.279	7	10	0.191	7	10	0.470
16:00 - 17:00	7	10	0.279	7	10	0.191	7	10	0.470
17:00 - 18:00	7	10	0.426	7	10	0.221	7	10	0.647
18:00 - 19:00	7	10	0.279	7	10	0.176	7	10	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.718			2.955			5.673

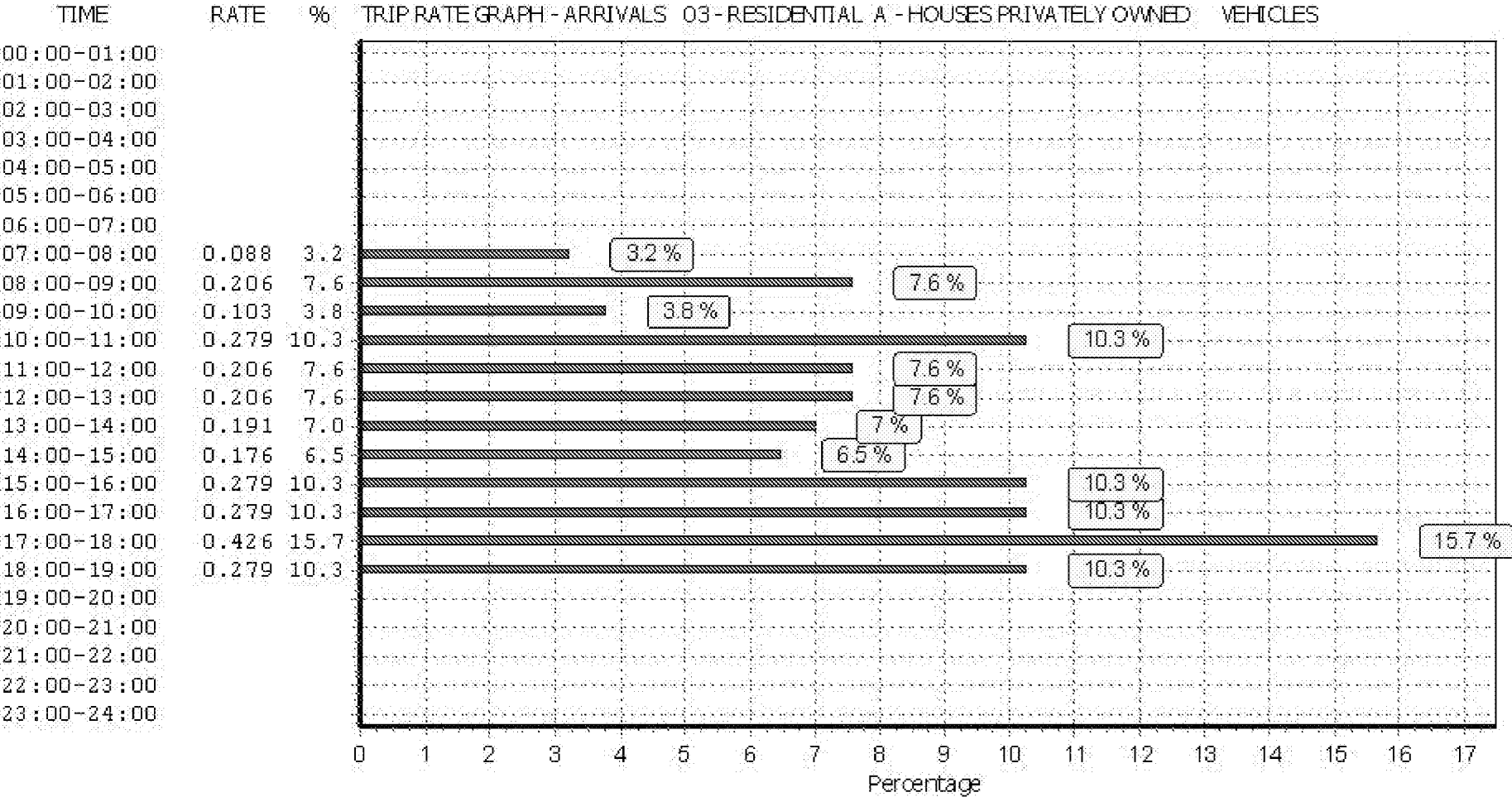
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

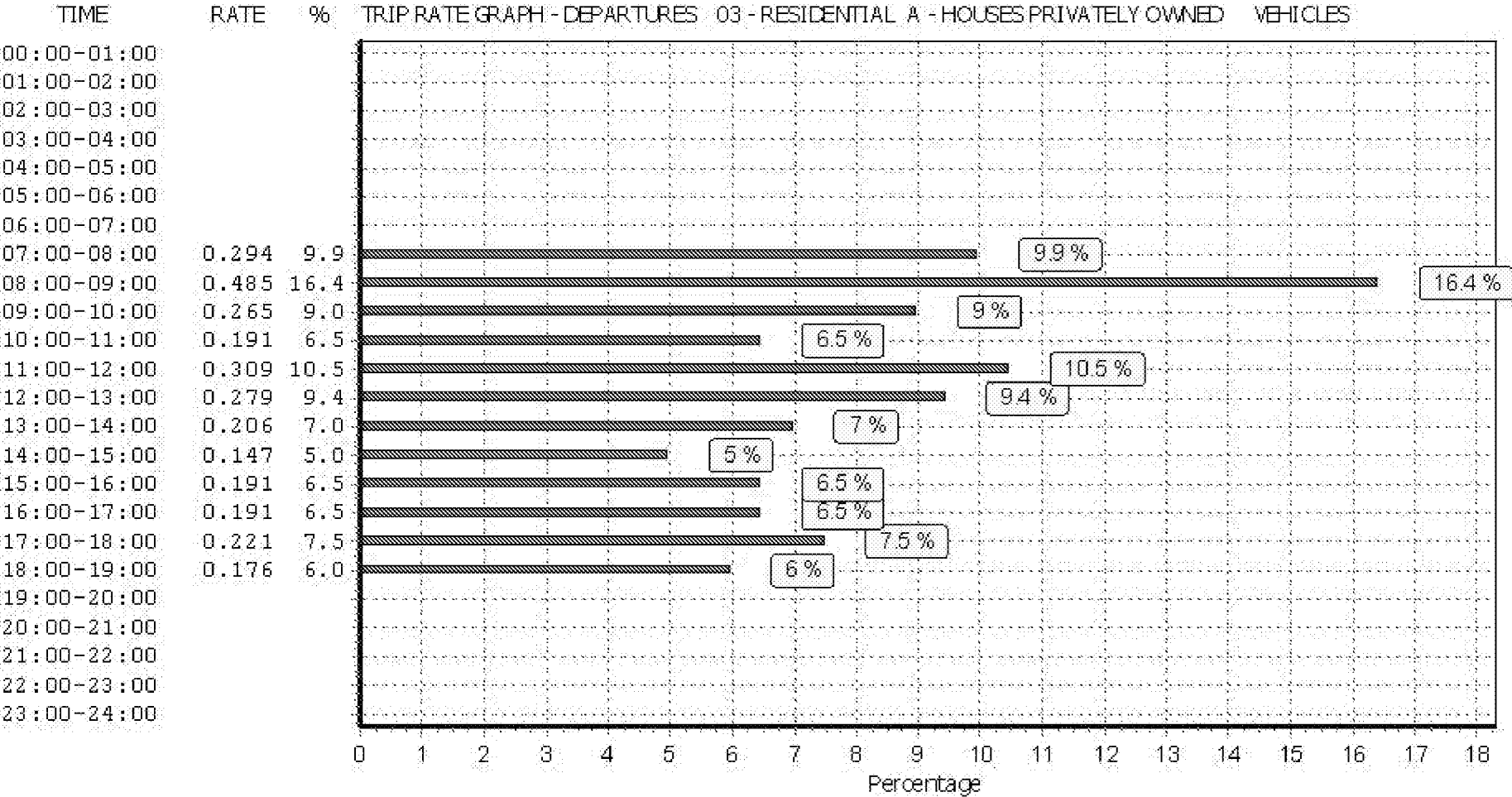
Parameter summary

Trip rate parameter range selected: 6 - 15 (units:)
 Survey date date range: 01/01/09 - 16/09/15
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

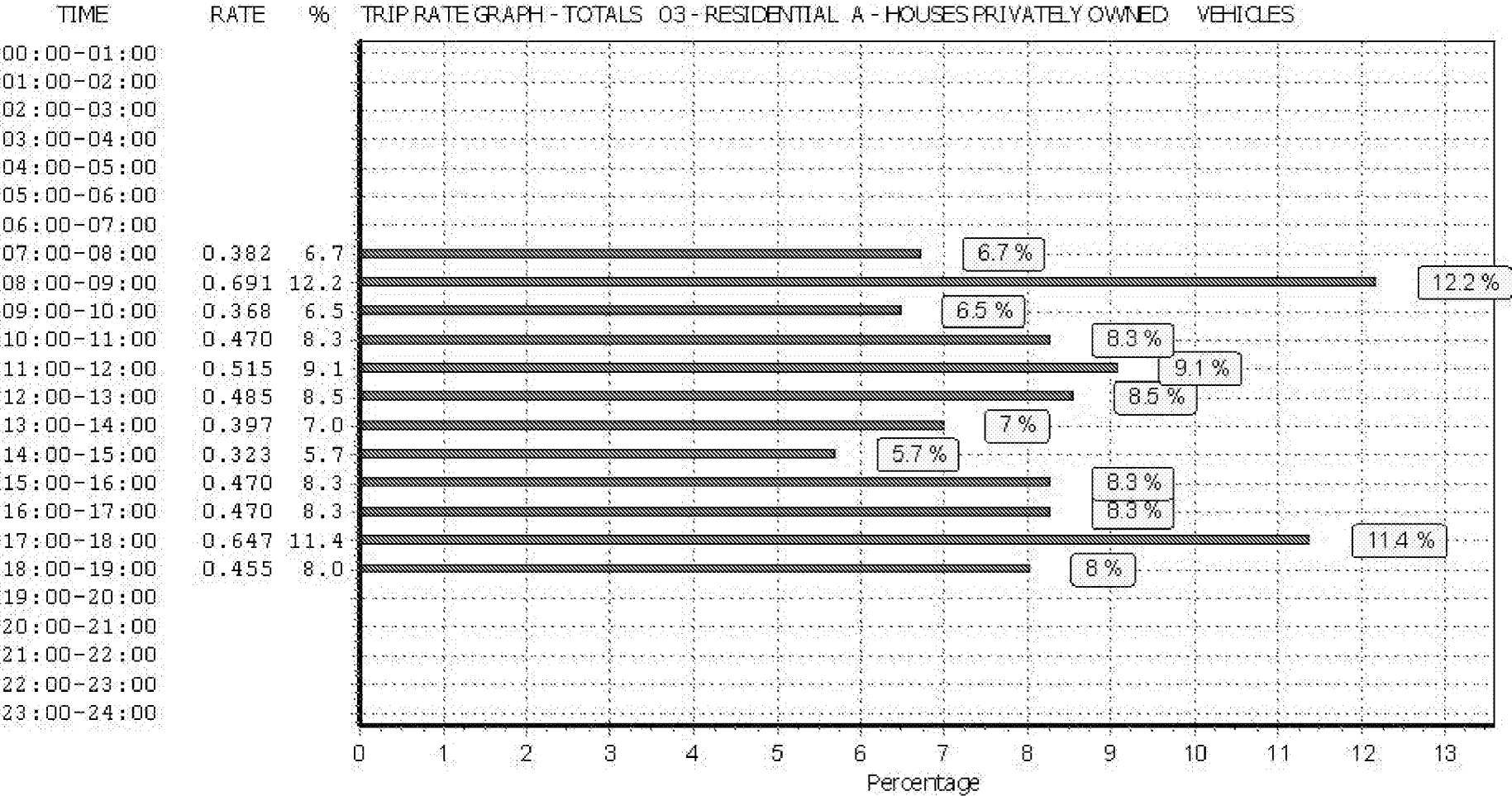
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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