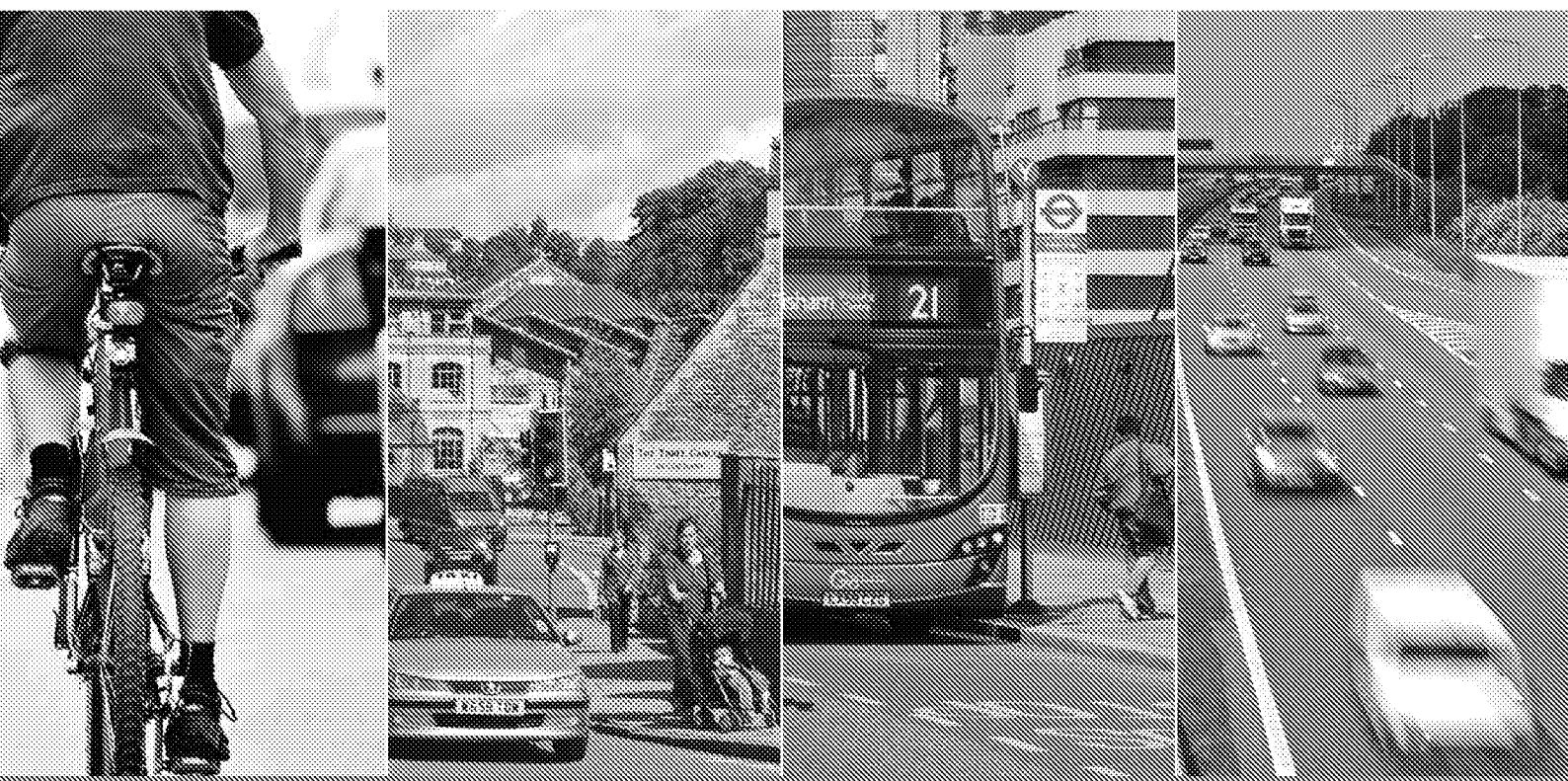


Transport Statement

Proposed Office Development: Hangleton Lane, Ferring, West Sussex



Client: District Carers, Hangleton Lane, Worthing, BN12 6PP

Ref: 7106/2.3

Date: November 2017

Index

Executive Summary

1	Introduction	4
	Background	4
2	Policy	5
	National Planning Policy Framework	5
	National Planning Practice Guidance	6
	West Sussex County Council's Local Transport Plan	7
	Arun District Council Local Plan	8
	Ferring Neighbourhood Plan 2014-2029	9
3	Site Location	10
4	Local Highway Network	11
	Crash Records	11
5	Existing Site	12
	Existing Site Access	12
	Existing Traffic Generation	12
6	Modal Choices	13
	Bus Services	13
	Rail Services	13
	Walking and Cycling	14
	Accessibility	14
7	Proposed Development	16
	Proposed Access	16
	Emergency Access and Service Vehicles	16
	Traffic Generation of the Proposed Development	16
8	Proposed Parking	18
	Car Parking	18
	Cycle Parking	18
9	Conclusions	19

Schedule of Appendices

- A Site Layout Plan
- B TRICS output data – Proposed

Issue	Issue date	Compiled	Checked	Authorised
DRAFT	7 th November 2017	SHS	RW	LNS
Final	15 th November 2017	SHS	RW	LNS

Compiled by: Shellbee Hadley-Smith
Checked by: Richard Wells BSc, MCIHT
Authorised by: Lawrence Stringer CEng, MCIHT, MRTPI

Executive Summary

The existing site currently comprises of vacant land to the east of Hangleton Lane forming part of a larger site used for the open storage of vehicles under use class B8.

The proposed development is to construct a new detached office building (use class B1) with associated car and cycle parking and bin storage.

The proposed development will use the existing access which is adequate in terms of width and visibility.

Trips rates have been determined using the TRICS database and the proposed development only adds a small number of trips on the A259 in the peak hours.

There is a footway provided on the north side of the A259 at the junction with Hangleton Lane. This leads east to a pedestrian crossing. This provides safe pedestrian access south of the A259 where bus stops are located.

Car and cycle parking provision on site will be in accordance with West Sussex County Council standards.

Overall, the proposed scale of development will generate only a small number of vehicle movements which do not create any highway issues that prevent development of this site.

1 Introduction

- 1.1 This report has been prepared for District Carers 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 Ltd has been commissioned by District Carers to prepare a Transport Statement in connection with the proposed development at the land off Hangleton Lane, Ferring.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of a proposed B1 office building.

Background

- 1.4 The report has been prepared in accordance with the principles and advice in:
 - National Planning Policy Framework;
 - National Planning Practice Guidance;
 - West Sussex County Council's Local Transport Plan;
 - Arun District Council Local Plan;
 - Ferring Neighbourhood Plan 2014.

2 Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework, published 27th March 2012, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework to allow local authorities to produce individual local plans reflecting the specific needs in their community.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development' set out in paragraph 14:

*"14. At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.*

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

- * Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- * Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
 - o 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; or*
 - o specific policies in this Framework indicate development should be restricted.*

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

- * approving development proposals that accord with the development plan without delay; and*
- * where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - o 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; or*
 - o specific policies in this Framework indicate development should be restricted."*

- 2.3 In respect of transport the NPPF states at paragraph 32:

"32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

2.4 Paragraph 34 reinforces the link between development and accessibility:

"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas."

National Planning Practice Guidance

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

2.6 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.

2.7 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 County Council's Local Transport Plan

2.8 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- Promoting Economic Growth
- Tackling a Changing Climate
- Providing Access to Services, Employment and Housing
- Improving Safety, Security and Health

Under each of these main objectives are the LTP3 strategies as shown below in **Table 1**:

Table 1 LTP3 Themes and Objectives

LTP3 Objectives	LTP3 Strategies
Promoting Economic Growth	• Maintain or improve the reliability of journey times on key routes; • Improve connectivity and access to local labour markets and key centres; • Deliver transport improvements to support and facilitate sustainable growth; • Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.
Tackling a Changing Climate	• Adapt transport infrastructure to increase its resilience to the effects of climate change; • Support new low emission fuels, infrastructure and technologies; • Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport; • Reduce the need to travel at all by encouraging

	provision of local services; - Reduce the carbon footprint of the County Council's own operations; - Maximise reuse and recycling of materials in construction and maintenance.
Providing Access to Services, Employment and Housing	- Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; - Work in partnership with service providers and stakeholders to set priorities; - Ensure that accessibility is a central consideration when planning local services; - Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; - Enable disadvantage people to access employment opportunities, key services, social networks and goods; - Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	- Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; - Reduce crime, fear of crime and anti-social behaviour on the transport network; - Reduce the negative impacts of transport on public health; - To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; - Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

Arun District Council Local Plan

- 2.9 The Arun Local Plan is the part of the Local Development Framework that sets out the Council's vision for the period of 2011 to 2031. The main vision and objectives are as follows.

Vision for the places – 'place shaping'

- ❖ *New homes and jobs will have been provided through well designed and sustainable development, delivered in conjunction with new or improved infrastructure, services and community facilities, whilst the potential impacts of climate change will have been fully taken into account;*
- ❖ *Smaller villages will develop their roles as well-connected large villages serving inland Arun; providing an enhanced range of shops, employment, housing, community facilities and local services, supported by improved transport links;*
- ❖ *The District's smaller settlements and rural areas will retain their character with limited new development to meet their needs.*

Objectives

- ❖ *To strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships;*
- ❖ *To reduce the need to travel and promote sustainable forms of transport.*

2.10 Policies within this document that are considered relevant for the proposal include; DEV8, GEN2, GEN3, GEN7 and GEN33.

Ferring Neighbourhood Plan 2014-2029

2.11 The Ferring Parish Council have produced a Neighbourhood Plan which allows local communities to influence the development of the area. Policy 7 relates to the proposed development which is set out below:

2.12 **Policy 7 Land North of Littlehampton Road, encouragement of existing rural business.** The neighbourhood plan will support:

- ❖ Any development shall minimise visual impacts on the surrounding area;
- ❖ All new buildings are located as part of the existing clusters of buildings to ensure existing patterns of development are maintained and to avoid significant incursions into open countryside, wherever possible unless details how and improved siting;
- ❖ Suitable measures are proposed to improve the setting and/or screening of the development within its wider setting of the National Park;
- ❖ Where appropriate, proposals shall be accompanied by drawings or other images showing impact of the proposed new development from key vantage points in the surrounding open countryside;
- ❖ Development will be permitted in exceptional circumstances for example, if it is essential to meet utility infrastructure needs and no alternative site is available.

3 Site Location

- 3.1 The application site is located to the east of Hangleton Lane within the area administered by Arun District Council and West Sussex County Council. An aerial view of the sight showing the site boundary illustrated by the red line is shown below:



- 3.2 The site is currently accessed from Hangleton Lane via the A259 to the south of the site. The existing access will be retained for the proposed development.
- 3.3 The site lies in an area enclosed by a number of existing development. There is a B1 office to the west and residential properties to the south-east; car sales to the south and east together with associated B1 office; and caravan storage to the north

4 Local Highway Network

- 4.1 The site is located on the land to the east of Hangleton Lane. The access road runs along the western boundary of the site providing access to a number of commercial and office sites. There are no footways provided along Hangleton Lane which has a width of about 4.5m.
- 4.2 To the south Hangleton Lane provides access to the A259 Littlehampton Road dual carriageway eastbound. Within the vicinity of the site the A259 is subject to a 50mph speed restriction. The A259 is a major part of the strategic highway network and closely follows the south coast. To the east, the A259 meets a large roundabout junction connecting the A2032 to the east, the A2700 to the north and the A275 to the south. Heading north the A2700 provides a connection to the A27, to the south the A259 provides access to Goring-by-Sea and the train station.
- 4.3 West of the site the A259 leads to another roundabout junction connecting the A280 to the north, and the B2140 to the west which leads to Angmering Station. The A280 also provides access to the A27 to the north of the site.

Crash Records

- 4.4 The crash records for the local roads surrounding the site were reviewed for the 3-year period of 2014-2016. No accidents were recorded along Hangleton Lane during the 3 year period. Along the A259 within the vicinity of the site only 3 incidents were recorded. The accidents were categorised as slight. These are detailed below.
 - ✦ 11/12/2014 – Slight involving 2 vehicles and 1 casualty;
 - ✦ 30/06/2015 – Slight involving 2 vehicles and 1 casualty;
 - ✦ 11/08/2015 – Slight involving 1 vehicle and 1 casualty.
- 4.5 There are no existing problems or incidents that appear to be linked with the use of the Hangleton Lane access.

5 Existing Site

Existing Site Access

- 5.1 The application site is currently vacant land which forms part of a larger site used for open storage of vehicles under B8 use class. The site is currently accessed via Hangleton Lane from the A259. The proposed development will maintain the existing access.

Existing Traffic Generation

- 5.2 The site is predominantly vacant with some B8 vehicle storage and therefore some traffic generation is associated with the existing site. The site (total GFA 1600m²) could accommodate a number of vehicles stored and did generate daily movements. However, to ensure a robust assessment of the proposed development, no account has been taken of the existing potential trip generation.

6 Modal Choices

Bus Services

- 6.1 The closest bus stop can be found on A259 westbound 180m south of the site representing a 2 minute walk. This stop provides three services (8, 9 & 700) which are run by Stagecoach South. Services and frequencies are detailed in **Table 2** below.
- 6.2 The bus stops are located opposite the Hangleton Lane junction on the south side of the A259. There is a signalised pedestrian crossing directly to the east of the A259/Hangleton Lane junction enabling pedestrian to safely cross the A259.

Table 2 – Bus Services and frequencies

Service and Route	Weekday frequency	Weekend frequency
8 – Worthing – Goring-by-Sea – South Ferring	1 service per day	N/A
9 – Shoreham-by-Sea – Lancing – Worthing – Littlehampton – Arundel	Hourly Service	SAT: Hourly service SUN: N/A
700 – Brighton – Worthing – Littlehampton	Every 10 minutes	SAT: Every 10 minutes SUN: Every 20 minutes

Rail Services

- 6.3 The closest railway station is Goring-by-Sea which is located about 2.2km from the site. Although this is considered too far to walk, Goring-by-Sea station can be reached by car and cycle providing 23 cycle parking spaces. These are provided on platforms 1 and 2.
- 6.4 Services from this station are run by Southern and Thameslink. There are frequent services giving access to many local places as well as London for commuting employees. These destinations include Littlehampton, Brighton, Southampton Central, Portsmouth Harbour and London Victoria, etc. Key destinations, service frequencies and journey times are set out below:

Table 3 – Rail Services from Goring-by-Sea Station

Destination	Frequency (during peak hours)	Journey Time
Littlehampton	2-3 per hour (peak) 3 per hour (off-peak)	12-15 minutes
Brighton	3-4 per hour (peak) 3 per hour (off-peak)	26-39 minutes
Portsmouth Harbour	3 per hour (peak) 2 per hour (off-peak)	55-1hr 19 minutes
Southampton Central	1-3 per hour (peak) 2 per hour (off-peak)	1hr 18-1hr 45 minutes
London Victoria	3-4 per hour (peak) 3 per hour (off-peak)	1hr 24-1hr 47 minutes

Walking and Cycling

- 6.5 At the junction with Hangleton lane there is a footway provided on the north side of the A259. This leads east to a signalised pedestrian crossing to allow safe crossing of the A259.
- 6.6 Covered and secure cycle parking meeting West Sussex County Council Parking Standards will be provided for the future staff and visitors of the proposed development.

Accessibility

- 6.7 The publication 'Guidelines for Providing Journeys on Foot, 2000' from the Institution of Highway and Transportation (IHT) contains a table of suggested walking distances. This table takes into account the different preferred walking distances for different purposes. **Table 4** recreates this table:

Table 4 – Extract from IHT 'Guidelines for Providing Journeys on Foot'

<i>Distance in metres</i>	<i>Town Centres</i>	<i>Commuting</i>	<i>School/Elsewhere</i>
<i>Acceptable</i>	<i>200</i>	<i>500</i>	<i>400</i>
<i>Desirable</i>	<i>400</i>	<i>1000</i>	<i>800</i>
<i>Maximum</i>	<i>800</i>	<i>2000</i>	<i>1200</i>

6.8 Key destinations in the local area of the site are listed below in **Table 5**:

Table 5 --Accessibility of development site to local amenities

Destination	Distance from site centre (m)	Walk time (crossing delay)
Local bus stops	180	3 minutes
Asda supermarket	775	10 minutes
Goring-by-Sea station	2200	28 minutes

7 Proposed Development

- 7.1 The proposed development is to construct a new detached office building (use class B1) with associated car parking and cycle storage together with bin storage. A site layout plan is included in **Appendix A**.
- 7.2 There will be 15 staff members on site Monday to Friday working 9am-5pm. Additionally there will be 60 staff working remotely. They will only be on site for 6 training sessions per year that last 4 hours at a time.

Proposed Access

- 7.3 There is an existing access to the site via Hangleton Lane and onto the A259. This is proposed to be maintained for the proposed development with good visibility in each direction onto Hangleton Lane and at the junction onto the dual carriage way.

Emergency Access and Service Vehicles

- 7.4 The proposed layout of the site will enable emergency vehicles to enter and turn on site as shown in **Appendix A**. This will enable the office building to be accessed within 45m of the highway and meet the requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for Streets.
- 7.5 The service arrangements for the proposed dwellings will be for refuse vehicles to enter the site and turn to exit in a forward gear. Bin stores will be located close to the access road within the site, in line with the requirements set out in paragraph 6.8.9 of Manual for Streets 1 that vehicles should be able to get within 25m of the storage point.

Traffic Generation of the Proposed Development

- 7.6 The proposed development consists of a B1 office building with ground floor and first floor with a total GFA of 377m² which has been assessed using the TRICS database. A robust approach has been taken and the database has been interrogated to establish the likely traffic generation using the land use categories of 'Employment - Office' only. This will ensure a robust assessment.
- 7.7 The TRICS search has been restricted to sites that reflect the location of the proposed site.

Table 6 – Likely Trip Rates for the Proposed Development

Development Parcel	Two-way trip rate			GFA (m2)	Two-way trips		
	AM Peak	PM Peak	Daily		AM Peak	PM Peak	Daily
Office	1.204	1.066	9.989	377	4.5	4.0	37.7

The TRICS data for the proposed traffic generation is provided in **Appendix B**.

7.8 According to the analysis undertaken using the TRICS database, the likely traffic generation of the proposed development is as follows:

- Around 4.5 trips in the morning peak hour
- Around 4.0 trips in the afternoon peak hour

7.9 The likely number of additional vehicular trips on the highway network is very low and can be readily accommodated on Hangleton Lane and the A259 without any material impact on the operation of the highway network.

8 Proposed Parking

Car Parking

- 8.1 The on-site car parking provision will be based upon the West Sussex County Council 'Revised County Parking Standards and Transport Contributions Methodology'. The maximum standards in this Supplementary Planning Document requires 1 car parking space per 30sq.m. The total GFA is approximately 377m² and therefore, 13 spaces are required for the proposed development.
- 8.2 The proposed development plans show a provision of 19 car parking spaces on site which allows for the remotely based staff who attend for training.

Cycle Parking

- 8.3 The West Sussex County Council 'Revised County Parking Standards and Transport Contributions Methodology' sets out the following standards for cycle parking provisions for B1 office use, see **Table 7** below.

Table 7 – WSCC Cycle Parking Standard

Use Class	Staff spaces	Visitor spaces
B1	1 space per 150sq.m	1 space per 500sq.m

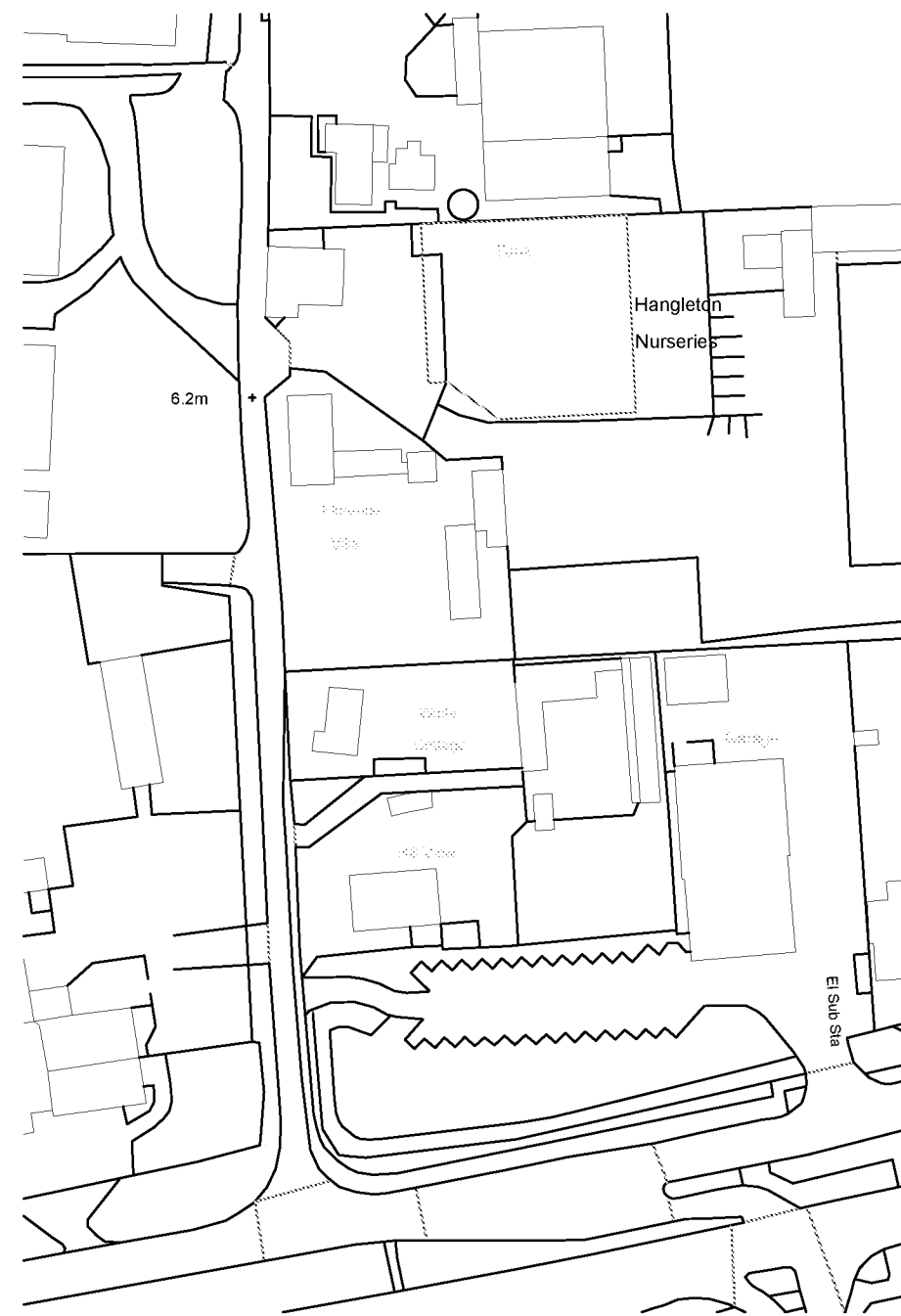
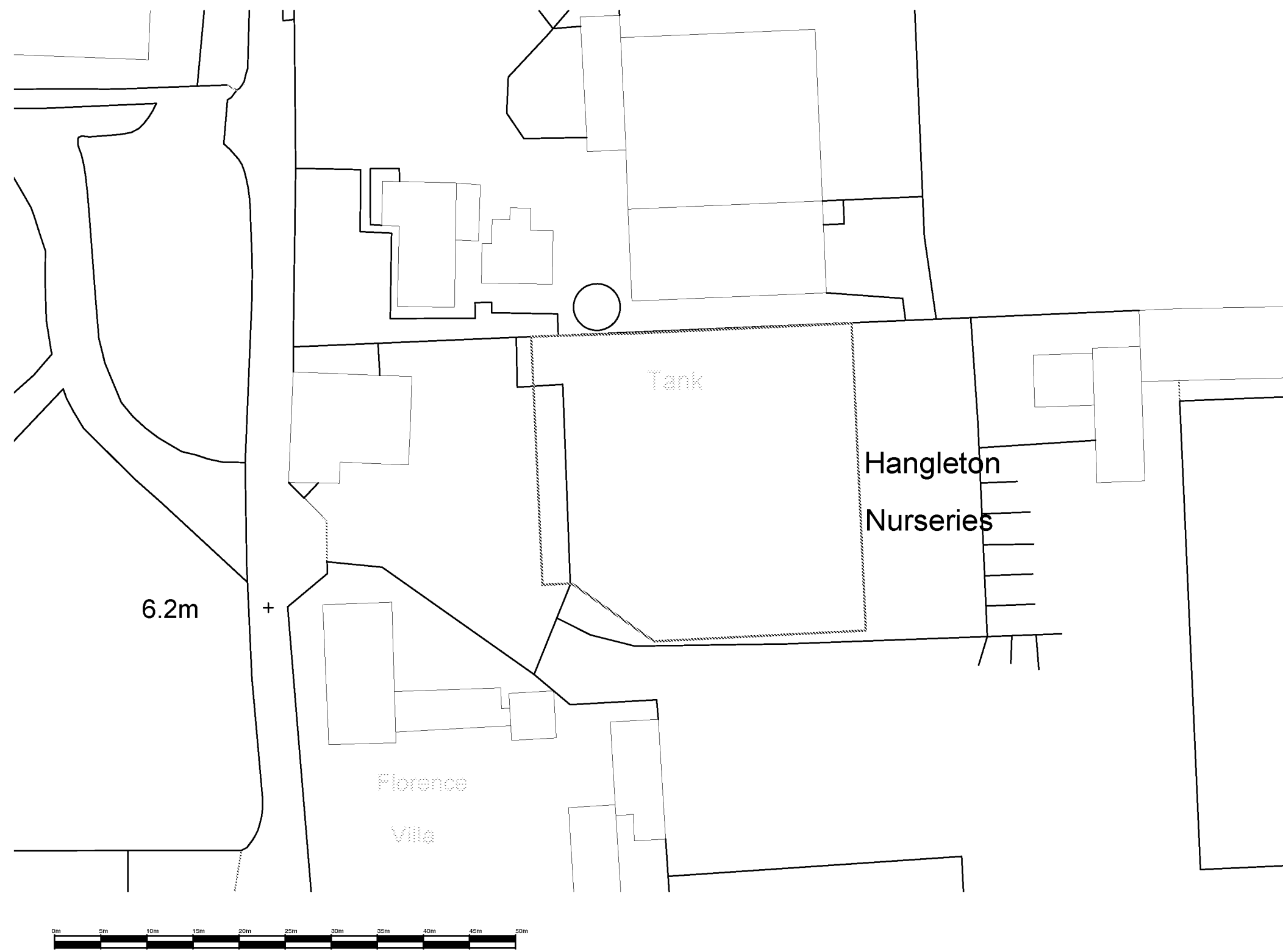
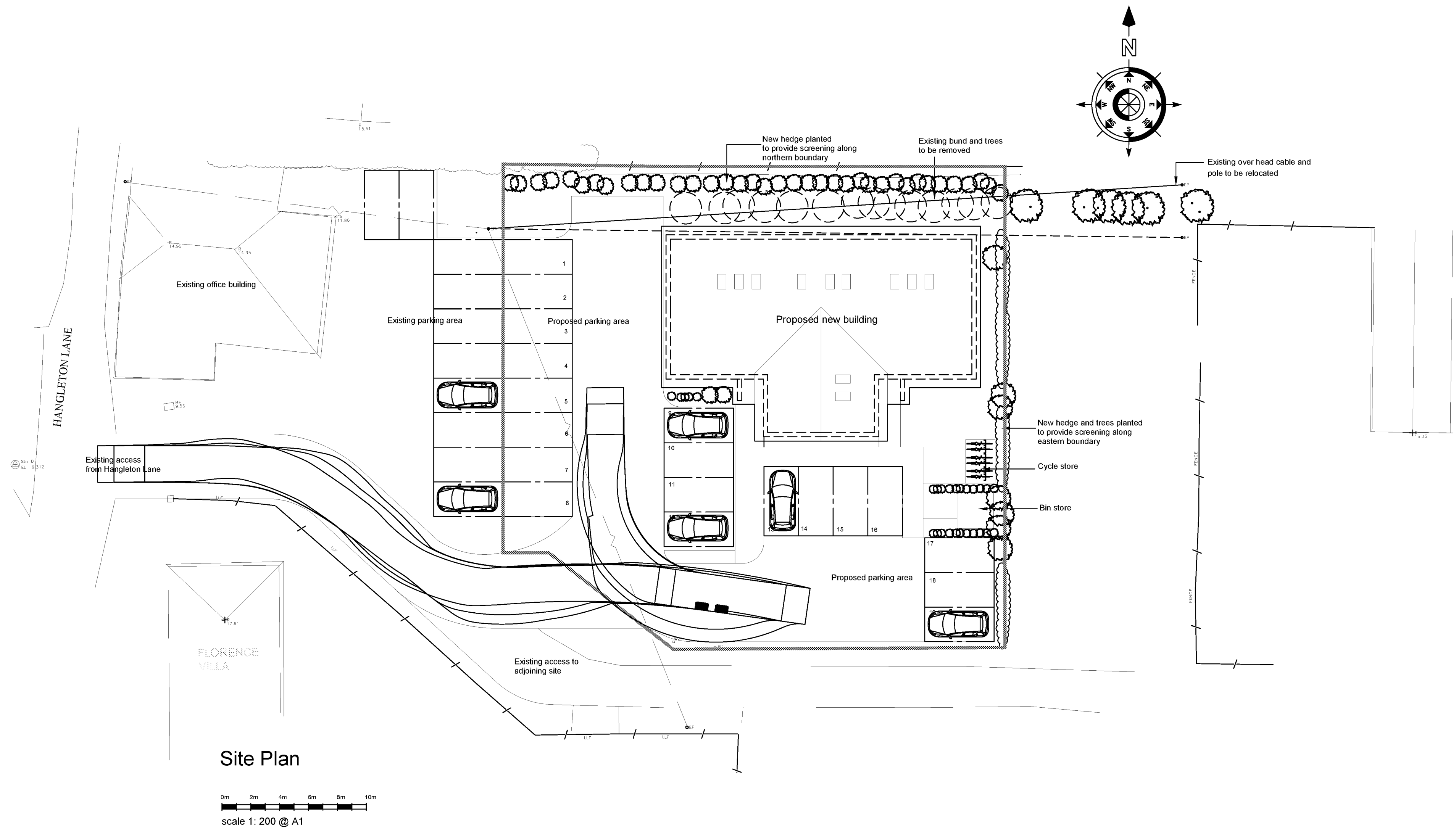
- 8.4 Covered and secure cycle parking to meet the West Sussex County Council standards will be provided along the east boundary of the site as shown in the development plan in **Appendix A**.

9 Conclusions

- 9.1 The existing site currently comprises of vacant land to the east of Hangleton Lane forming part of a larger site used for the open storage of vehicles under use class B8.
- 9.2 The proposed development is to construct a new detached office building (use class B1) with associated car parking and cycle storage together with bin storage. The existing access is proposed to be maintained for the proposed development.
- 9.3 Based on the TRICS analysis, the proposed development is likely to generate around 4.5 additional trips in the AM peak hour (0800 - 0900) and an additional 4.0 in the PM peak hour (1700 – 1800).
- 9.4 At the junction with Hangleton lane there is a footway provided on the north side of the A259. This leads east to a signalised pedestrian crossing to allow safe crossing of the A259.
- 9.5 The proposed development will provide adequate car parking spaces and cycle parking spaces for the proposed development in line with West Sussex County Council 'Revised County Parking Standards and Transport Contributions Methodology'.
- 9.6 Overall, the proposed scale of development will generate only a small number of vehicle movements which do not create any highway issues that prevent the development of this site.

Appendix A

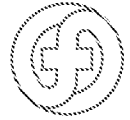
Site Layout Plan



NOTES

DO NOT SCALE OFF THIS DRAWING
CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
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F	15.11.17	Amended car park numbering
E	15.11.17	Amending verge to accommodate tracking
D	09.11.17	Omitted trees on south boundary
C	09.11.17	Omitted one car parking space
REV	DATE	BY AMENDMENT

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CLIENT

Sussex District Carers

JOB TITLE

Proposed new offices at
Hangleton Nursery, Hangleton Lane, Ferring

DRAWING TITLE

Proposed site plan,
Block plan and Location Plan

DATE	SCALE	DRAWN BY	GIM
Sept 2017		CHECKED BY	
JOB NO.	DRAWING NO.	REVISION	
1675	2.01	F	

Appendix B

TRICS output data - Proposed

Calculation Reference: AUDIT-349901-171107-1151

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:**02 SOUTH EAST**

ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	2 days
KC	KENT	3 days
SC	SURREY	2 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: Gross floor area
 Actual Range: 186 to 10293 (units: sqm)
 Range Selected by User: 186 to 11000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 26/11/15

*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:

Monday	3 days
Tuesday	4 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	8 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)	4
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:

Industrial Zone	1
Commercial Zone	2
Residential Zone	4
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:

B1 8 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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:

Yes	5 days
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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
2	HC-02-A-09	ERICSON	HAMPSHIRE
	MAPLEWOOD		
	CHINEHAM BUSINESS PARK		
	BASINGSTOKE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	9000 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL
3	HC-02-A-12	HMRC	HAMPSHIRE
	NORTHERN ROAD		
	COSHAM		
	PORTSMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	10100 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL
4	KC-02-A-06	LAND REGISTRY	KENT
	FOREST ROAD		
	CAMDEN PARK		
	TUNBRIDGE WELLS		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5677 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
5	KC-02-A-07	KCC HIGHWAYS REG.	KENT
	KAVELIN WAY		
	HENWOOD IND. ESTATE		
	ASHFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
6	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
	ST MICHAEL'S CLOSE		
	CLAY WOOD		
	AYLESFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3168 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
7	SC-02-A-15	ACCOUNTANTS	SURREY
	BOXGROVE ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1896 sqm	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
8	SC-02-A-17	PHARMACEUTICALS	SURREY
	ST GEORGE'S AVENUE		
	THE HEATH		
	WEYBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10293 sqm	
	Survey date: TUESDAY	18/10/11	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 02 - EMPLOYMENT/A - OFFICE

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 - 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	1	10100	1.109	1	10100	0.168	1	10100	1.277
07:00 - 08:00	8	5356	0.871	8	5356	0.093	8	5356	0.964
08:00 - 09:00	8	5356	1.120	8	5356	0.084	8	5356	1.204
09:00 - 10:00	8	5356	0.724	8	5356	0.124	8	5356	0.848
10:00 - 11:00	8	5356	0.226	8	5356	0.145	8	5356	0.371
11:00 - 12:00	8	5356	0.156	8	5356	0.161	8	5356	0.317
12:00 - 13:00	8	5356	0.250	8	5356	0.376	8	5356	0.626
13:00 - 14:00	8	5356	0.306	8	5356	0.278	8	5356	0.584
14:00 - 15:00	8	5356	0.154	8	5356	0.331	8	5356	0.485
15:00 - 16:00	8	5356	0.121	8	5356	0.600	8	5356	0.721
16:00 - 17:00	8	5356	0.119	8	5356	0.987	8	5356	1.106
17:00 - 18:00	8	5356	0.100	8	5356	0.966	8	5356	1.066
18:00 - 19:00	8	5356	0.033	8	5356	0.387	8	5356	0.420
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.289			4.700			9.989

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.

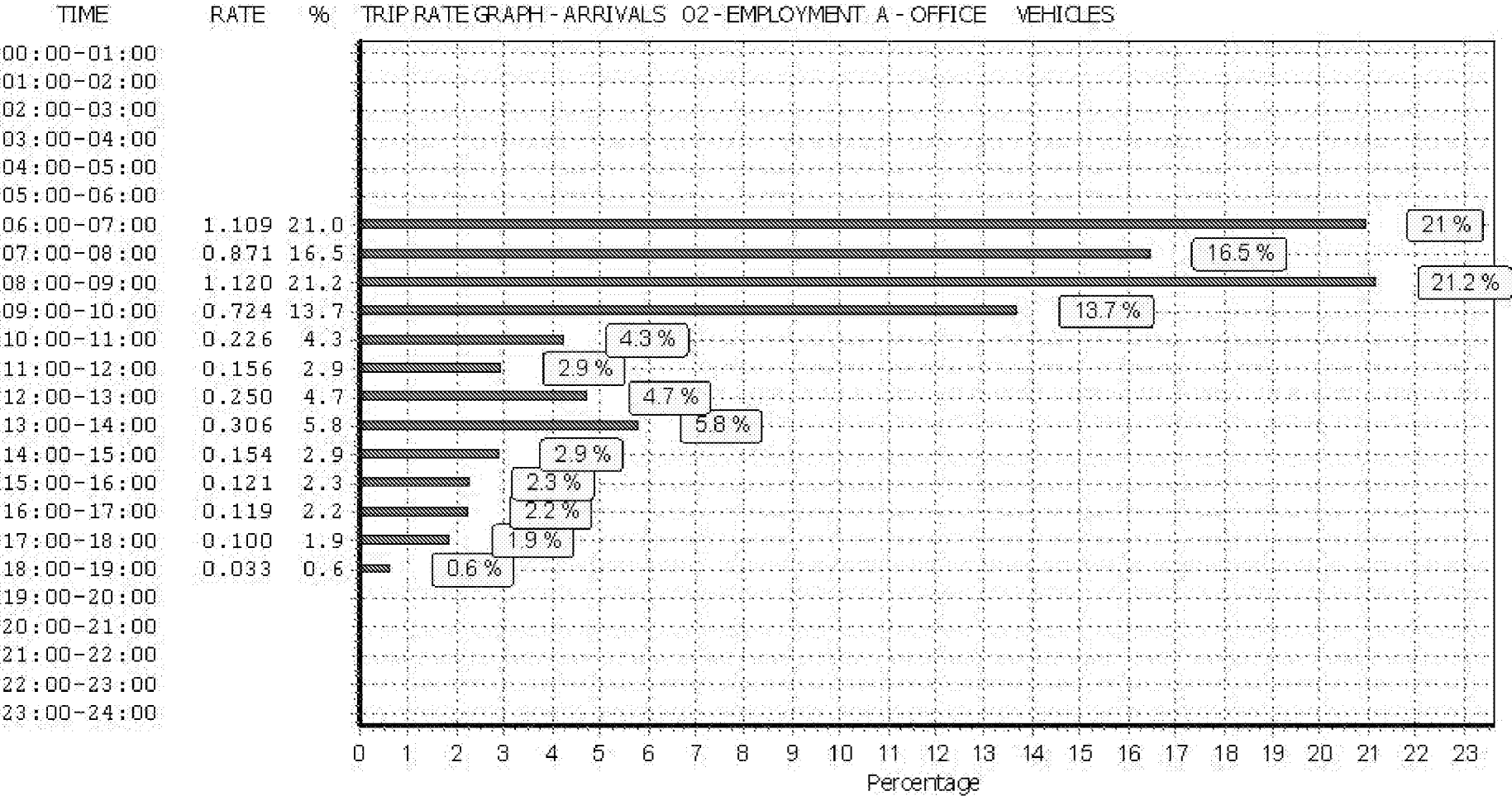
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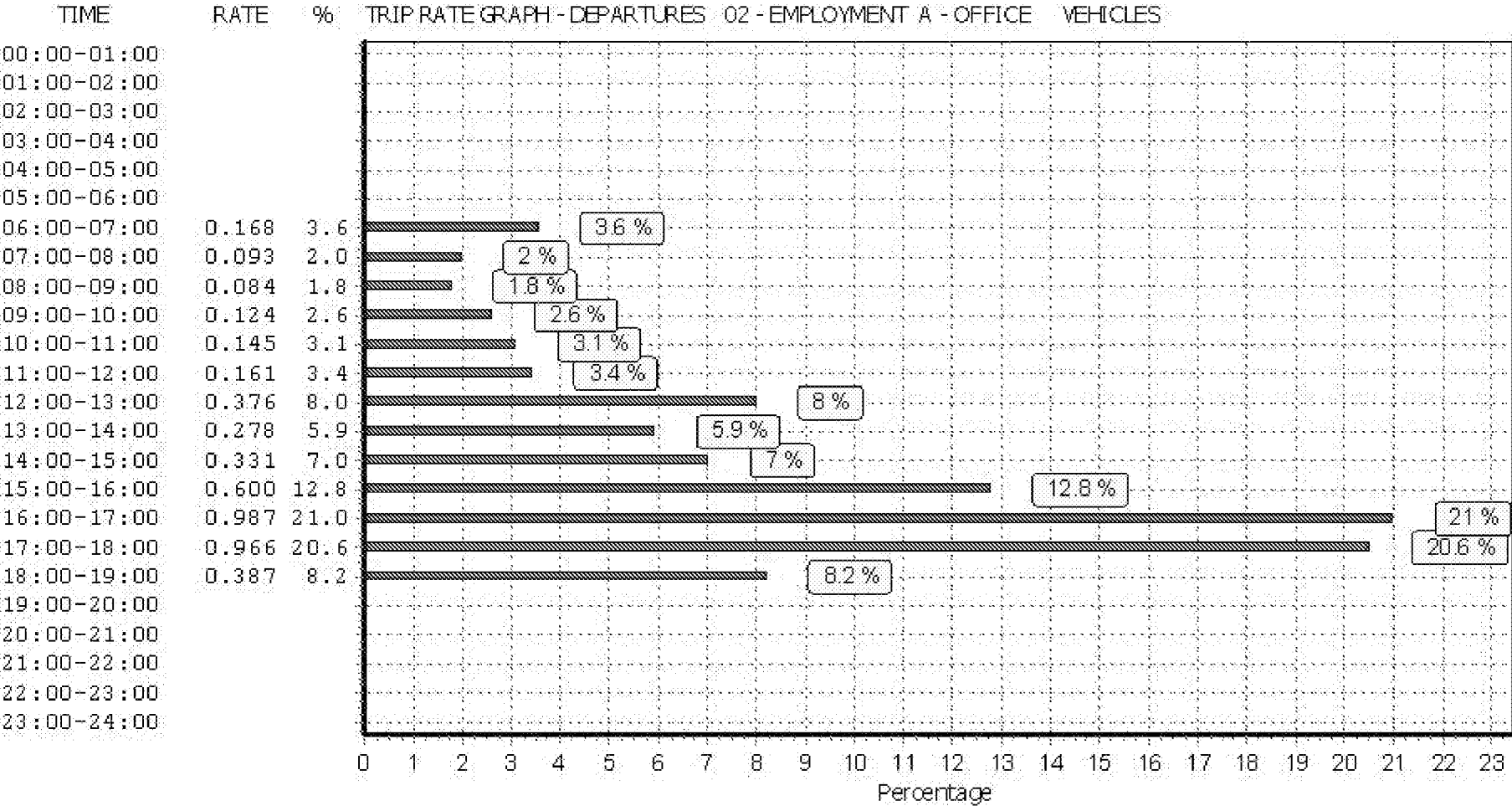
Parameter summary

Trip rate parameter range selected:	186 - 10293 (units: sqm)
Survey date range:	01/01/07 - 26/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

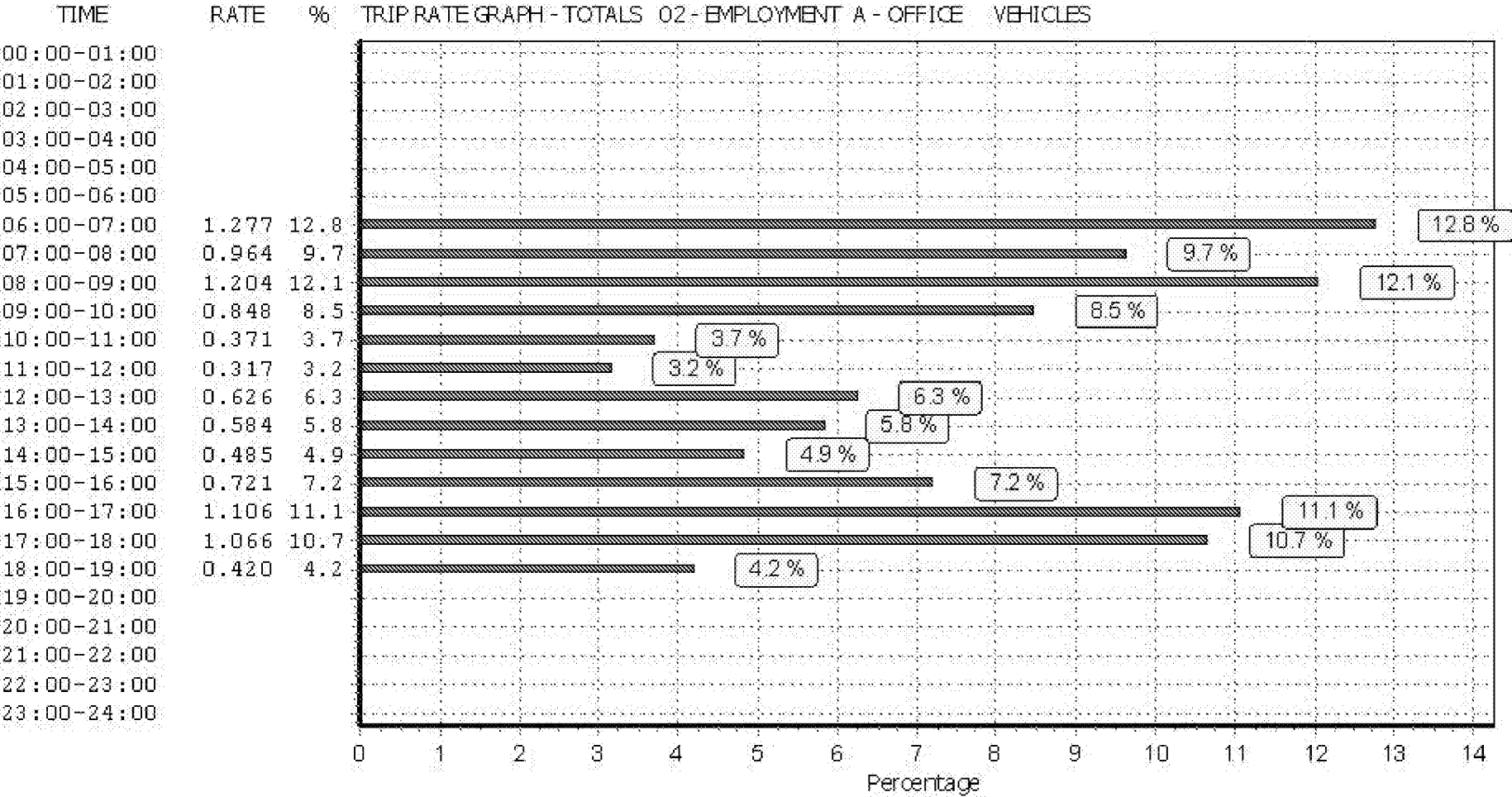
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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.



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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS**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 - 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	1	10100	0.000	1	10100	0.000	1	10100	0.000
07:00 - 08:00	8	5356	0.019	8	5356	0.019	8	5356	0.038
08:00 - 09:00	8	5356	0.012	8	5356	0.012	8	5356	0.024
09:00 - 10:00	8	5356	0.014	8	5356	0.012	8	5356	0.026
10:00 - 11:00	8	5356	0.000	8	5356	0.002	8	5356	0.002
11:00 - 12:00	8	5356	0.002	8	5356	0.002	8	5356	0.004
12:00 - 13:00	8	5356	0.002	8	5356	0.002	8	5356	0.004
13:00 - 14:00	8	5356	0.009	8	5356	0.009	8	5356	0.018
14:00 - 15:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
15:00 - 16:00	8	5356	0.007	8	5356	0.007	8	5356	0.014
16:00 - 17:00	8	5356	0.005	8	5356	0.005	8	5356	0.010
17:00 - 18:00	8	5356	0.007	8	5356	0.007	8	5356	0.014
18:00 - 19:00	8	5356	0.002	8	5356	0.002	8	5356	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.079			0.158

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.

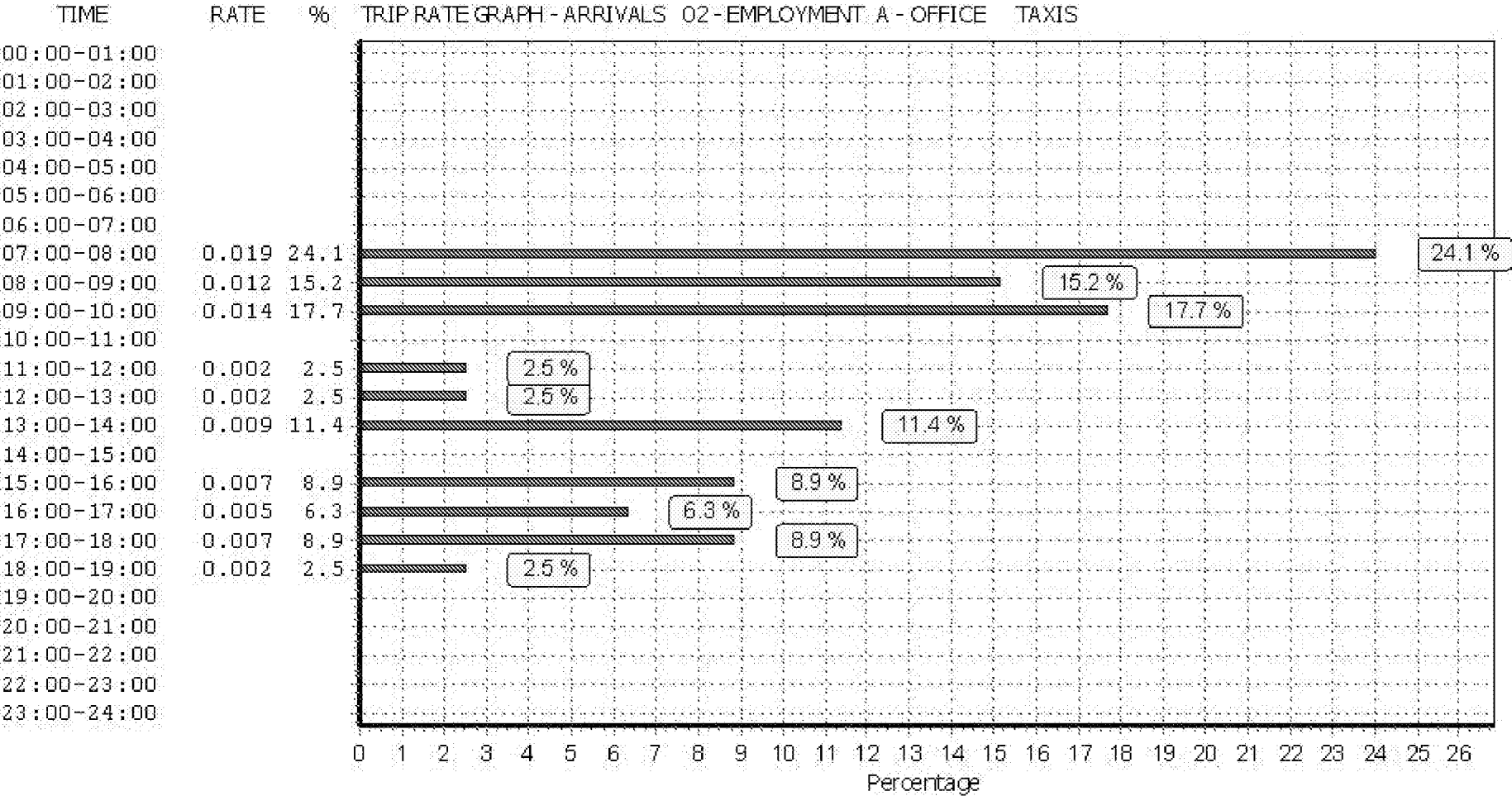
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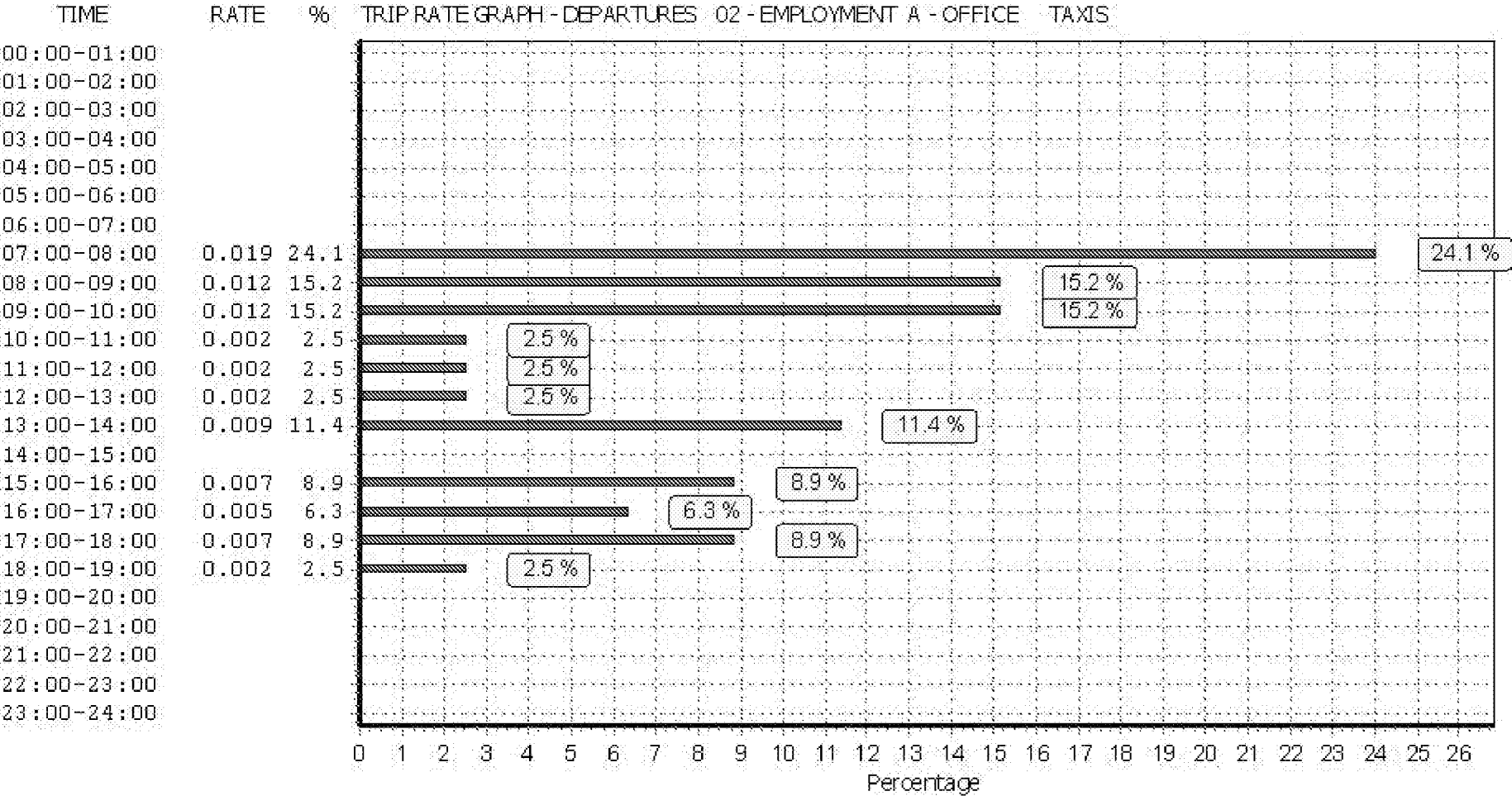
Parameter summary

Trip rate parameter range selected:	186 - 10293 (units: sqm)
Survey date range:	01/01/07 - 26/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

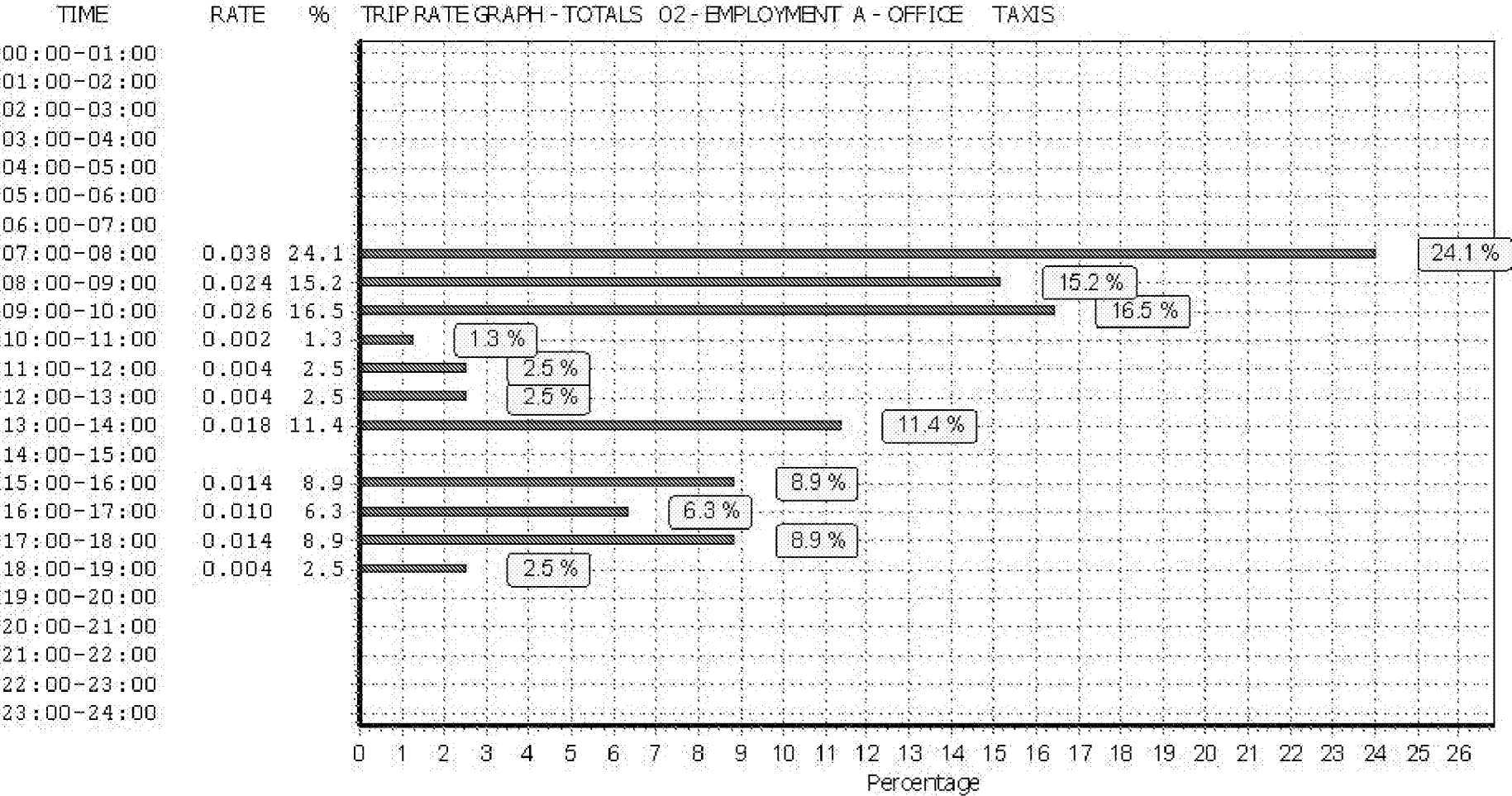
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS**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 - 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	1	10100	0.010	1	10100	0.010	1	10100	0.020
07:00 - 08:00	8	5356	0.002	8	5356	0.002	8	5356	0.004
08:00 - 09:00	8	5356	0.002	8	5356	0.002	8	5356	0.004
09:00 - 10:00	8	5356	0.009	8	5356	0.007	8	5356	0.016
10:00 - 11:00	8	5356	0.007	8	5356	0.005	8	5356	0.012
11:00 - 12:00	8	5356	0.007	8	5356	0.012	8	5356	0.019
12:00 - 13:00	8	5356	0.002	8	5356	0.000	8	5356	0.002
13:00 - 14:00	8	5356	0.000	8	5356	0.002	8	5356	0.002
14:00 - 15:00	8	5356	0.002	8	5356	0.000	8	5356	0.002
15:00 - 16:00	8	5356	0.012	8	5356	0.012	8	5356	0.024
16:00 - 17:00	8	5356	0.012	8	5356	0.009	8	5356	0.021
17:00 - 18:00	8	5356	0.000	8	5356	0.005	8	5356	0.005
18:00 - 19:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.066			0.131

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

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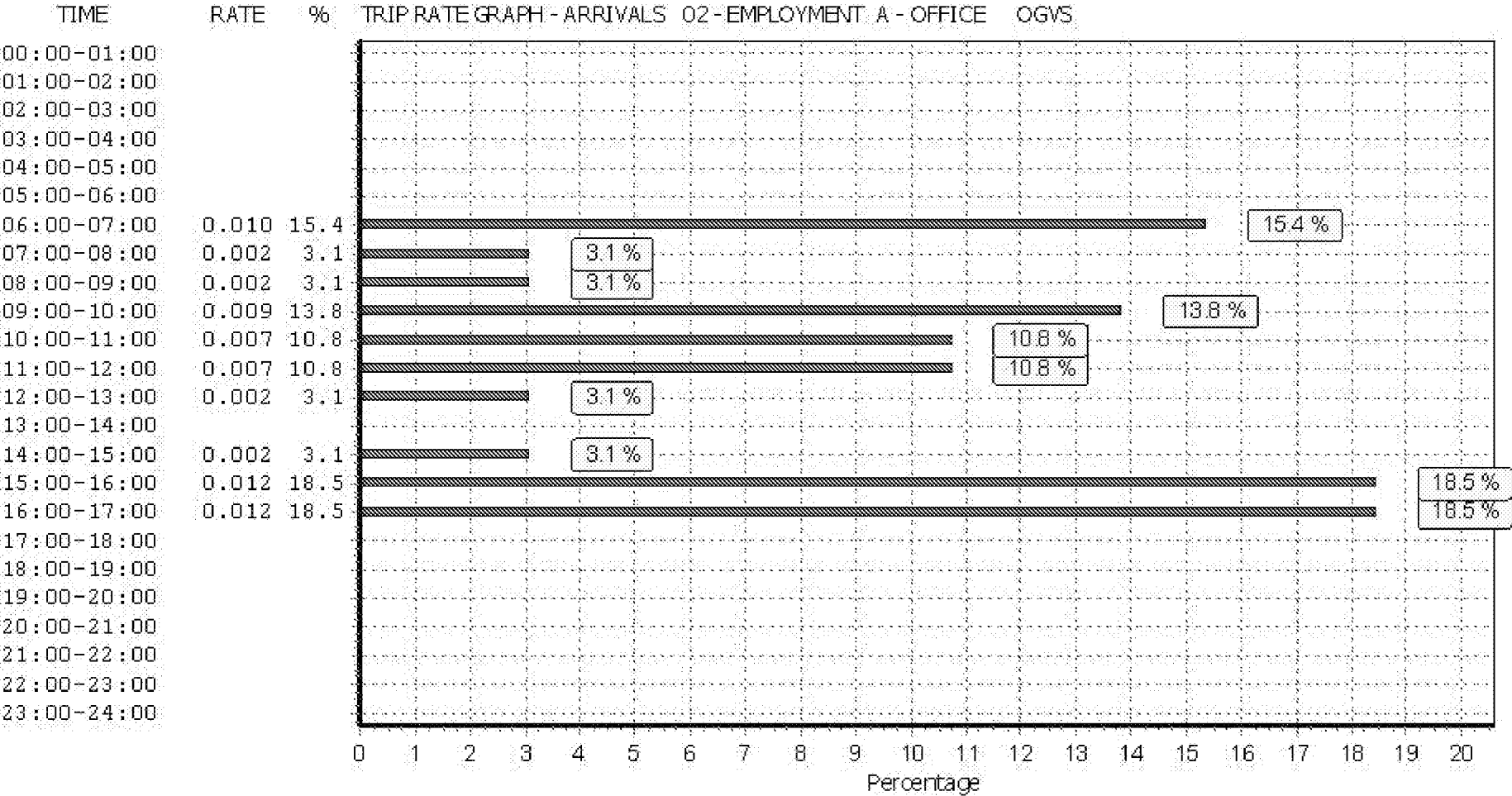
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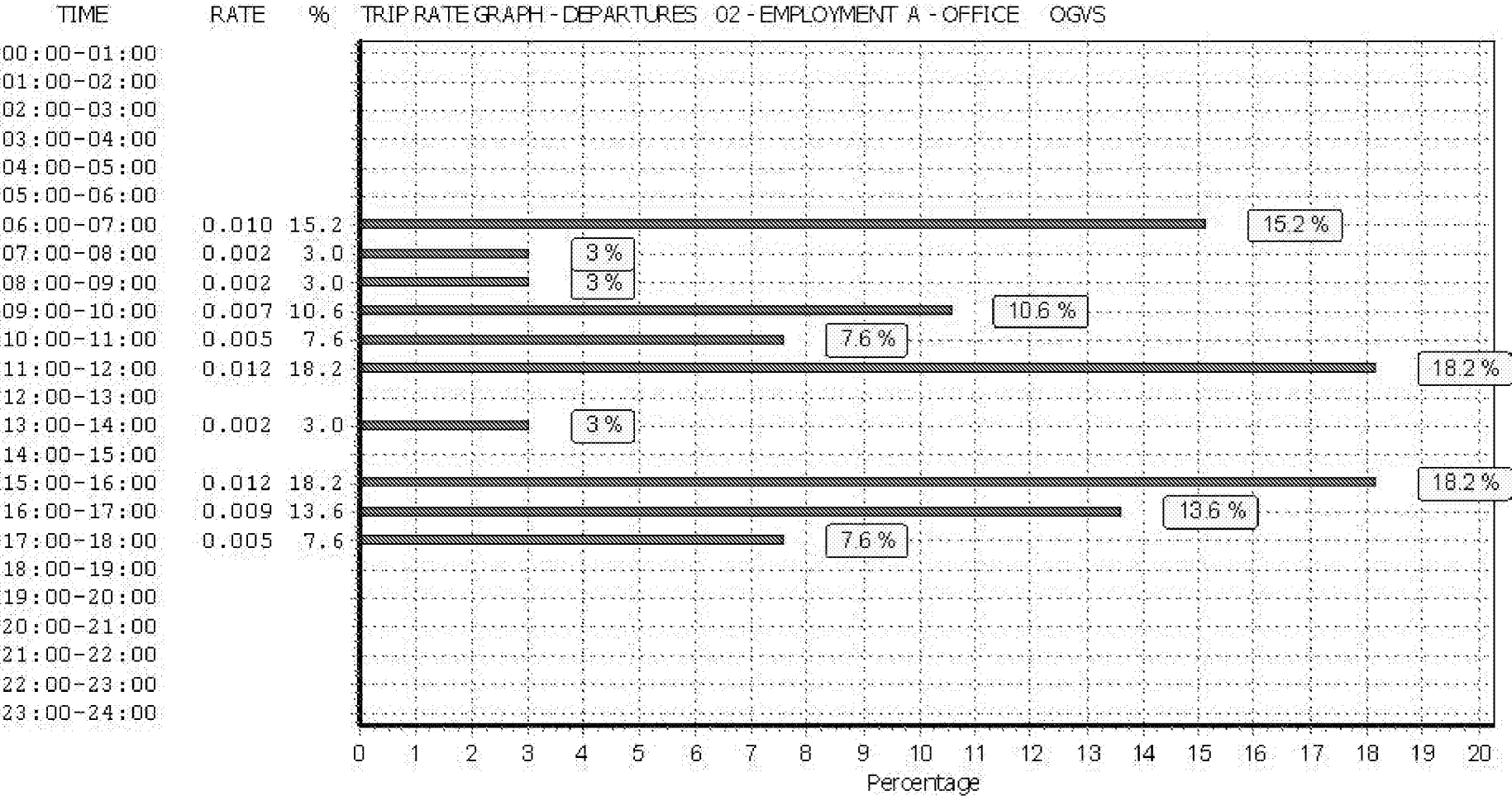
Parameter summary

Trip rate parameter range selected:	186 - 10293 (units: sqm)
Survey date range:	01/01/07 - 26/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

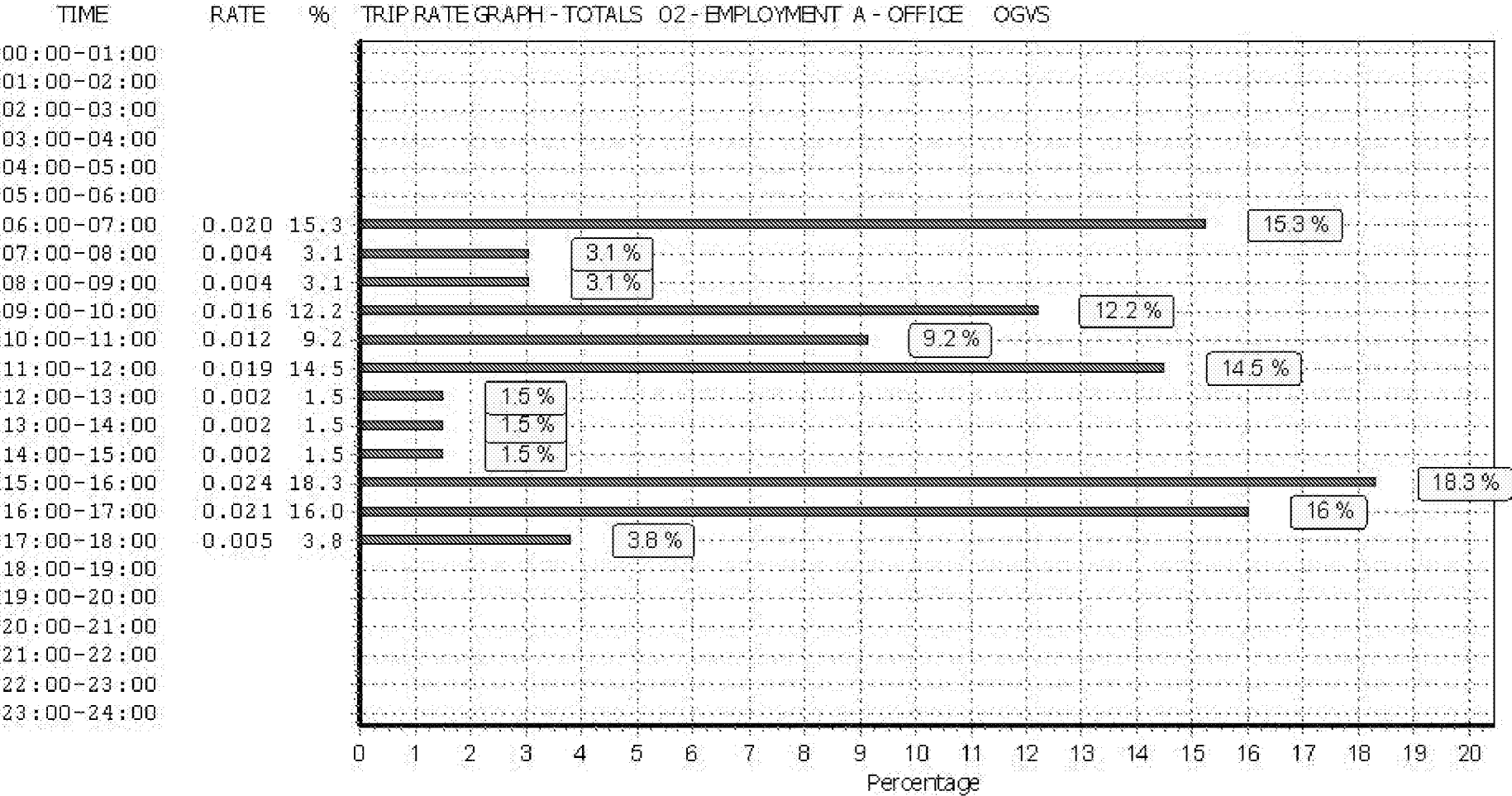
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS**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 - 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	1	10100	0.000	1	10100	0.000	1	10100	0.000
07:00 - 08:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
08:00 - 09:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
09:00 - 10:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
10:00 - 11:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
11:00 - 12:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
12:00 - 13:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
13:00 - 14:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
14:00 - 15:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
15:00 - 16:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
16:00 - 17:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
17:00 - 18:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
18:00 - 19:00	8	5356	0.000	8	5356	0.000	8	5356	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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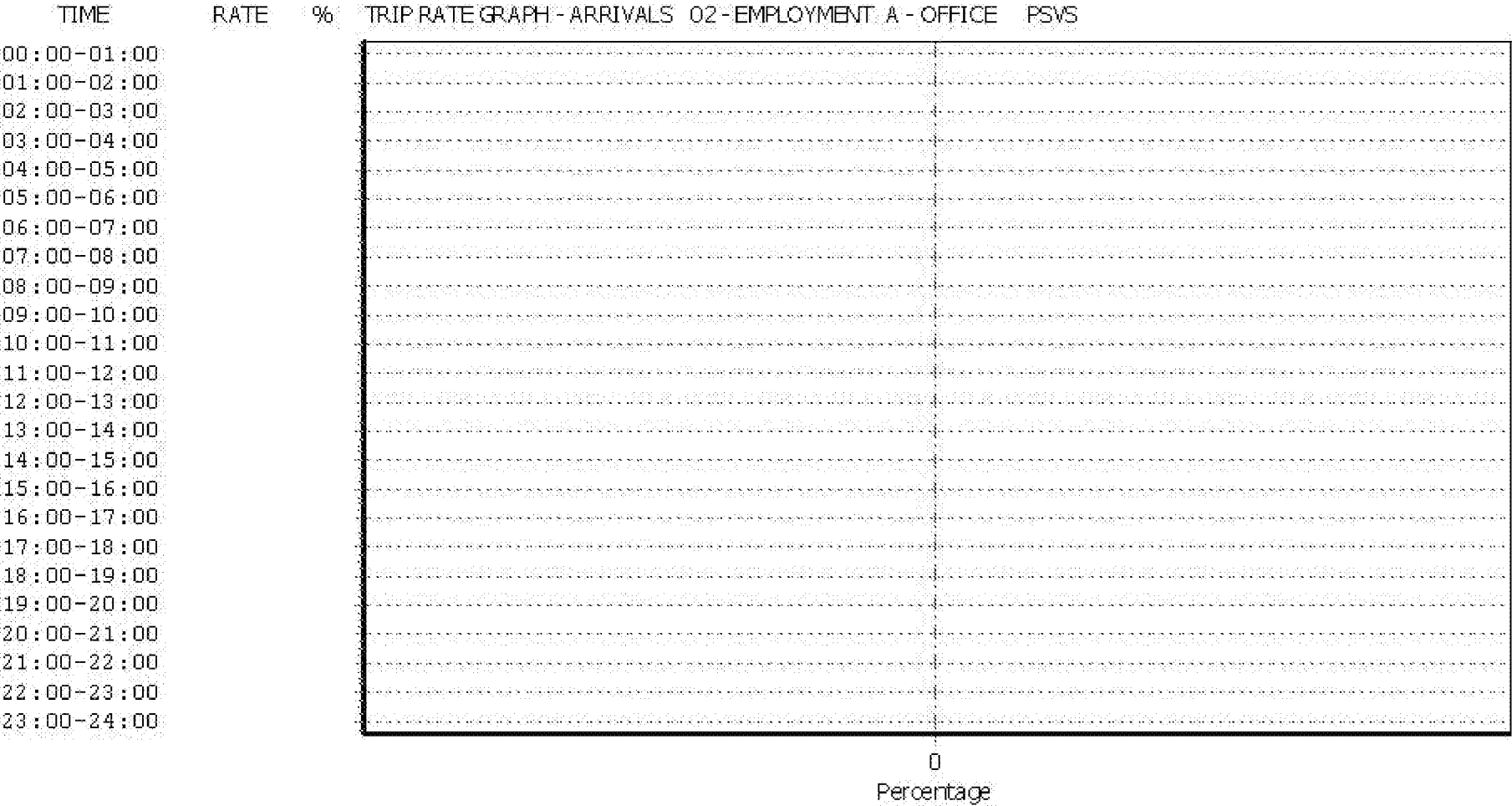
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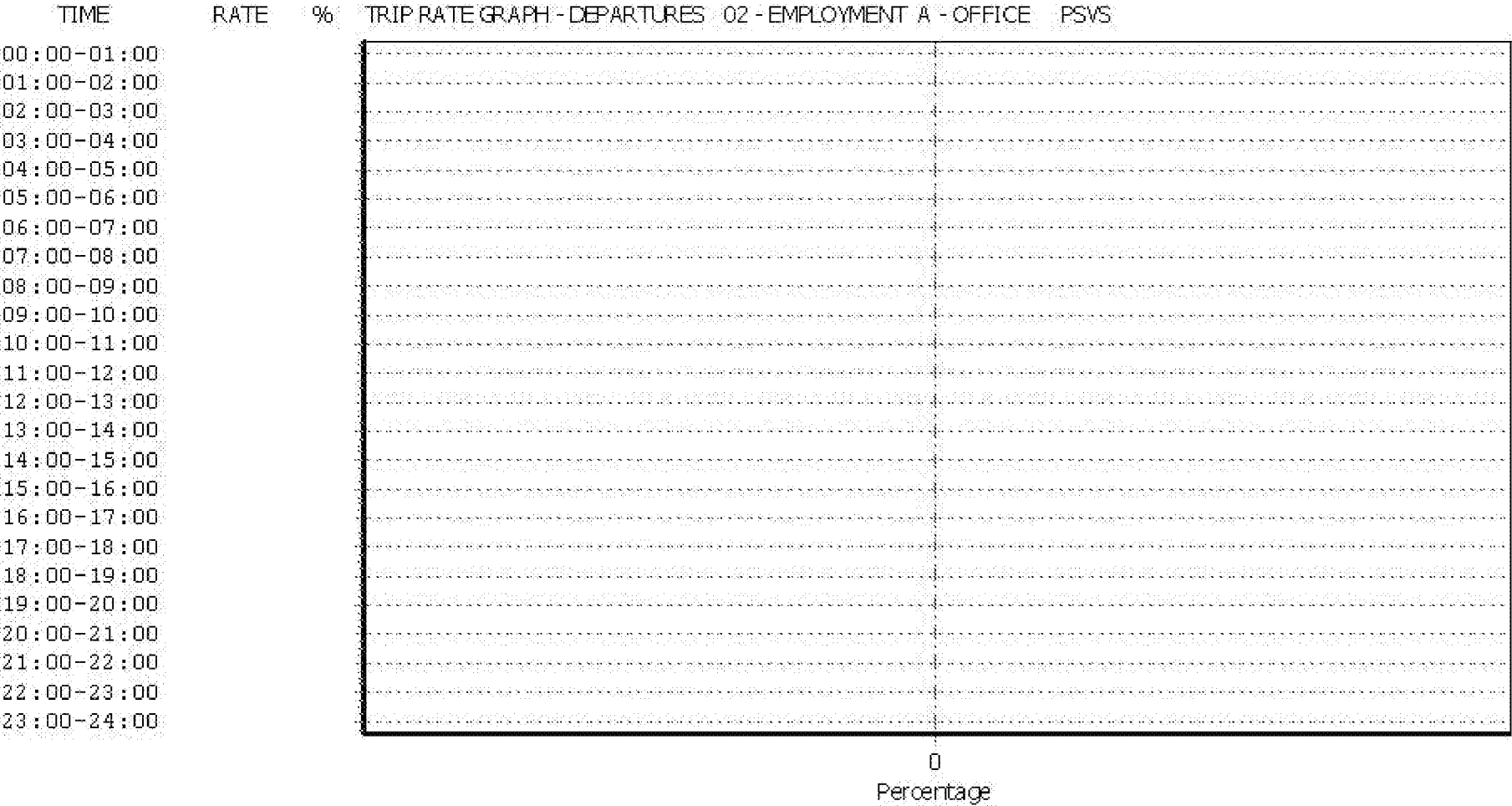
Parameter summary

Trip rate parameter range selected:	186 - 10293 (units: sqm)
Survey date range:	01/01/07 - 26/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

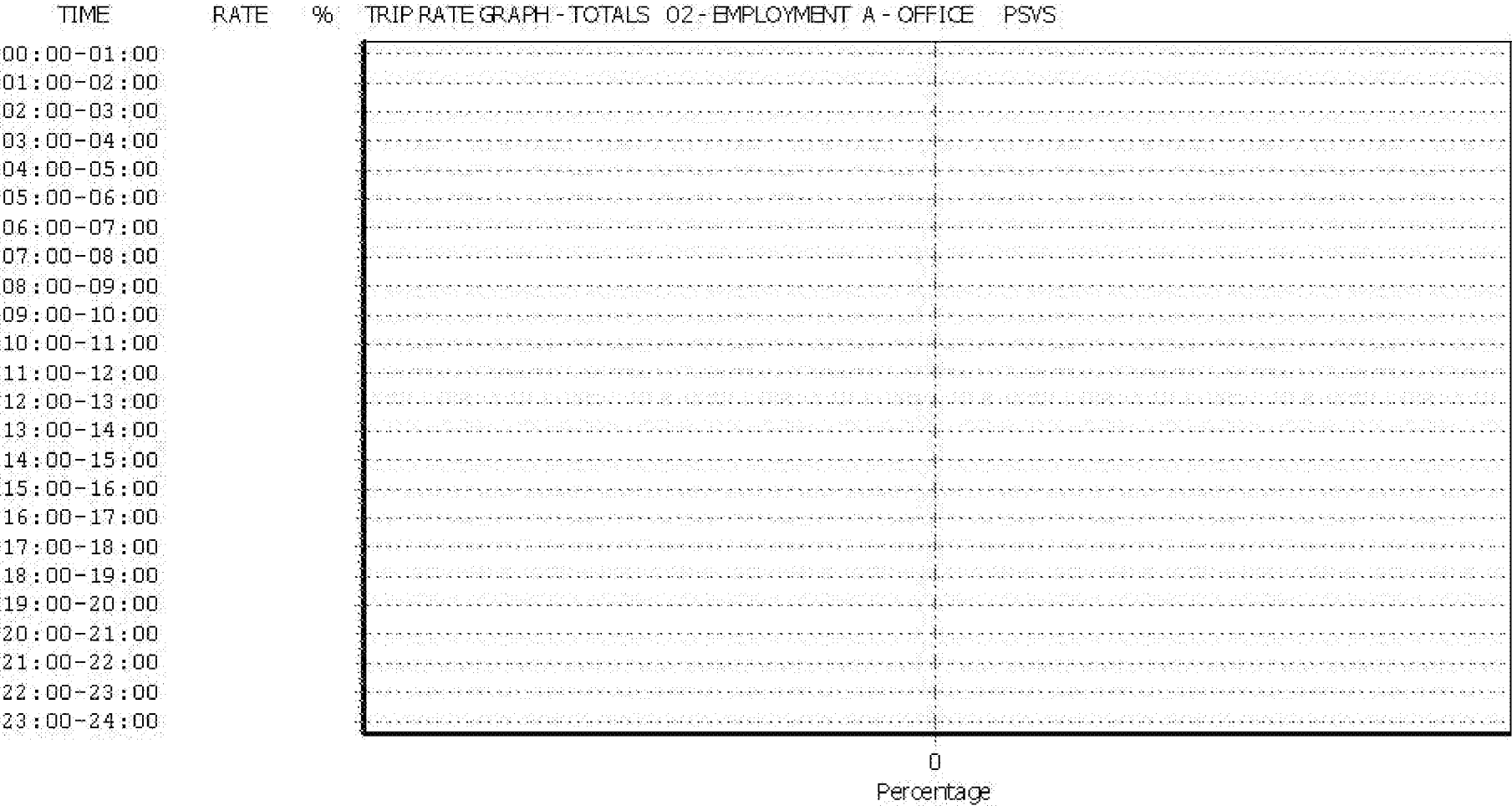
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS**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 - 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	1	10100	0.020	1	10100	0.000	1	10100	0.020
07:00 - 08:00	8	5356	0.019	8	5356	0.000	8	5356	0.019
08:00 - 09:00	8	5356	0.030	8	5356	0.000	8	5356	0.030
09:00 - 10:00	8	5356	0.009	8	5356	0.000	8	5356	0.009
10:00 - 11:00	8	5356	0.000	8	5356	0.005	8	5356	0.005
11:00 - 12:00	8	5356	0.002	8	5356	0.000	8	5356	0.002
12:00 - 13:00	8	5356	0.002	8	5356	0.000	8	5356	0.002
13:00 - 14:00	8	5356	0.002	8	5356	0.002	8	5356	0.004
14:00 - 15:00	8	5356	0.002	8	5356	0.005	8	5356	0.007
15:00 - 16:00	8	5356	0.000	8	5356	0.019	8	5356	0.019
16:00 - 17:00	8	5356	0.002	8	5356	0.026	8	5356	0.028
17:00 - 18:00	8	5356	0.000	8	5356	0.021	8	5356	0.021
18:00 - 19:00	8	5356	0.000	8	5356	0.009	8	5356	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.087			0.175

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.

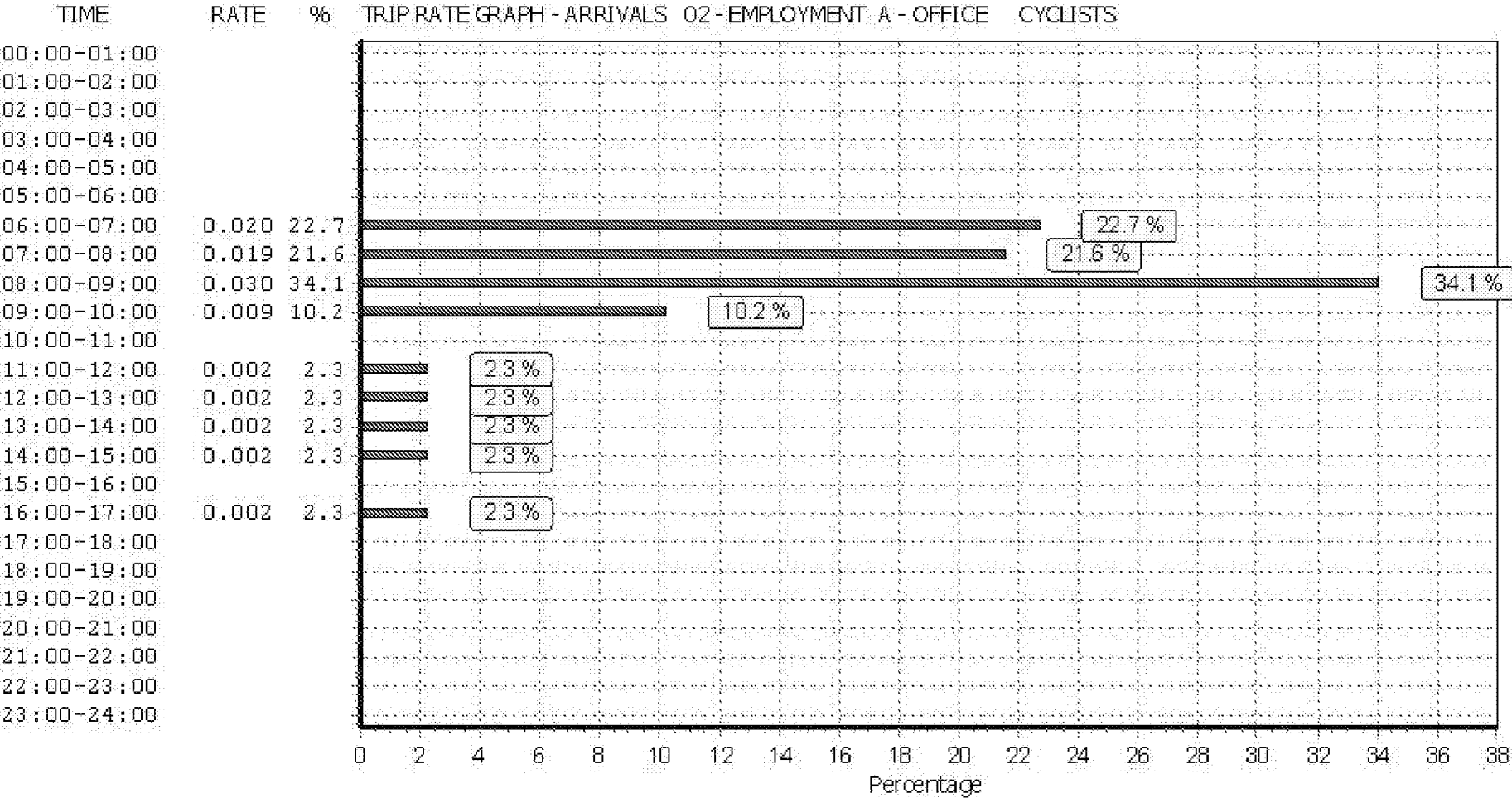
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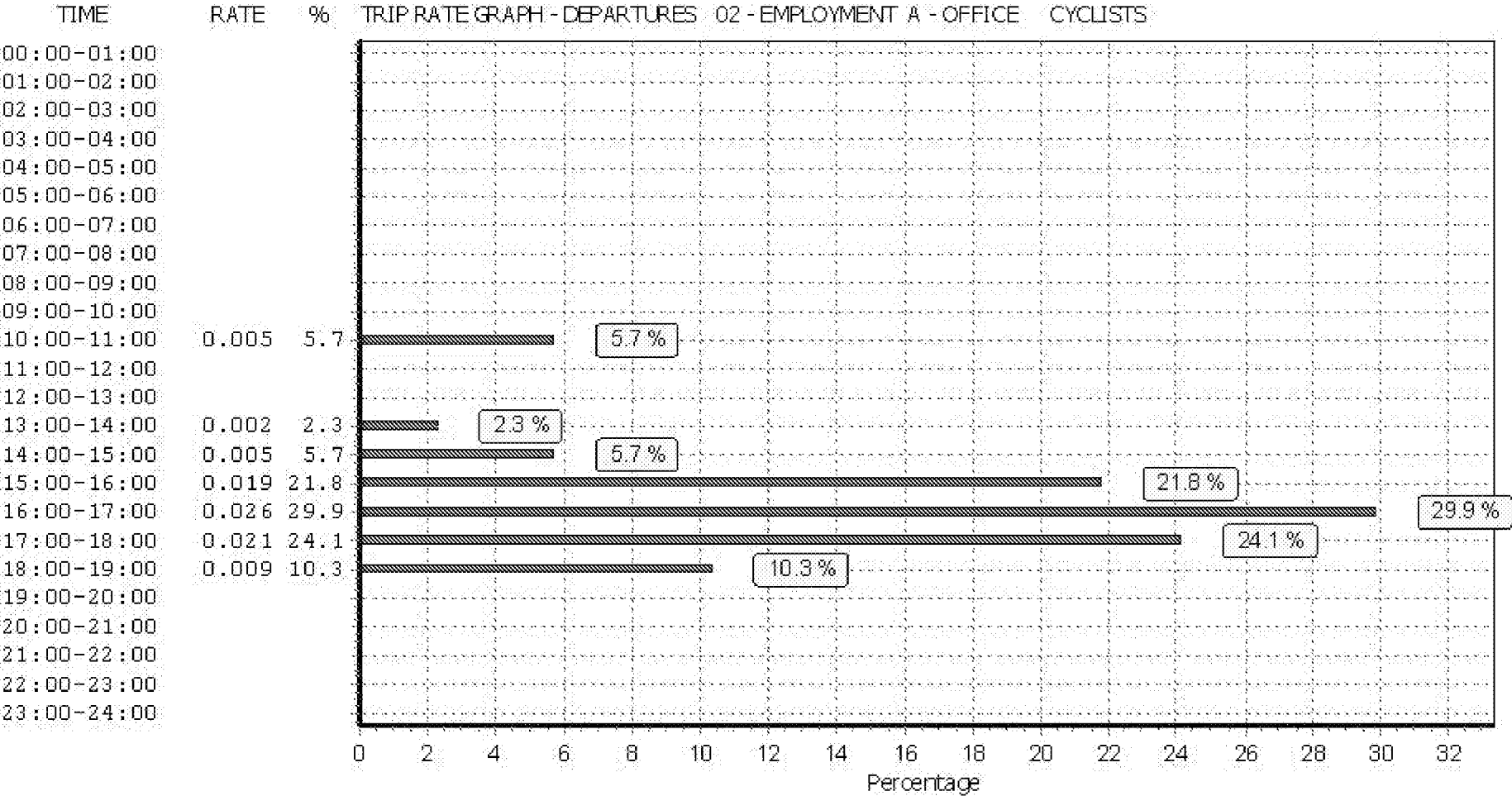
Parameter summary

Trip rate parameter range selected:	186 - 10293 (units: sqm)
Survey date range:	01/01/07 - 26/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

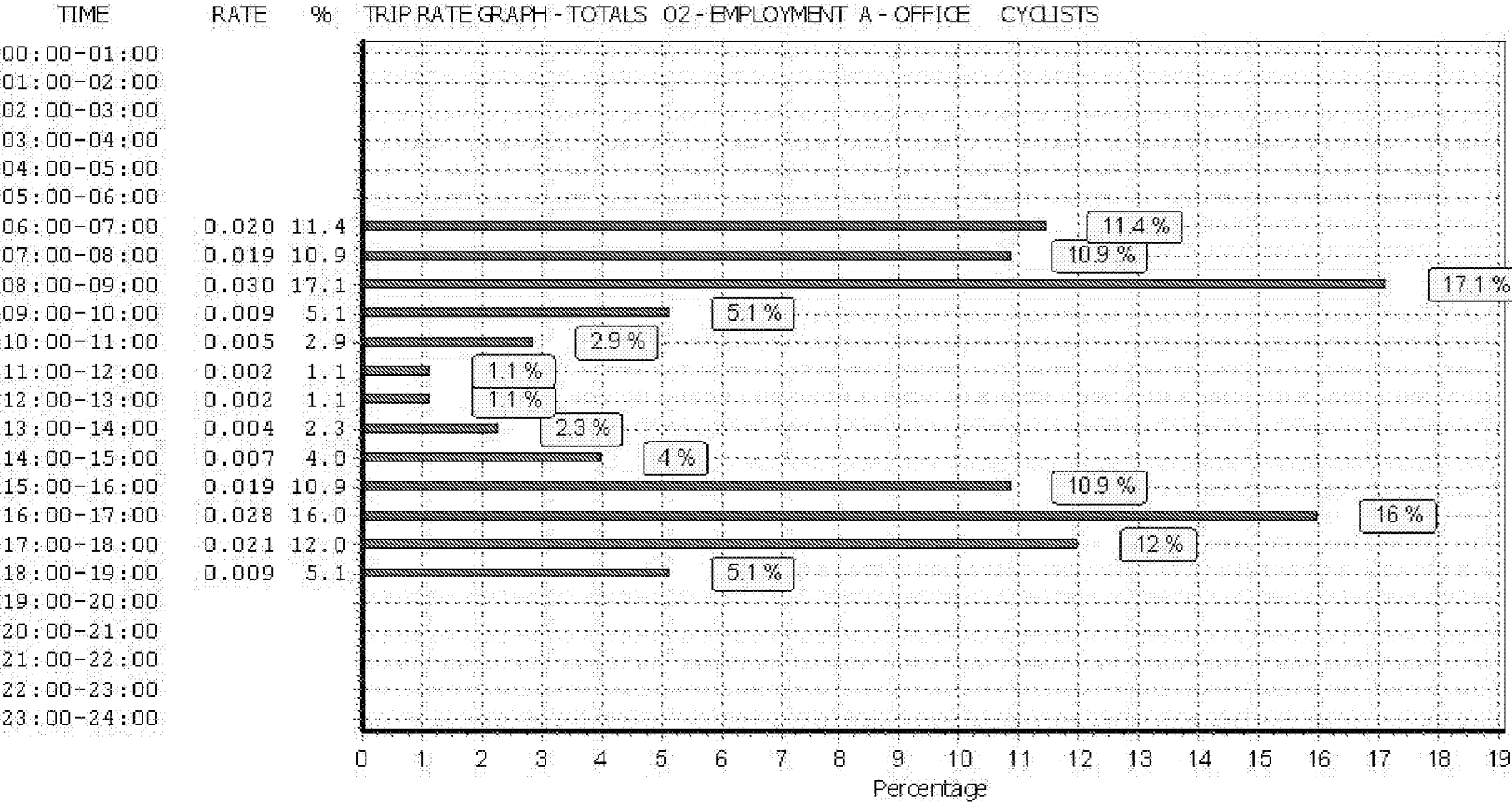
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



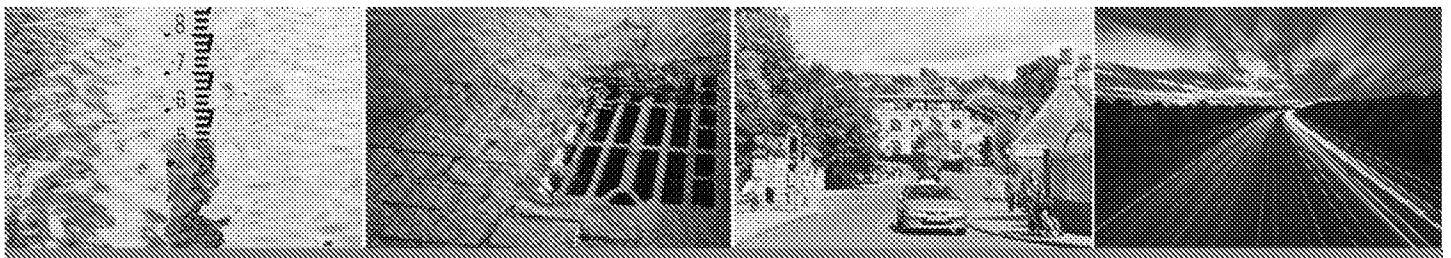
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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Drainage - Flood Risk - Highways - Transport

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