



**GULL POINT SUITES, THE
BEACHCROFT HOTEL, CLYDE
ROAD, FELPHAM, PO22 7AH**

Proposed Hotel

Transport Statement

**Prepared on behalf of
The Beachcroft Hotel Ltd**

IVON/17/3855

October 2017

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DOCUMENT CONTROL

Project: Gull Point Suites, The Beachcroft Hotel, Clyde Road, Felpham, PO22 7AH
Proposed Hotel

Document: Transport Statement

Client: Prepared on behalf of The Beachcroft Hotel Ltd

Reference: IVON/17/3855

Document Checking:

Author: EJD

Date 20/10/2017

Checked by: ALB

Date 20/10/2017

Approved by: ALB

Date 20/10/2017

Status:

Issue	Date	Status	Issued by
1.	04/10/17	Draft	EJD
2.	20/10/17	Final	EJD
3.			
4.			
5.			
6.			
7.			

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1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of The Beachcroft Hotel Ltd to support a planning application for 9 new suites forming part of the existing Beachcroft Hotel on Clyde Road, Felpham. The application site encompasses an approximate area of 0.04ha on the southern side Clyde Road c.1.3km to the east of Bognor Regis town centre. The site location is shown **Plan 01** and in **Figure 1.1**.

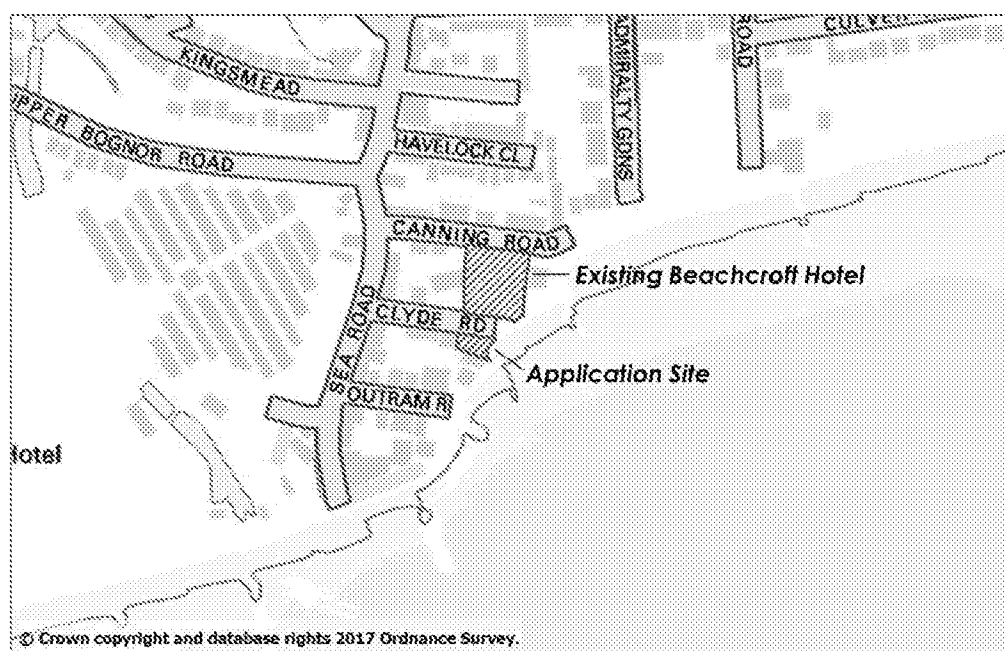


Figure 1.1: Site Location

- 1.1.2 The site currently comprises a garden within the grounds of the 'The Gun Post'. The proposed development would involve the construction of a 9 new suites hotel to be known as 'Gull Point Suites' with associated access and parking. The Gull Point Suites would operate as a sister building to The Beachcroft Hotel on the northern side of Clyde Road.
- 1.1.3 This TS outlines the key transport planning matters in accordance with statutory highways consultees WSCC 'Transport Assessment Methodology' (June 2007), reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.1.4 The remainder of this report is comprised of the following sections:
- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;

- (ii) **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, and the sites servicing arrangements;
- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
- (iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site covers an area of approximately 0.04ha on the southern side of Clyde Road c.1.3km to the east of Bognor Regis town centre. As shown in **Plan 01** the site is accessible by 'active' modes of transport such as walking and cycling as well as by public transport.
- 2.1.2 The site is bordered by Clyde Road to the north, Bognor Regis Promenade to the east, The Gun Post to the south and a residential property to the west. The site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

- 2.1.3 Vehicle access to the site is currently served from a c.4.5m wide vehicle crossover adjoining Clyde Road with a gate set back c.2m from the carriageway. The existing access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access

2.2 Local Highway Network

- 2.2.1 The site fronts on to Clyde Road, a 2-way single carriageway subject to a 30mph speed limit and has a no through road status. The road serves a number of residential dwellings, a B&B, and hotel. Clyde Road's carriageway is c.4.5m wide and is flanked by footways on both sides of the carriageway. The northern side of the road is parking restricted, enforced by double yellow lines. Clyde Road's highway features are shown in **Figure 2.3**.



Figure 2.3: Clyde Road Heading West

2.3 Wider Highway Network

- 2.3.1 The application site is situated c.500m to the south east of the B2259 which provides a connection to the A29 and the A259. The A29 provides a northeast-southwest route from Bognor Regis to the north of Horsham providing links to Pulborough and Billingshurst. The A259 provides an east-west route along the south coast running approximately parallel to the A27 providing a link to Chichester, Littlehampton, and Worthing. The site location and its context within the wider highway network is shown in **Figure 2.4**.

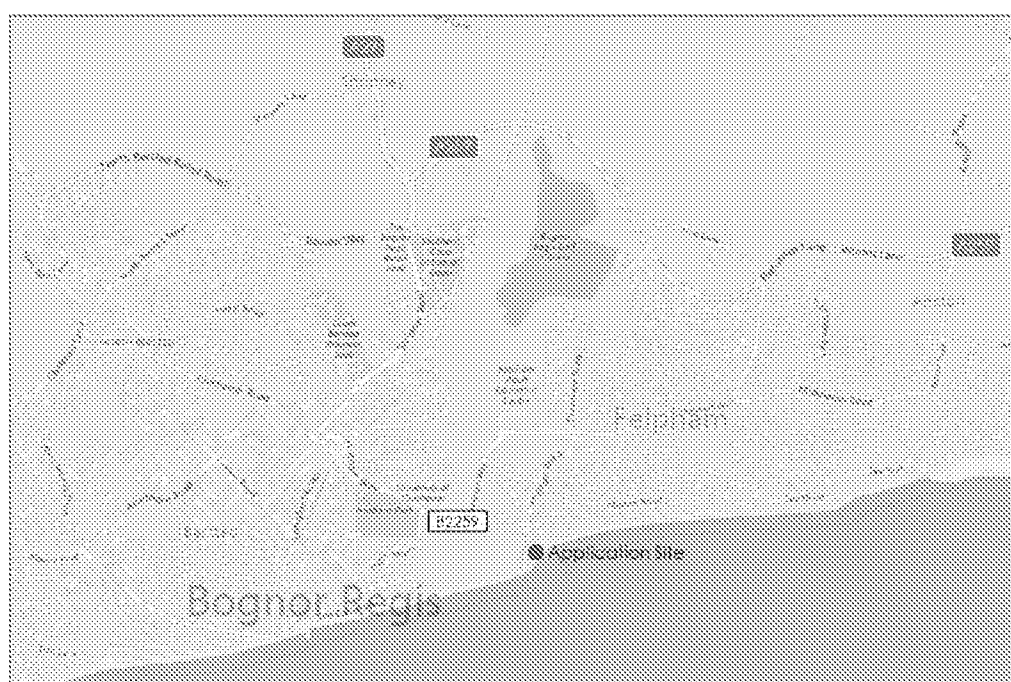


Figure 2.4: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

- 2.4.1 Pedestrian access to the site is facilitated by c.1.5m wide footways flanking Clyde Road. The footways connect with the wider footway network providing a continuous pedestrian link to Bognor Regis and Felpham. In addition, Bognor Regis Promenade borders the site to the east and provides a traffic-free pedestrian route along the coast. The pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.3**.

- 2.4.2 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in **Plan 01**, Bognor Regis town centre as well as the neighbourhoods of Felpham and South Bersted are accessible on-foot from the application site based on the CIHT guidance. It is also noted that Bognor Regis railway station is situated 1.5km from the site and therefore accessible on foot.

Cycle Accessibility

- 2.4.3 Bognor Regis Promenade forms part of the National Cycle Route No.2 and provides a traffic-free route to Bognor Regis town centre as well as a route to Littlehampton to the east. In addition, there are a number of local cycle routes available in the vicinity of the site which are shown in **Plan 01**.
- 2.4.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Bognor Regis as well as a number of smaller settlements, including Barnham and Westergate, are therefore accessible by bicycle from the site.

Accessibility by Bus

- 2.4.5 The application site is within a desirable walking distance of the 'Snooks Corner' bus stop c.170m to the north west of the site. The stop serves the No.600 stagecoach service which provides regular journeys to Chichester via Bognor Regis. Additionally, the 'Hotham Park' bus stop, situated c.650m to the north west of the site, provides additional services to Bognor Regis, Chichester and Portsmouth. A summary of services available from local bus stops is provided in **Figure 2.5**.

Service	Route Summary	Typical Frequency	Operating Hours
67	Bognor Regis – North Felpham – Glenwood Estate – Bognor Regis	Mon-Sat: 4 per day	Mon-Sat: 09:52 – 16:12
600	Elmer – Bognor Regis – Chichester	Mon-Sat: every 20min	Mon-Fri: 07:07 – 21:12 Sat: 07:52 – 21:12
700 Coastliner	Flansham Park – Bognor Regis – Chichester – Havant – Portsmouth	Mon-Sat: every 20min	Mon-Fri: 06:25 – 21:40 Sat: 07:08 – 21:40
U7	Bognor Regis Hotham Park – Chichester University – Chichester	Mon-Fri: every 1hr 30min	Mon-Fri: 07:15 – 18:50

Figure 2.5: Services Available from Local Bus Stops

Accessibility by Train

- 2.4.6 Bognor Regis railway station is located c.1.5km to the west of the application site and offers services to a range of locations including Portsmouth, Chichester, Brighton and London. A summary of services from Bognor Regis railway station is provided in **Figure 2.6**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7min	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	18 – 22min	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 25min	4 every hour
Horsham	Bognor Regis – Barnham – Horsham	36 – 44min	4 every hour
Portsmouth (change at Barnham)	Bognor Regis – Barnham – Chichester – Havant – Portsmouth	47 – 52min	4 every hour
Brighton (change at Barnham)	Bognor Regis – Barnham – Worthing – Shoreham-by-sea – Brighton	52min – 1hr 12min	2 every hour
London Victoria	Bognor Regis – Barnham – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 31min – 1hr 44min	4 every hour

Figure 2.6: Services Available from Bognor Regis Railway Station

- 2.4.7 Full details regarding these services including timetable information and route details are available online from www.nationalrail.co.uk.

2.5 Accident Data

- 2.5.1 To determine highway safety on the road network in the vicinity of the site, an assessment of personal injury accident (PIA) data has been undertaken using the Sussex Safer Roads Partnership online data portal for a five-year period between July 2012 and June 2017. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.
- 2.5.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency, and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area considered includes Clyde Road, Sea Road, Upper Bognor Road, and Felpham Road. A map demonstrating the extent of the study area and each recorded PIA is demonstrated in **Figure 2.7**.

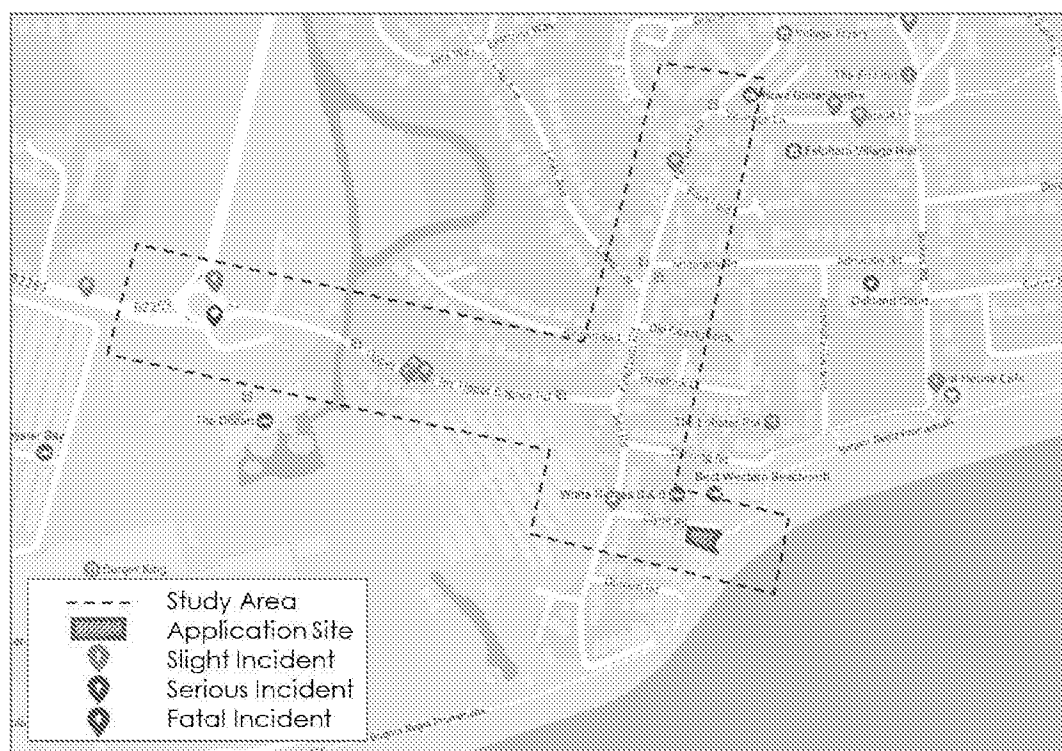


Figure 2.7: PIA Study Area and Distribution of Incidents

- 2.5.3 The study found a total of 8 incidents during the 5-year period comprised of 6 'slight' incidents and 2 'serious' incidents. There are not incidents recorded at or in the vicinity of the proposed development site. The PIA data do not show any pattern in terms of PIA frequency or distribution that would be exacerbated by the proposed development.

3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the construction of 9 new accommodation suites to be known as 'Gull Point Suites' with associated access and parking on the southern side of Clyde Road. The proposed hotel would have an operational link to The Beachcroft Hotel located on the northern side of Clyde Road. The proposed layout is attached at **Appendix A**.

3.2 Proposed Access

- 3.2.1 The existing access point adjoining Clyde Road would be relocated c.8m to the east of the current location. The new access would take the form of a 4.5m wide vehicle crossover with 0.9m wide chamfers on each side of the dropped kerb. The proposed access is shown in **Drawing 2017/3855/001**.

Visibility

- 3.2.2 Visibility from the access has been based on the 30mph speed limit on Clyde Road. Using the calculation coefficients set out in 'Manual for Streets' (MfS), a stopping site distance (adjusted for bonnet length) of 43.0m would be required from the access. Visibility from the access accordingly achieves the necessary sight line to the west of the access whilst visibility to the east is limited by the extent of the carriageway which ceases c.10m to the east of the proposed access. The visibility splays are shown in **Drawing 2017/3855/001**.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the site would be served from a 1.2m wide pedestrian footpath to the west of the vehicle access. The footpath would link with the existing footway flanking the southern side of Clyde Road. Existing dropped kerbs would facilitate pedestrian movements between the proposed Gull Point Suites and The Beachcroft Hotel. The pedestrian footpath is shown in **Drawing 2017/3855/001**.
- 3.3.2 Pedestrian access to the Gull Point Suites from the undercroft car park would be provided via a route between parking spaces leading to an internal stair case and lift. The route would be sufficiently wide for wheel chair users. The proposed car park layout is demonstrated in **Drawing 2017/3855/001**.

3.4 Servicing Arrangements

- 3.4.1 Refuse collection would take place as per the existing arrangement for The Beachcroft Hotel. Refuse is collected via Canning Road from a bin store located to the rear of The Beachcroft Hotel. Staff would transport waste from the Gull Point Suites to the existing bin store for collection. The proposed hotel is not anticipated to require any additional refuse collection.
- 3.4.2 Deliveries to the proposed hotel would also operate as per the existing arrangement and would be made to Canning Road. Supplies would be transported to the proposed hotel by staff. The proposed hotel is not anticipated to generate any additional demand for deliveries.

3.5 Emergency Access

- 3.5.1 The proposed development would provide access within 45m of all areas of buildings in accordance with Building Regulation requirements for emergency vehicles.

3.6 Car and Cycle Parking Provision

- 3.6.1 The Gull Point Suites site would provide a total of 9 car parking spaces located in an undercroft car park, including 1 disabled space and 5 electric car charging points. The proposed parking provision is in line with Arun District Council's (ADC) parking standards which require 1 parking space per bedroom.
- 3.6.2 All parking bays would have minimum dimensions of 2.4m x 4.8m in accordance with Manual for Streets guidance. Vehicle swept path analysis has been undertaken demonstrating cars manoeuvring to and from the proposed parking spaces in **Drawing 2017/3855/001**.
- 3.6.3 The site would provide 4 covered cycle parking spaces in line with ADC's minimum cycle parking standards. The spaces would be located adjacent to the internal stairs on the undercroft level of the proposed hotel and would take the form of Sheffield stands designed in accordance with MfS guidance.

4 TRIP ASSESSMENT AND TRAFFIC IMPACT

4.1.1 The TRICS database (version 7.4.2) has been interrogated to assess the likely traffic volumes that will be generated by the proposed hotel. The existing site is considered to have no existing trip generation and it has therefore been assumed that any trips generated by the development proposal will be new to the local road network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- (i) Land Use: Hotel, Food & Drink (Hotel)
- (ii) Regions: Wales and England (excluding Greater London)
- (iii) Number of Bedrooms: 15 – 60 Bedrooms
- (iv) Date Range: 01/01/09 – 13/11/15
- (v) Count Type: Manual and Automated Traffic Count
- (vi) Selected Days: Weekdays
- (vii) Selected Locations: Suburban Area, Neighbourhood Centre

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1**. The full results of the TRICS interrogation are provided in **Appendix B**.

TRICS Trip Rate per Bedroom (9 Bedrooms)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.079	0.086	0.165
PM Peak Hour	0.271	0.186	0.457
Daily Traffic	1.843	1.670	3.513
TRICS Vehicle Trip Generation			
AM Peak Hour	1	1	1
PM Peak Hour	2	2	4
Daily Traffic	17	15	32

Figure 4.1 Anticipated Trip Generation

4.1.4 The TRICS assessment suggests that the development will generate 32 daily vehicle trips, with 1 trip in the network's AM peak traffic hour (08:00-09:00), and 4 trips in the PM peak hour (17:00-18:00). The peak trip generation equates to 1 additional vehicle movement accessing egressing the site every c.15 minutes.

- 4.1.5 The number of daily vehicle trips generated by the proposed development and the low concentrations of movements during the local road network AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.

5 SUMMARY AND CONCLUSIONS

5.1.1 This TS has been prepared by RGP on behalf of The Beachcroft Hotel Ltd to support the proposed development of 9 additional suites hotel on the southern side of Clyde Road, operating as a sister building to the existing Beachcroft Hotel on the northern side of Clyde Road. The findings from this report are as follows:

- (i) The proposed hotel is accessibly located within walking distance of Bognor Regis and Felpham with convenient links to public transport services.
- (ii) An assessment of PIA incidents does not suggest any underlying highway design issues that could be exacerbated by the proposed development.
- (iii) Vehicle access to the site would be served from a new access adjoining Clyde Road. Visibility from the site access achieves the necessary sight lines in accordance with MfS guidance.
- (iv) The proposal would provide 9 car parking spaces in line with ADC's parking standards, including 1 disabled space and 5 electric car charging points. 4 cycle parking spaces would also be provided in line with ADC's standards.
- (v) A vehicle swept path analysis has been undertaken demonstrating vehicle negotiation of the site access and the proposed car parking spaces.
- (vi) Refuse collection and deliveries would be undertaken on Canning Road as per the existing arrangement. Staff would transport waste from the proposed hotel to the existing bin store for collection.
- (vii) A vehicle trip assessment has been undertaken using the TRICS database anticipating an additional 32 daily vehicle movements with 1 movement anticipated in the AM peak hour and 4 movements anticipated in the PM peak hour. The additional trips would have a negligible impact on the local road network in terms of highways capacity and safety.

PLANS

Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7min	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	16 – 22min	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 25min	4 every hour
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Brighton (change at Barnham)	Bognor Regis – Barnham – Worthing – Shoreham-by-sea – Brighton	52min – 1hr 12min	2 every hour
London Victoria	Bognor Regis – Barnham – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 31min – 1hr 44min	4 every hour

Service	Route Summary	Typical Frequency	Operating Hours
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U7	Bognor Regis Hotham Park – Chichester University – Chichester	Mon-Fri: every 1hr 30min	Mon-Fri: 07:15 – 16:50

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  CYCLE ROUTES
-  NATIONAL CYCLE ROUTE
-  2KM WALK ISOCHRONE
-  RETAIL
-  EDUCATION
-  LEISURE



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Client:
 The Beachcroft Hotel Ltd

Project:
 Gull Point Suites

Title:
 Site Location & Accessibility Plan

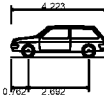
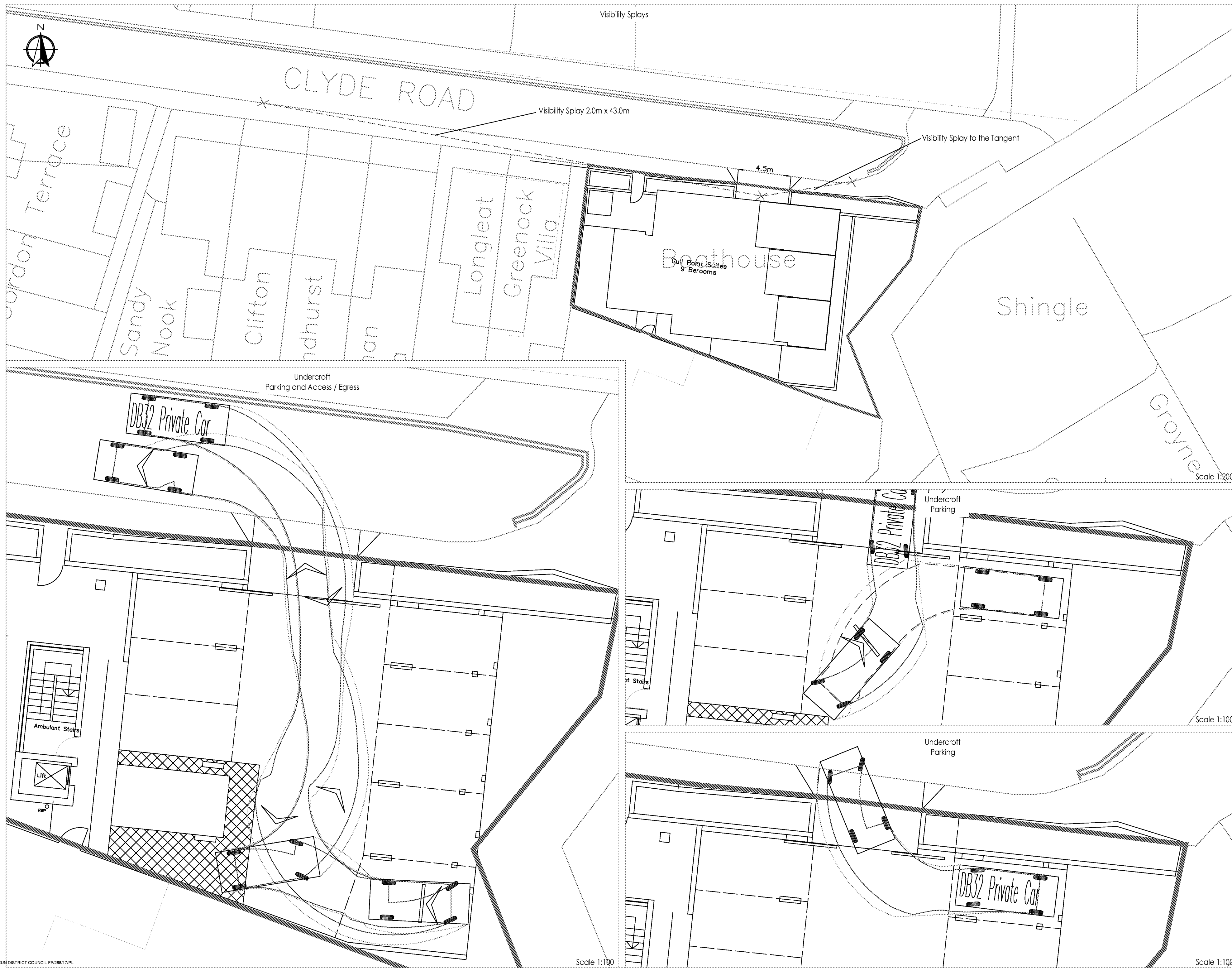
Plan No: Plan 01	Job No: 3855	Date: September 17	Scale: NTS
Drawn By: EJD	Checked By: ALS	Approved By: PMR	Rev: -

DRAWINGS



-LEGEND-

- Site Boundary
- Existing Road Markings



DB32 Private Car	4.223m
Overall Length	1.715m
Overall Width	1.362m
Overall Body Height	0.233m
Min Body Ground Clearance	1.629m
Max Track Width	4.005m
Lock-to-lock time	5.760m
Curb to curb Turning Radius	

This report is based on data supplied by the client and is for information only. It does not constitute a guarantee of accuracy or completeness. The client is responsible for the accuracy and completeness of the data provided. The client is responsible for the accuracy and completeness of the data provided.

rgp

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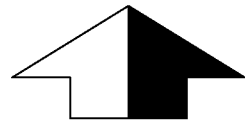
The Beachcroft Hotel Ltd

Gull Point Suites

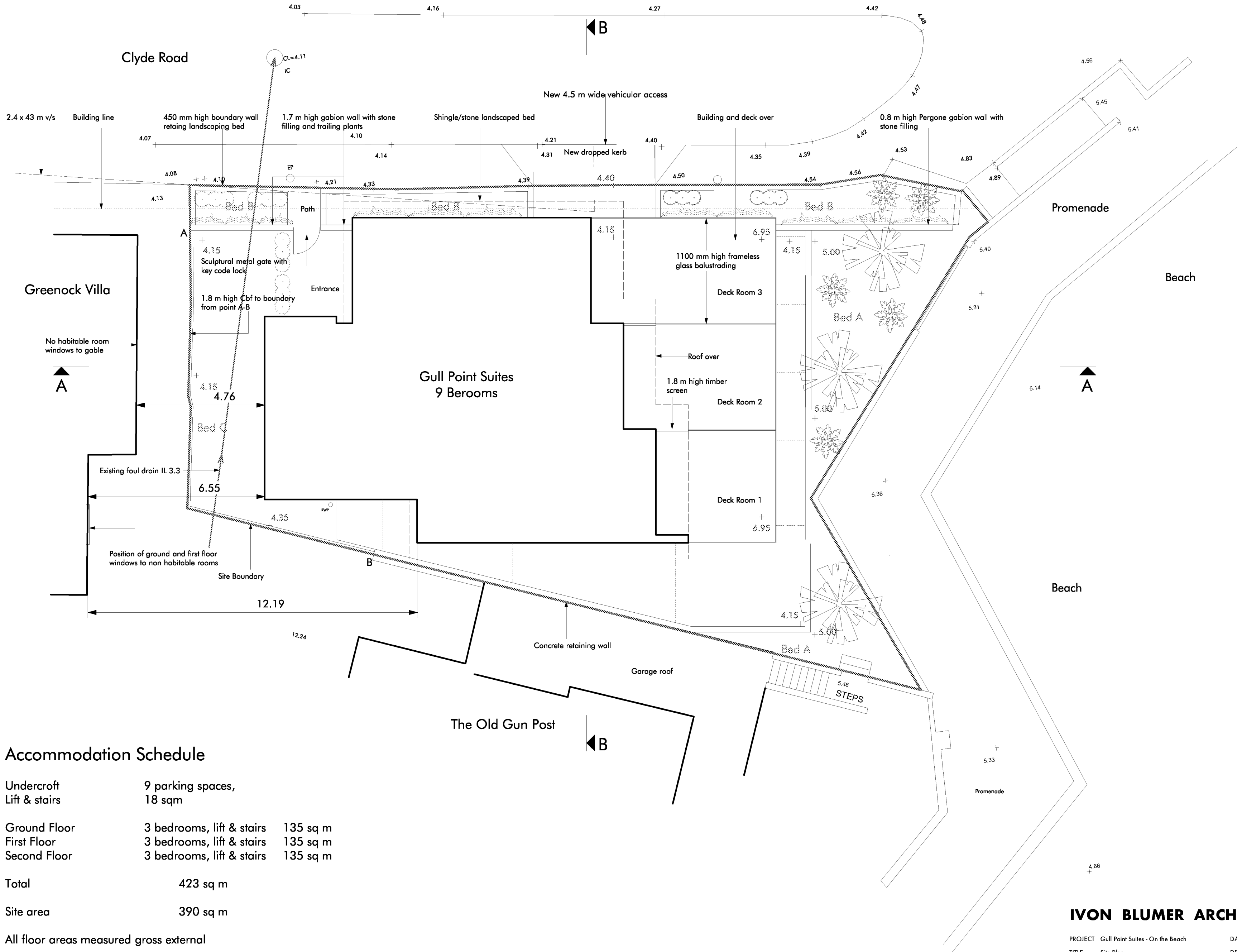
Visibility Splays and Undercroft Parking

Varies @ A2	SMO	ALB	PMR
October 2017	2017-3855-001		A

APPENDIX A



GULL POINT SUITES ON THE BEACH



Accommodation Schedule

Undercroft	9 parking spaces,	
Lift & stairs	18 sqm	
Ground Floor	3 bedrooms, lift & stairs	135 sq m
First Floor	3 bedrooms, lift & stairs	135 sq m
Second Floor	3 bedrooms, lift & stairs	135 sq m
Total	423 sq m	
Site area	390 sq m	
All floor areas measured gross external		

IVON BLUMER ARCHITECTS LTD

PROJECT Gull Point Suites - On the Beach
TITLE Site Plan
SCALE 1 : 100
DATE 20/09/17
DRG NO IBA/480/02
REVISIONS

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APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLESSelected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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 bedrooms

Actual Range: 24 to 60 (units:)

Range Selected by User: 15 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/11/15

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	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Development Zone	1
Residential Zone	1
Village	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.

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Licence No: 728001

Secondary Filtering selection:Use Class:

C1 3 days

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

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 1 days

20,001 to 25,000 1 days

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

Population within 5 miles:

250,001 to 500,000 2 days

500,001 or More 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 3 days

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

Travel Plan:

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	TW-06-A-02	TRAVELODGE	TYNE & WEAR
	CASPER WAY		
	SWALWELL		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of bedrooms:	60	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
2	WM-06-A-05	HOTEL	WEST MIDLANDS
	BIRMINGHAM ROAD		
	HOPWOOD		
	BIRMINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
3	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	47	0.050	3	47	0.107	3	47	0.157
08:00 - 09:00	3	47	0.079	3	47	0.086	3	47	0.165
09:00 - 10:00	3	47	0.164	3	47	0.143	3	47	0.307
10:00 - 11:00	3	47	0.071	3	47	0.071	3	47	0.142
11:00 - 12:00	3	47	0.093	3	47	0.114	3	47	0.207
12:00 - 13:00	3	47	0.107	3	47	0.107	3	47	0.214
13:00 - 14:00	3	47	0.079	3	47	0.114	3	47	0.193
14:00 - 15:00	3	47	0.129	3	47	0.121	3	47	0.250
15:00 - 16:00	3	47	0.071	3	47	0.086	3	47	0.157
16:00 - 17:00	3	47	0.136	3	47	0.121	3	47	0.257
17:00 - 18:00	3	47	0.271	3	47	0.186	3	47	0.457
18:00 - 19:00	3	47	0.286	3	47	0.143	3	47	0.429
19:00 - 20:00	3	47	0.121	3	47	0.121	3	47	0.242
20:00 - 21:00	3	47	0.136	3	47	0.086	3	47	0.222
21:00 - 22:00	3	47	0.050	3	47	0.064	3	47	0.114
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.843			1.670			3.513

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: 24 - 60 (units:)
 Survey date date range: 01/01/09 - 13/11/15
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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.