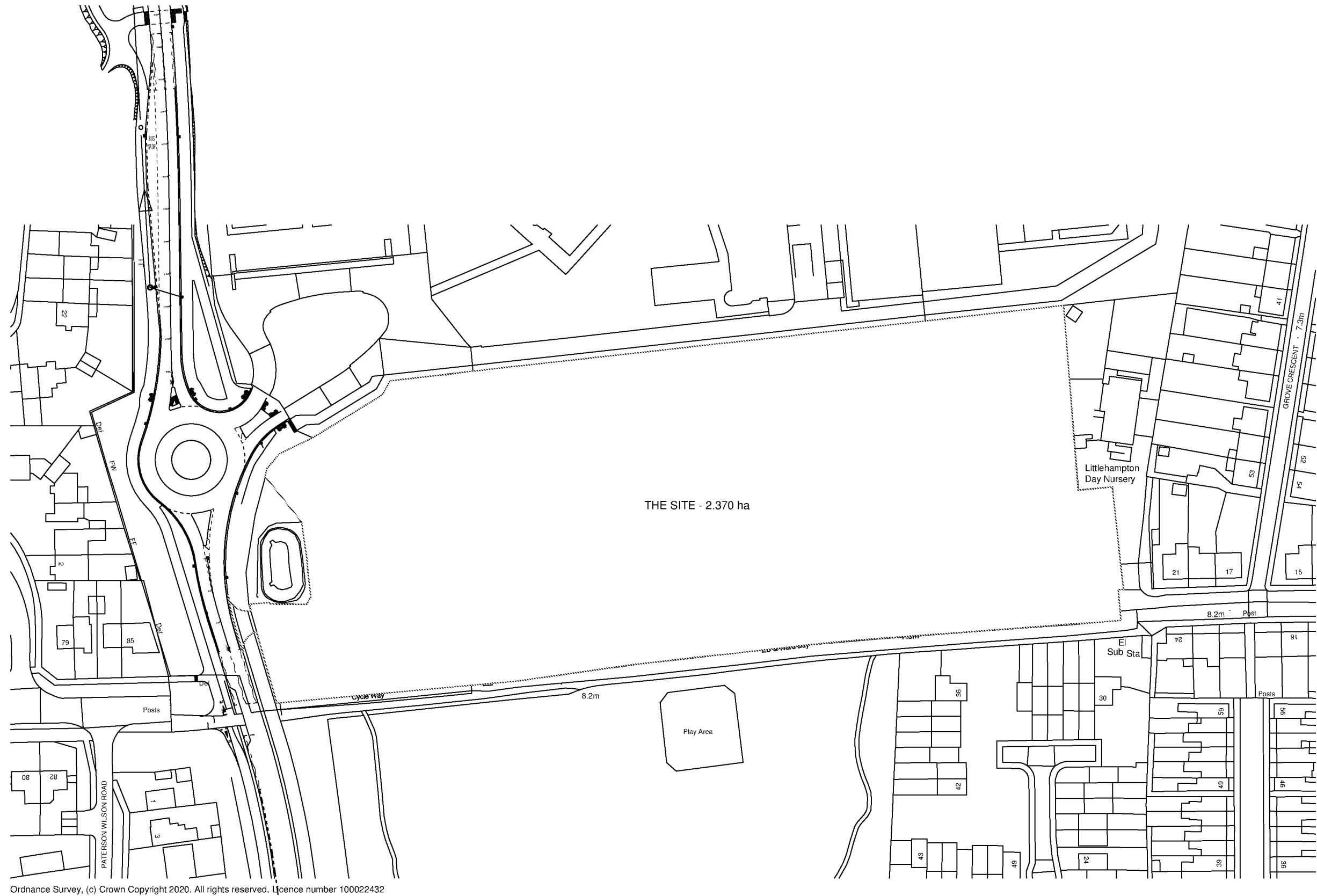
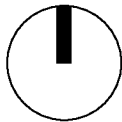


APPENDIX A



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LOCATION PLAN



Client's Name
BoKlok

Job Title
**Land at Fitzalan Road -
Littlehampton (6920)**

BO KLOK
SCANDINAVIAN & MODERN

Drawing Title
Location Plan

Scale
1:1250 @ A3

metres 10 20 30 40 50

Drawn
FH

Checked
MN

Date
15.01.21

Job No
LTH-ECE-XX-XX-DR-A-XX-5010

Drawing No
P02

Status
S2 / PRELIMINARY

P02 15.01.21 Red line revised to Highways
P01 15.01.21 DRAFT issue

Rev Date Revision Details Dr Ch

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CAD Plot date: 17/02/2021 - 17:29:11

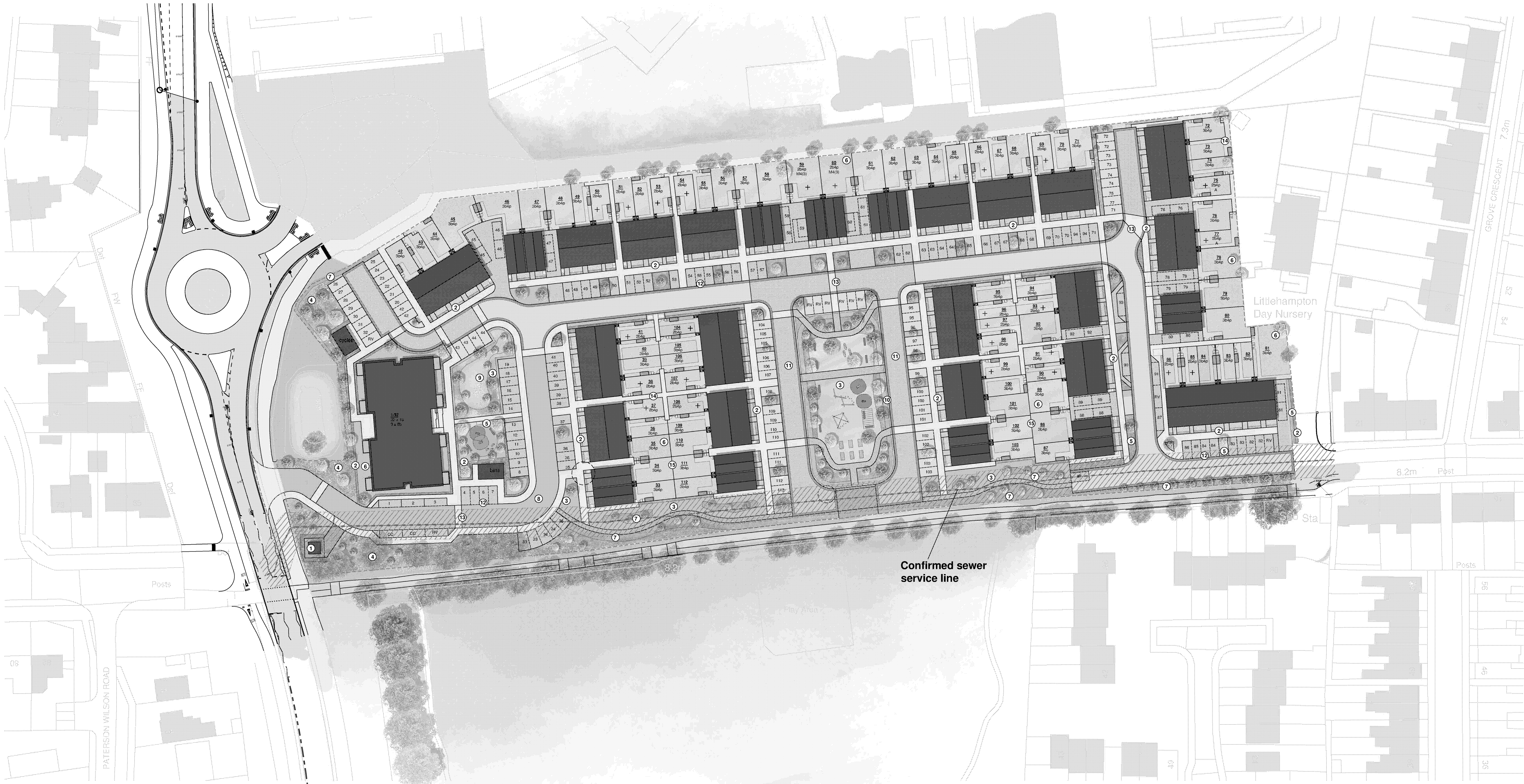
8920 location plan.dwg

Schedule of Accommodations

Block 1	-	Apartments	-	32	- 4 storey's	car parking -	1 space per apartment unit	= 32
23 x 1bed 2person							1 per house 2bed	= 26
9 x 2bed 4person							2 per house 3bed	= 108
2bed 4p	-	House	81.9m2	-	24	- 2 storey's	Car Club	= 2
2bed 4p M4(3)	-	House	81.9m2	-	2	- 2 storey's	Residents Visitor Parking (10%)	= 10
3bed 4p	-	House	88.9m2	-	54	- 2 storey's		
A	-	Affordable units						
+	-	Indicated 2bed houses						
TOTAL	-	112 units		-	80 houses and 32 Apartment	Total		= 178

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.



KEY:

- Substation
- Proposed low ornamental hedging
- Grass verges and open spaces using species rich seed mix - Flowering lawn seed mix
- Wildflower/grass meadow seed mix
- Proposed low evergreen hedging clipped to table form
- Private seeded grass garden areas
- Strong lawn grass mixture
- Proposed linear native mixed hedging
- Adopted main routes/roads
- Standard black bitumastic macadam
- Proposed pond
- Proposed rain garden
- Shared surface - Concrete block paving
- Parking bays - Concrete block paving
- Block demarcation indicating footpath connections
- Private Terrace/Footpaths - Concrete flag paving
- Close boarded timber fence 1.8m height to include hedgehog size gaps beneath the fences.
- Existing Trees
- Proposed Trees

- Pavilion structure
- Timber elements with additional seating
- Confirmed sewer easement zone
- Grow your own zone
- Timber raised planters
- NVDH hardwood bench
- Site Boundary

Client's Name

BoKlok

Job Title

Land at Fitzalan Road - Littlehampton (6920)

Drawing Title

Illustrative Site Plan

Scale

1:500 @ A1 / 1:1000 @ A3

Drawn

MN/FH

Checked

PF

Date

15.01.21

Job No

LTH-ECE-XX-XX-DR-A-SL-5012 P07

Drawing No

Rev

Status

S2 / PRELIMINARY

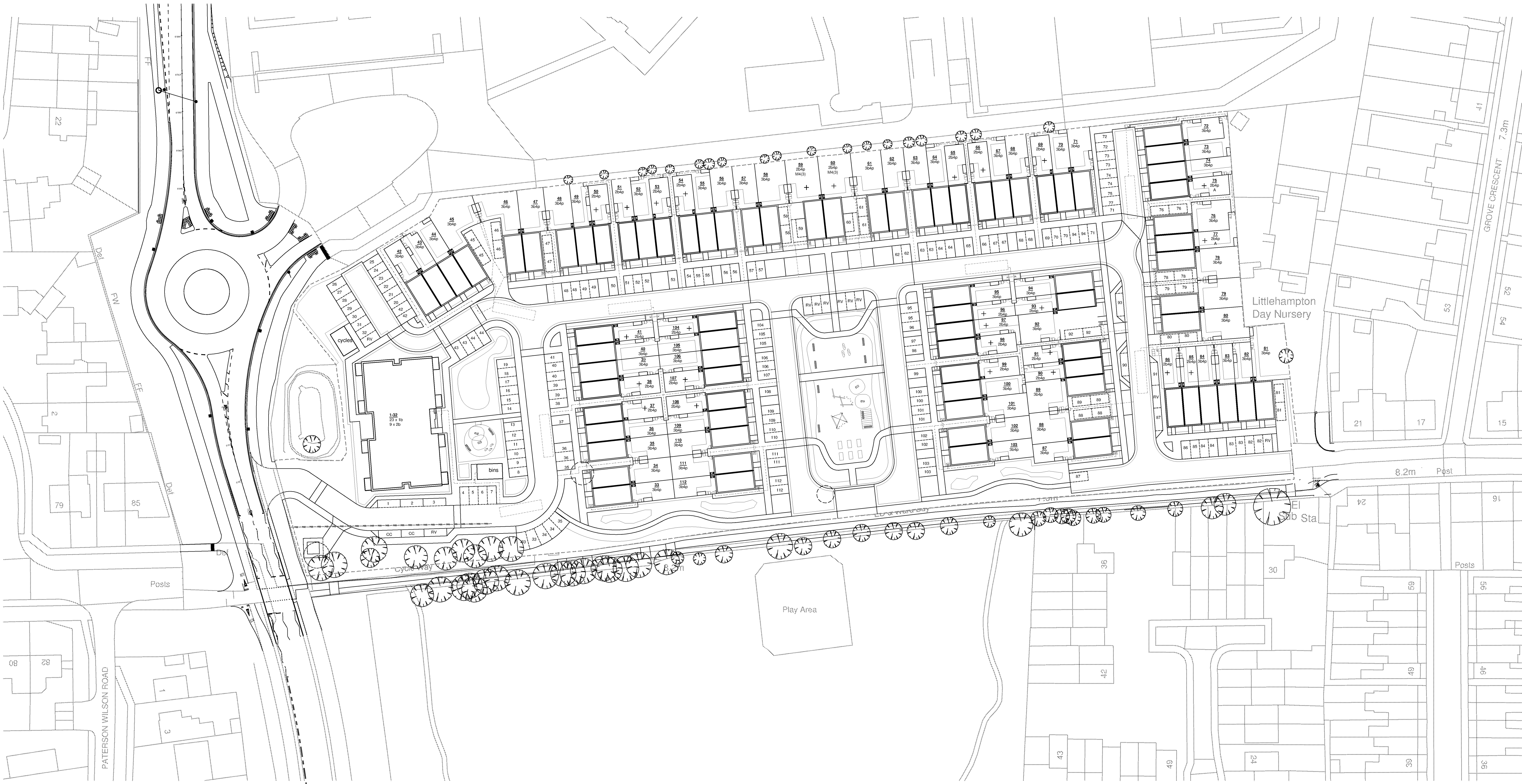
P07	05.03.21	Final Draft Planning Issue	FH	MN
P06	03.03.21	Substation reallocated	FH	MN
P05	01.03.21	Layout revised with full service survey info	FH	MN
P04	24.02.21	Layout revised after additional service survey info	FH	MN
P03	10.02.21	Parking numbers amended	GG	MN
P02	04.02.21	Updated Site Plan with landscape information, refuse and cycle storage	GG	MN

P01	15.01.21	DRAFT issue	MN/YY/FH	MN
Rev	Date	Revision Details	Dr	Ch

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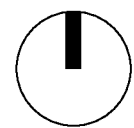
Drawings for illustration purposed only.
Further input required from all consultants
including Arb, Civils, utilities etc..

CDM 2015 Health & Safety Information
This information relates only to 'Significant Hazards' identified on this drawing
and is to be read in conjunction with the Designer's Hazard Register.



Drawing Key

- Resident dragging distance maximum 30m
- Refuse collection distance maximum 25m



Client's Name
BoKlok

Job Title
Land at Fitzalan Road - Littlehampton (6920)

BO KLOK
SKANSKA & IKEA

Drawing Title
Refuse Collection Plan

Scale
1:500 @ A1 / 1:1000 @ A3

Drawn
GG

Checked
MN

Date
15.01.21

Job No
LTH-ECE-XX-XX-DR-A-XX-5013 P04

Drawing No
S2 / PRELIMINARY

Rev
15.01.21

Rev	Date	Revision Details	Dr	Ch
P04	05.03.21	Final Draft Planning Issue	FH	MN
P03	10.02.21	Parking numbers amended	GG	MN
P02	09.02.21	Amended refuse pick up arrangement	GG	MN
P01	05.02.21	DRAFT issue	GG	MN

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APPENDIX B

PRE-APPLICATION TRANSPORT NOTE

LAND TO THE SOUTH OF LITTLEHAMPTON ACADEMY

Proposed Residential Development

Date: August 2020/February 2021

Ref: BOKU/20/5433/TN01

1 INTRODUCTION

- 1.1 RGP is commissioned by BoKlok to provide highway and transport planning advice with respect to the proposed residential development of land to the south of Littlehampton Academy, located on Fitzalan Road in Littlehampton.
- 1.2 This Pre-application Transport Note has been prepared to inform pre-application discussions with Arun District Council (ADC), as Local Planning Authority, and West Sussex County Council (WSCC), as County Highway Authority, and summarises the traffic implications of the proposals to provide a residential scheme of 112 dwellings on the site, including a mix of houses and flats/apartments. A copy of the current Masterplan layout is enclosed.
- 1.3 The baseline conditions for the local highway network and markedly Fitzalan Road have been extracted from the previous assessments undertaken for the Littlehampton Academy (constructed in 2012), the North Littlehampton Strategic Development Site (NLSDS) and the notable planning consents for the implementation of the 'Fitzalan Link Road', formed as an extension/alteration to the current alignment of Fitzalan Road.
- 1.4 The NLSDS comprises a mixed use development of up to 1,260 residential dwellings (out of a potential 1,460 dwelling Master Plan), up to 13,000 sqm of B1 employment floorspace, up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space and children's play areas. The NLSDS is continuing to be constructed with large portions of the scheme already complete.



- 1.5 The wider North Littlehampton Scheme is supported by the construction of the Fitzalan Link Road between Worthing Road (A259) and the East Street/Fitzalan Road roundabout, which ties in with the access road to the North Littlehampton Scheme. The Fitzalan Link Road was granted permission by Arun District Council in 2012 (Ref: LU/63/11) and includes the re-alignment of Fitzalan Road outside the site to tie in with a new roundabout junction for Littlehampton Academy.
- 1.6 The Fitzalan Link Road has since been subject to approval through a Reserved Matters planning application (LU/234/16/RES) to confirm the detailed design aspects for its construction. The Fitzalan Link Road is currently under construction and was due to be completed in February 2021, although this may be subject to delay due to the COVID-19 pandemic.
- 1.7 The traffic implications of the proposed residential development have been assessed in relation to these future development flows on the Fitzalan Link Road. It is also noteworthy that the site has been subject to a previous outline planning approval for a residential scheme of 68 dwellings; the impacts of the proposed development have been assessed in comparison with this previous approval.
- 1.8 Moreover, this Pre-application Transport Note also provides a review of the suitability of the proposed access arrangements to serve all development-related traffic, including a review of the appropriate design criteria and the undertaking of a formal junction capacity assessment using the traffic flows identified.
- 1.9 The outcomes of the pre-application discussions would inform the future submission of a planning application for the proposals, to include a Transport Statement. The scope of the Transport Statement is confirmed in this note.

2 BASELINE TRAFFIC CONDITIONS

Littlehampton Academy

- 2.1 As detailed above, Fitzalan Road currently serves Littlehampton Academy only, with the connecting sections of the link road targeted for completion in early 2021.
- 2.2 The traffic movements associated with the past redevelopment of Littlehampton Academy have been extracted from the Transport Assessment that supported its planning approval 083/10/LU (prepared by Gifford in July 2010). Littlehampton Academy was opened in 2012 and has not been subject to further alteration/expansion since that date.
- 2.3 The traffic movements for Littlehampton Academy were derived using the TRICS database, extracting data from other comparable school/academy developments. A further assessment of modal split was undertaken based on a travel questionnaire survey carried out in 2009 to determine the key methods of travel.

- 2.4 The table below summarises the derived traffic movements for Littlehampton Academy, by all modes, from the 083/10/LU planning approval for 1900 pupils/300 staff.

Time Period	Total Person Trips	Vehicle Occupants	Park and Walk	Public Transport	Walk	Cycle
AM Peak Hour (08:00-09:00)	202	48	4	135	14	1
Inter Peak (14:00-15:00)	16	3	1	11	1	0
Inter Peak (15:00-16:00)	173	41	2	114	10	1
PM Peak Hour (17:00-18:00)	24	4	1	15	2	0
Daily Total	717	171	14	478	50	4

Table 1 Baseline Multi-Modal Flows (Littlehampton Academy Transport Assessment)

- 2.5 The further table below confirms the directional traffic flows predicted on the current alignment of Fitzalan Road (currently serving Littlehampton Academy only).

Time Period	Northbound	Southbound	Two-way
AM Peak (08:00-09:00)	274	150	424
PM Peak (17:00-18:00)	30	53	83
Daily Total	768	777	1,545

Table 2 Baseline Traffic Flows (Littlehampton Academy Transport Assessment)

- 2.6 As confirmed above, Littlehampton Academy has not been subject to any additional expansion since its construction and therefore these flows are still considered to be representative of typical conditions.
- 2.7 It is noteworthy however that the above predicted vehicle trips were derived prior to the implementation of a Travel Plan, which the Academy introduced as part of the approval. This Travel Plan would have been operating for some time and given the nature and location of the Academy (as well as the significant proportion of non-car trips without it) it is likely that a significant proportion of these vehicle trips would have been diverted to sustainable modes over time. The above assessments are therefore considered to be robust.

Fitzalan Link Road

2.8 The future predicted traffic profile of the Fitzalan Link Road, once opened, has historically been assessed in considerable detail through previous approvals for the Link Road and the North Littlehampton Site through planning application LU/47/11. Subsequently, a Reserved Matters application LU/234/16/RES was approved in 2016 and included the detailed design aspects of the Link Road, on the basis of the approved future traffic flows.

2.9 Table 3 below summarises the forecast peak hour 2016 (with development) traffic flows along the Fitzalan Link Road to the north of the site, extracted from the Transport Assessment (prepared by Mayer Brown). It is noteworthy that these figures include allowance for the Littlehampton Academy development. The figures in brackets indicate the numbers of HGV movements.

Time Period	Northbound	Southbound	Two-way
AM Peak (08:00-09:00)	282 (44)	352 (51)	634 (95)
PM Peak (17:00-18:00)	340 (48)	292 (44)	632 (92)

Table 3 2016 Fitzalan Link Road Flows (North Littlehampton Development Site TA)

2.10 The above figures show that the proposed link road would generate reasonable levels of traffic throughout the weekday peak hours. However, as shown in Table 2 a large proportion of this activity would be from/to Littlehampton Academy. It is assumed that the above assessments include the redistribution of traffic from and to Littlehampton Academy, some of which would utilise the new link road to/from the north once complete.

2.11 To determine the Annual Average Daily Traffic Flows (AADT) for the Fitzalan Link Road, DfT conversion factors (see attached at Appendix B) have been used. Using the DfT Conversion spreadsheet, the Fitzalan Link Road would experience circa 8,050 two-way AADT flows based on the 2016 flows.

2.12 The link capacity of the road can be calculated using the Design Manual for Roads and Bridges standard TA 79/99 entitled 'Traffic Capacity of Urban Roads'. This standard classifies this section of highway as an 'Urban All-purpose Road (UAP)' a single carriageway road of 40mph or less.

2.13 Table 1 of TA 79/99 confirms that the road falls within the 'UAP3', as a 'variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings'. Table 2 subsequently confirms that the average one-way hourly flow for this type of road is 1530 vehicles (3,060 two-way). This indicates that the new Link Road would only be utilising circa 21% of its theoretical capacity when first opened.

3 PREVIOUS PLANNING CONSENT

3.1 The previous Outline planning consent on the site (LU/55/15/OUT) included a residential scheme of 68 dwellings including 52 houses and 16 flats.

3.2 The total traffic generation for the site has been extracted from the Transport Planning Statement, prepared by RGP. The table below summarises the total traffic flows based on the approved trip rates for mixed private and affordable housing. It is noteworthy that all affordable units were to be accessed via Elm Grove Road to the east, with all open market dwellings accessed via the Fitzalan Link Road to the west.

Time Period	Arrivals	Departures	Two-way
Open Market Housing (accessed via Fitzalan Road)			
AM Peak Hour (08:00-09:00)	4	19	23
PM Peak Hour (17:00-18:00)	17	8	25
Daily Total	111	114	225
Affordable Housing (accessed via Elm Grove Road)			
AM Peak Hour (08:00-09:00)	2	5	7
PM Peak Hour (17:00-18:00)	4	3	7
Daily Total	29	27	56
TOTAL TRAFFIC GENERATION (68 Residential Dwellings)			
AM Peak Hour (08:00-09:00)	6	24	30
PM Peak Hour (17:00-18:00)	21	11	32
Daily Total	140	141	281

Table 4 Consented Traffic Generation (68 Residential Dwellings)

3.3 As confirmed above, the previously approved proposals were predicted to generate around 30 two-way vehicle movements during the peak hours, with around 281 two-way vehicle movements during a typical weekday.

3.4 As detailed above, the previous proposals included access off Elm Grove Road for the affordable dwellings, generating around 56 daily two-way vehicle movements on this minor road during a typical weekday.

4 FORECAST TRAFFIC GENERATION & IMPACT

- 4.1 The current updated proposals include a scheme of 112 residential dwellings including 80 houses and 32 flats/apartments. The current Masterplan layout is attached at Appendix A.
- 4.2 To provide an updated assessment of traffic flows the TRICS database has been interrogated further using more recent survey data to derive trip rates for flats and houses in similar locations (with similar local populations). For robustness, the TRICS assessment assumes that all units would be open market (private ownership).
- 4.3 The table below summarises the results of the assessment, with the full TRICS outputs at Appendix C.

Time Period	Arrivals	Departures	Two-way
Proposed 80 Houses			
AM Peak Hour (08:00-09:00)	12	32	44
PM Peak Hour (17:00-18:00)	28	13	41
Daily Total	180	187	367
Proposed 32 Flats/Apartments			
AM Peak Hour (08:00-09:00)	2	7	9
PM Peak Hour (17:00-18:00)	7	3	10
Daily Total	42	44	86
TOTAL TRAFFIC GENERATION (112 Residential Dwellings)			
AM Peak Hour (08:00-09:00)	14	39	53
PM Peak Hour (17:00-18:00)	35	16	51
Daily Total	222	231	453

Table 5 Forecast Traffic Flows ~ 112 Residential Dwellings

- 4.4 The above table confirms that the proposed development would generate a total of 53 two-way vehicle movements during each of the peak hours as a maximum, with an increase of 19-23 two-way vehicle movements (1 movement every 2-3 minutes) from the previous planning consent (Table 4). During a typical weekday, the proposed development would generate around 453 two-way vehicle movements.
- 4.5 The proposed development would result in an increase in the use of the Fitzalan Link Road, with all traffic associated with this development proposal to be accessed via this route. This would amount to a daily increase of 172 two-way vehicle movements from the previously approved scheme.

- 4.6 The predicted increase in traffic from the previous consent is therefore considered to be modest in relation to the anticipated future AM and PM peak hour flows on the Fitzalan Link Road, whilst offering a significant betterment to the operations of Elm Grove Road which historically served as one of the main vehicular entrances to the former Elm Grove School and former Academy but has since been downgraded to a minor residential access road.
- 4.7 With reference to the Fitzalan Link Road junction, again it is considered that the additional traffic would not have a material impact on the operational capacity or safety of the local highway network in the vicinity of the site. The proposals would result in an average of one additional movement at the access approximately every 2-3 minutes in the peak hours, and would represent approximately 3% of the total Fitzalan Link Road flows (Table 3).
- 4.8 The West Sussex County Council Transport Assessment Methodology states that for the purposes of requiring detailed junction capacity assessment, generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour - or if the junction already experiences peak period congestion an increase of 10 or more vehicles - as a result of the development proposals. Therefore, notwithstanding the modest increase from the consented scheme, the current proposals would generate 53 two-way peak hour vehicle movements and would be subject to further capacity assessment.
- 4.9 It is noted that WSCC, as part of their liaison with the North Littlehampton Steering Group previously undertook an independent junction capacity assessment in the form of a PICADY model. The outputs of this model demonstrate there was to be significant capacity at the junction and there would be no issues of material highway capacity or delay. However, given the predicted increase in vehicle trips and to ensure that the proposed access arrangements would be appropriate, a further capacity assessment of the proposed access arrangements has been undertaken.
- 4.10 It is also important to note that the traffic generation characteristics of the application site would be positively influenced by the construction and implementation of the measures secured through the North Littlehampton proposals including the implementation of significant improvement to pedestrian, cycle and public transport provision locally would encourage a significant shift toward sustainable travel modes.
- 4.11 The potential for the site to exhibit a significant proportion of journeys undertaken by sustainable modes of transport and further reduce the site's impact on the local highway network will be investigated through the development of a Residential Travel Plan.

5 PROPOSED ACCESS ARRANGEMENT

- 5.1 As illustrated on the attached drawing 2020/5433/001, the proposals include the provision of a new access off the Fitzalan Link Road to serve all development traffic. The proposed access would be positioned in a similar location to the previous approved access arrangement through planning application LU/55/15/OUT. However, the proposals would include the removal of access via Elm Grove Road to any vehicular traffic, with access retained for non-car users (pedestrians and cyclists) only.
- 5.2 The proposed access arrangements have been considered in line with relevant design criteria. It is noted that whilst the Fitzalan Link Road would not form part of the Strategic Road Network (SRN) and therefore its strict application is not appropriate, the Design Manual for Roads and Bridges (DMRB) provides appropriate guidance when determining the form/type of junction. With respect to the geometry and visibility requirements of the junction, the Fitzalan Link Road would be formed with a 30mph speed limit in this location and therefore Manual for Streets is the overarching guidance document in this respect.
- 5.3 The remainder of this section sets out a design check/review of relevant design standards required to develop suitable access arrangements.

Junction Form/Type

- 5.4 As indicated above, whilst the Link Road does not form part of the SRN, the DMRB guidance is only a starting point for assessment, rather than a strictly applied set of guidance. Therefore, DMRB has been reviewed in relation to the junction type used.
- 5.5 CD123 entitled 'Geometric design of at-grade priority and signal-controlled junctions' confirms that for proposals that generate more than 50 vehicles per week a priority junction would be appropriate. Section 2 of CD123 confirms the criteria for the selection of a priority junction and whether a central treatment is required. Paragraph 2.12 confirms:
- ü Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT. ü
- 5.6 As detailed in Table 5, the proposed development would generate around 425 two-way vehicle movements during a typical weekday, amounting to AADT flows of 399 movements. However, the proposed Link Road would operate well below the threshold of 13,000 AADT at around 8,000 AADT.
- 5.7 As detailed above, Fitzalan Road is not part of the Strategic Road Network and is not subject to strict application of standards. Therefore, it is not considered that any formal central treatment is required, and the provision of a simple priority junction would remain appropriate subject to confirmation that it would operate within capacity. Therefore, a capacity assessment has been undertaken and is summarised later in this note.

Junction Geometry

- 5.8 Section 5 of CD123 sets out the geometric requirements for priority junctions. The proposed widths of the points of access to the site have been considered in line with the requirements of both DMRB and MfS. DMRB confirms that:

“ Allowance shall be made for the swept turning paths of the worst case design vehicle which is expected to use the priority junction, unless: 1) the design vehicle is expected to form only a very small percentage of the total number of vehicles that will use the junction; and 2) any swept path conflicts as a result of the design vehicle encroaching into other lanes will not occur on bends; ”

- 5.9 In this instance, the main access to the site would predominantly be for car traffic, but would be required to provide access for deliveries, refuse collection and emergency vehicles on an occasional basis. Therefore, the access has been designed to ensure that two-way access for cars is provided at all times, but access by less frequent larger vehicles is provided through the use of the full access road width. This approach is compliant with Manual for Streets (MfS) design guidance.
- 5.10 Drawing 2020/5433/001 illustrates the proposed arrangement linking with Fitzalan Road in its current form, that provides a 6 metre access road width in line with MfS requirements, with 6 metre junction radii in line with DMRB. Drawing 2020/5433/001 includes a vehicle swept path assessment confirming that a refuse vehicle, representing the worst case vehicle, can access and egress the site safely. Drawing 2020/5433/002 illustrates the same arrangement tying into the new link road alignment.
- 5.11 Turning areas would be provided at the rear of the site to ensure all vehicles can turn and leave in a forward gear, as shown on drawing 2020/5433/003.
- 5.12 The above parameters are therefore considered to be appropriate for the use of the improved accesses and in line with guidance from DMRB and MfS.

Junction Visibility Splays

- 5.13 The requirements for Manual for Streets would recommend visibility splays of 2.4 x 43 metres to be provided in relation to the posted 30mph speed limit/design speed. This level of visibility was approved previously and would remain appropriate for the new alignment, given the site's proximity to future junctions locally.
- 5.14 As shown on drawings 2020/5433/001 and 2020/5433/002 suitable visibility splays are provided for the proposed access for both the current and future alignments of Fitzalan Road. However, it is noteworthy that actual achievable visibility is well in excess of this requirement in both directions.

- 5.15 Visibility to the south would be clear well beyond the pedestrian crossing and would provide visibility well beyond the required minimum as set out in Manual for Streets and separation to the crossing point. There would also be clear visibility to any pedestrians and cyclists using the adjacent facility for any drivers approaching the junction.

Junction Capacity Assessment

- 5.16 As detailed in Section 4, WSCC's Transport Assessment Methodology states that for the purposes of requiring detailed junction capacity assessment that generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. Therefore, a capacity assessment would be required in this instance.
- 5.17 The 2014 submission included consideration of the access junction with the Fitzalan Link Road, undertaken by WSCC through the Highway Authority's involvement in the North Littlehampton Steering Group. An assessment using PICADY software was carried out to determine the junction capacity for the weekday peak hours following completion of the Fitzalan Link Road.
- 5.18 A new capacity assessment has been undertaken using 'Junctions 8' software programme which has since replaced PICADY as the industry standard tool to assess the theoretical operations of priority junctions and roundabouts.
- 5.19 Table 3 summarises the forecast traffic flows along the link road to the north of the Littlehampton Academy in 2016. Figure 1 at Appendix D confirms these Baseline traffic flows including the turning movements at Littlehampton Academy.
- 5.20 It is noteworthy that the Base 2016 scenarios assume that the Fitzalan Link Road is fully open and therefore some traffic from the Littlehampton Academy will be redistributed to/from the north (currently all traffic travels from/to the south). The levels of redirected traffic have also been assumed to be equivalent to the forecast directional traffic flows on the link road.
- 5.21 To provide an indication of the likely traffic flows on the Fitzalan Link Road at the time of the planning application (2021) and to account for any traffic growth and additional development taking place locally since 2016, the '2021 base' traffic scenario has been derived using traffic growth calculations. The TEMPro database has been interrogated to establish growth rates that can be applied to the baseline traffic flows so that the effects of additional background vehicular trips on the highway network can be identified. The growth rates have been applied from 2016 to 2021. The NTM growth factors have been derived for the local Ward.
- 5.22 A copy of the TEMPRO outputs is included as Appendix E, while the morning and evening peak hour traffic flows for the future years of 2016 and 2021 are shown on Figure 2 at Appendix D along with the 2021 'base' traffic flows. TEMPRO growth factors of 1.0645 and 1.0634 for morning and evening peak hours respectively have therefore been applied to the 2016 observed traffic flows to forecast future traffic flows.

5.23 Figure 3 subsequently demonstrates the '2021 With Development' scenarios, which forms the basis for the capacity assessment. The full results of the capacity assessment are attached at Appendix F and are summarised in the table below.

Arm	AM Peak		PM Peak	
	Max RFC	Max. Q	Max. RFC	Max. Q
Fitzalan Link Road (Arm A/C)	0.01	0.01	0.05	0.05
Site Access (Arm B)	0.05	0.05	0.03	0.03

Table 6 Junctions 8 Capacity Assessment - Fitzalan Link Road/Site Access

5.24 The junction modelling programme expresses the relationship between traffic flow and the capacity of a junction as a ratio, referred to as the Ratio of Flow to Capacity (RFC). Based upon these results it also predicts the anticipated queue lengths (Q) and delay to drivers. For priority junctions, the Ratio of Flow to Capacity (RFC) values of 0.85 and above suggest that a junction is operating towards its capacity with a risk of queuing and delay.

5.25 Table 6 confirms that the proposed priority junction would operate well within capacity during the peak hours, with a maximum RFC of 0.05 and a maximum queue length of less than 1 vehicle (0.05) on any arm.

5.26 The proposed access arrangement is therefore considered to suitable in capacity terms and would not lead to any material delays to the operation of the Fitzalan Link Road. As part of the full TA, the above assessments would be supplemented by future year scenarios to demonstrate longevity in the capacity of the junction.

6 CAR PARKING PROVISION

6.1 The proposals have been developed to strike a careful balance between providing suitable levels of car parking on site for residents, whilst ensuring that residents are not car-reliant and are encouraged to utilise other modes of travel. Given the good accessibility of the site to the town centre and rail station, the aspiration is to promote a 'car-lite' scheme and encourage reduced car ownership as much as possible.

6.2 The proposed arrangement has therefore been developed to minimise car ownership through reduced levels of car parking, with appropriate mitigation measures to maximise opportunities to use alternative modes of travel. Ensure that sustainable measures, such as car clubs for example, are effective.

WSCC Car Parking Standards

- 6.3 WSCC has recently published its new parking standards for residential development (August 2019). This document has been prepared as advisory standards for Local Planning Authorities to develop their own parking standards for residential development. In this instance, ADC has published its own standards based on those published by WSCC, which would overrule the WSCC standards. However, for the purposes of this Pre-application Transport Note an overview of WSCC's standards has been considered.
- 6.4 The new document derives levels of car parking based on a 'Parking Behaviour Zone' system. It is noted that the zoning system is defined by Ward boundary, rather than by accessibility. The site lies in the 'Brookfield' Ward which falls within 'Zone 2' but borders 'River' Ward which is classified as 'Zone 4'. Given the site's good accessibility to key services, and the future improvements to public transport infrastructure locally, it is therefore considered that there should be some flexibility in the levels of parking proposed.
- 6.5 Table 2 of WSCC's guidance confirms the recommended levels of car parking for Zone 2 and Zone 4. Table 7 below summarises the recommended provision for all units, and the recommended levels of car parking based on the scheme mix.

No. Bedrooms	No. Units proposed	Parking Behaviour Zone 2		Parking Behaviour Zone 4	
		Parking Ratio (per unit)	No. Spaces Required	Parking Ratio (per unit)	No. Spaces Required
1 bedroom	23	1.4	32	0.9	21
2 bedrooms	35	1.7	60	1.1	39
3 bedrooms	54	2.1	113	1.7	92
Total	112	-	205	-	152

Table 7 Recommended Car Parking Provision (WSCC Parking Standards - Zone 2/4)

- 6.6 The parking standards confirm a recommendation to provide 205 car parking spaces on the site (it is assumed that this provision allows for visitors) based on the requirements of 'Zone 2' and 152 spaces based on 'Zone 4'.
- 6.7 For the proposed 32 flats/apartments, 32 spaces (1 space per unit) would be provided, above the recommended provision of 31 spaces. This parking would be unallocated to allow flexibility of car ownership and use by visitors. This arrangement also allows flexible use of electric vehicles charging facilities and any wheelchair accessible spaces, if proposed.
- 6.8 For the proposed housing, the proposed 2 bedroom units would each be provided with 1 allocated space (26 spaces) with a further 18 unallocated spaces on site for visitors, providing 1.7 spaces per unit in total in line with WSCC's requirements.

- 6.9 For the 54 x 3 bedroom units, 18 of the proposed dwellings would be provided with 2 on-site spaces on private drives (36 spaces). The remaining 36 houses would benefit from 1 allocated parking space each, with a further 31 unallocated spaces provided across the site for flexible use by all residents and visitors. Overall, the 3-bed units would benefit from 1.9 spaces per unit.
- 6.10 The proposals would therefore provide at least 1 allocated space per dwelling to encourage lower car ownership, whilst providing suitable levels of unallocated parking to ensure that any fluctuations in parking demand can be accommodated on the site. A total of 181 spaces would be provided across the site, including 2 car club spaces.
- 6.11 As detailed previously, the applicant is keen to promote sustainable travel choices by striking a balance between appropriate levels of car parking and provisions for non-car travel, ensuring the success of travel planning initiatives. It is noteworthy that WSCC's guidance provides further emphasis on reducing car parking through the promotion of sustainable options:
- ü To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives. ü
- 6.12 The proposals would seek to implement a comprehensive Travel Plan with a range of non-car travel incentives, and sustainable infrastructure such as cycle parking, electric vehicle charging and car club spaces/vehicles. It is therefore considered that a further 10% reduction in car parking could be an acceptable and effective measure for encouraging reduced car ownership, subject to the outcomes of pre-application discussions.

Arun District Council Parking Standards

- 6.13 As detailed above, ADC has published its own version of the car parking standards based on those published by WSCC to provide a more accurate standards for the District. These standards are considered to be the overarching standards in this instance.
- 6.14 Arun District Council's (ADC) Parking Standards SPD was published in January 2020 to provide further clarification on the zoning system to be applied within the Borough and simplify the parking ratios. Based on ADC's zoning system, the site would actually fall within Zone 4 as 'urban (within towns but not in a central location)'. Based on this zone, the following parking requirements would be appropriate, based on Table 3.1 of ADC's standards.

No. Bedrooms	Recommended Parking ratio (per unit)	No. Units proposed	No. Spaces Recommended
1 bedroom	1.0	23	23
2 bedrooms	1.0	35	35
3 bedrooms	2.0	54	108
Total	-	112	166

Table 8 Recommended Car Parking Provision (ADC Car Parking Standards - Zone 4)

- 6.15 It is noteworthy that the above figures do not allow for visitor parking. In addition to the above, visitor parking is required at a ratio of 20% of the total number of residential units. Based on this requirement a further 22 spaces would be required, amounting to a total of 188 car parking spaces.
- 6.16 However, as also confirmed by WSCC, ADC also consider that a 10% reduction should be implemented to ensure the successful promotion of sustainable travel options. ADC's parking standards confirm that:
- 6.17 "to satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through Section 106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives. This is also as a result of increasing affordability issues resulting in young people staying with parents for longer."
- 6.18 Therefore, the proposed provision of 181 spaces (a 4% reduction) would provide a robust level of car parking in line with ADC's parking standards and would support the promotion of sustainable travel initiatives. As detailed above, the proposals would include a significant level of unallocated car parking to ensure flexible use for residents and visitors to complement this reduction.

Car Ownership

- 6.19 It is noteworthy that both ADC and WSCC parking guidance do not provide separate parking ratios for houses and flats, with flats tending to have much lower levels of car ownership. ADC's parking standards do however outline in 'Principle 2' that:
- "...expected levels of vehicle ownership should be determined taking account of dwelling size (rooms); unit type (houses or flats); unit tenure (private/affordable), parking provision (allocated or unallocated), control/enforcement (charges etc.);"

• calculation of expected levels of vehicle ownership should normally be based on local comparable data which may include Census data and local Household Surveys of new development carried out by the Local Authority where these exist, taking account of forecast changes in demand for the Local Plan period. Where electric vehicle charging points are provided, these will be included in the total demand: as a percentage of the allocated spaces; •

6.20 Therefore, to provide an indication of the existing parking requirements of the local area, the proposed provision has been considered against Census 2011 car ownership statistics.

6.21 A copy of the Census 2011 statistics is attached at Appendix F, with car ownership figures provided for both the 'Brookfield' and 'River' Wards. The tables below summarise the car ownership statistics for flats and houses in the River Ward, which indicates higher levels of car ownership. The figures in brackets indicate the number of spaces required based on the proportions of car ownership and the numbers of units proposed.

No. Habitable Rooms	No. Units Proposed	No car/van	One car/van	Two cars/vans	Three or more Cars/Van
Flats/Apartments (32 units)					
1-3 rooms	32	53% (0)	39% (13)	8% (3)	1% (0)
Houses (80 units)					
1-3 rooms (2-bed)	26	32% (0)	43% (1)	22% (12)	3% (3)
4 rooms (3-bed)	54	18% (0)	55% (30)	25% (27)	2% (3)
TOTAL SPACES	112	0	44	42	6

Table 8 Census 2011 Data - Car Ownership (River Ward)

6.22 The table confirms that for the proposed flats, the Census data shows that 53% of the flats would not own a private car, with 39% owning 1 car and 8% owning 2 cars. Overall, a total of 16 car parking spaces (0.5 spaces per unit on average) would be required to cater for residents parking demands, exclusive of visitors. The proposed allocation of 1 space per unit would therefore be particularly robust.

6.23 For the proposed houses, the proposed 80 units would only require a total of 76 spaces based on the car ownership levels. A total of 73% of all houses would not own more than 1 car, with 25% owning two cars. The provision of at least 1 allocated space per unit would therefore be acceptable, with additional unallocated parking provided for flexibility.

6.24 Based on these figures, the proposals could reasonably justify the levels of car parking on the site. The proposed levels of parking are considered to provide an appropriate balance between encouraging reduced provision and ensuring that an appropriate level of spaces is provided.

Electric Vehicle Charging Points

- 6.25 ADC's Parking Standards confirm the requirements for Electric Vehicle Charging Points (EVCP) based on an earlier infrastructure study carried out in 2017.
- 6.26 The standards confirm in Table 2.2 that developments implemented by 2023, 100% of all houses with a driveway should have an active EVCP, with 30% of all other units to have an active EVCP. All remaining dwellings/spaces should be provided 'passive' infrastructure to ensure future provision, with ADC's target to that all dwelling/spaces are provided with an EVCP by 2033.
- 6.27 The proposed development would ensure that the current requirements for EVCPs are met and suitable infrastructure is in place for future requirements.

Car Parking Allocation & Management

- 6.28 As detailed above, to ensure some flexibility in car ownership, with a small proportion of properties owning more than 1 vehicle, a large proportion of the proposed car parking spaces would be unallocated. This also allows flexibility in the use of any wheelchair accessible spaces and the Electric Vehicle Charging Points (EVCP) across the site and ensures that these spaces are not allocated to a resident that doesn't need them.
- 6.29 The use of spaces would be monitored by an Estate Management Company, who would also review the demands for electric vehicle charging.

Car Club Provision

- 6.30 The proposals include the installation of two car club spaces and vehicles on the site. These spaces would be located close to the site entrance and made available to the general public in addition to prospective residents of the development.
- 6.31 It is widely recognised that car clubs are an effective means of mitigation for reduced car ownership, providing a realistic alternative for people constrained to the use of a car for a particular journey purpose.
- 6.32 As part of the planning application process, discussions with a car club operator will take place to determine the viability for providing car club spaces. The Developer would then finalise agreement with a prospective operator post planning consent (secured through an appropriate planning condition).

7 CYCLE PARKING PROVISION

- 7.1 All residential dwellings will be provided with secure and sheltered cycle parking. Table 1 of WSCC's parking standards confirm a require for 0.5 spaces per unit in communal storage locations. However, ADC's parking standards confirm 1 space per 1 and 2 bed house, 2 spaces per 3 bedroom houses, and 1 space per 1 and 2 bedroom flat.
- 7.2 Therefore, to ensure that all dwellings benefit from adequate levels of cycle parking, a provision of 1 cycle space per unit is proposed for all 1 and 2 bedroom units and 2 spaces for the larger 3 bedroom units.
- 7.3 In addition, the communal parking areas will cater for electric bikes, with a charging point provided at each cycle parking location.

8 SUMMARY AND CONCLUSIONS

- 8.1 This Pre-application Transport Note has been prepared as a review of the traffic related impacts of the proposed development of land to the south of Littlehampton Academy.
- 8.2 This note assesses the likely forecast traffic flows and the suitability of the proposed access arrangements shown on drawing 2020/5433/001 to accommodate all future traffic, without resulting in any unacceptable delays to the future operation of the Fitzalan Link Road, when opened.
- 8.3 The forecast traffic flows have been derived through interrogation of the TRICS database and through historically approved data from the previously approved scheme of 68 residential dwellings on the site.
- 8.4 The traffic assessments in this report confirm that the proposal would not result in a material increase in traffic, particularly when compared to the previously consented scheme.
- 8.5 The proposed access arrangement has been designed in accordance with relevant design criteria and its form is concluded to be appropriate in capacity terms following detailed capacity assessments undertaken.
- 8.6 The proposed development would also provide suitable levels of on-site car parking to cater for all demand from residents and visitors.
- 8.7 It is anticipated that a planning submission would need to be supported by a Transport Statement, with a similar scope to that set out below:
- i) Detailed review of the location of the site in relation to the local highway network, local amenities and public transport;

- ii) Confirmation of any proposed sustainable travel initiatives that would be promoted by the proposed residential development;
- iii) Review of the proposed access arrangements for the site, as set out in this note, including the formal capacity assessments undertaken;
- iv) A review of the internal layout design and parking provisions on site.

8.8 The scale of development would also trigger the requirement for a Travel Plan to accompany the application, which would be provided with the planning submission.

8.9 As part of the Pre-application consultation process, WSCC is respectfully requested to confirm that the principle of the development set out in this Pre-application Transport Note are acceptable and confirm that the scope of the Transport Statement is suitable.

APPENDIX C

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: RGP FAO: Stuart Jones
FROM:	WSCC - Highways Authority
DATE:	30 July 2020
LOCATION:	Land south of Littlehampton Academy Fitzalan Road Littlehampton BN17 6FE
SUBJECT:	Internal Reference: PRE-069-20 Construction of a residential development of 112 residential dwellings on land to the south of Littlehampton Academy. Construction of a new vehicular access off Fitzalan Road.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land south of Littlehampton Academy, Fitzalan Road, Littlehampton, BN17 6FE.

Comments are made in connection with the submitted Scoping Note dated July 2020 (reference BOKL/20/5433/TN01).

1.7 - the previous application on the site is acknowledged. This permission has now lapsed and as such there is no valid fall back.

2.2 - the data quoted is somewhat dated. The reasoning for using this data is though understood as well as the difficulties in collecting any new information. Should the situation allow, fresh data should be collected to support any planning application. This can be discussed in due course.

2.9 - In light of the link road having not yet opened, the use of the forecasted traffic flows from 2016 is accepted.

3.1 - As noted within 1.7, the previous consent is noted. This has though lapsed and as such has limited merit in terms of assessing the current proposal.

4.2 - Whilst there's no issue with the use of TRICS, the site selection parameters (in particularly the population within 1 and 5 miles) should be refined to better reflect the site.

In light of the need to review the TRICS site's used, the proceeding sections relating to trip generation and capacity would therefore need to be updated accordingly should the revised TRICS indicate substantially different trip generation.

5.1 - There are no overarching concerns with the principle of the access arrangement as proposed. Consideration should be given to creating a further pedestrian/cyclist access onto the segregated cycle track that runs to the immediate south of the development site.

5.2 - It's recognised that the link road does not form part of the SRN. The speed limit for this section of the link road is also 30mph. The starting point for the design of the new access is agreed to be MFS. Sections of CD 123 may still need to be applied for certain aspects of the design.

5.5 - The TRICS assessment aside, it's accepted that a priority junction would be the appropriate form of access to the proposal. The access would need to be reviewed by way of a Stage One Road Safety Audit in accordance with current WSCC Policy.

5.22 - It's unclear what TEMPro growth factor has been applied. This should be confirmed. It's unclear why 2021 has been used as the opening year for the development. Clearly, 112 dwellings will take some time to build. A much later opening year, at which point the development would be completed, would be required.

6 - The various points within Section 6 are noted. However Arun DC have their own parking standards against which the development should be assessed. The ADC standards are considered to have greater weight as these have been adopted as a Supplementary Planning Document; those applied by WSCC are only guidance. The parking strategy should be revised accordingly.

6.2 - The aspirations are noted. However it's not clear what measures or mechanisms are to be put in place to encourage reduced car dependency amongst future residents.

6.11 - The above point aside, a reduced parking provision could not be accepted without some knowledge of the travel plan measures proposed along with there being a very robust mitigation strategy should the travel plan fail to achieve reduced parking provision. Should the travel plan fail, the proposal may well lead to significant overflow parking pressures.

6.19 - EV charging provision should also be considered against the Arun DC parking standards.

6.24 - There would need to be some certainty that a car club operator would be willing to make use of the bays within the site. The provision of such bays would potentially otherwise be used as overflow parking by residents.

Ian Gledhill
Planning Services

Stuart Jones

From: Oliver Woolf <[REDACTED]>
Sent: 18 December 2020 13:07
To: Stuart Jones
Subject: FW: BoKlok Pre- Application Advice: PAA/71/20/ : Land South of Littlehampton Academy - PRE APPLICATION MEETING FEEDBACK

Hi Stuart,

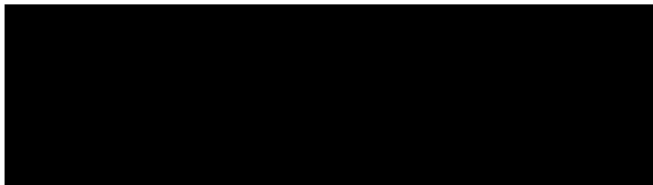
I hope you are well. I wanted to pass on the feedback in the email below from the officer's at Arun with regard to the parking approach for the Littlehampton scheme.

I hope that this assists with your work.

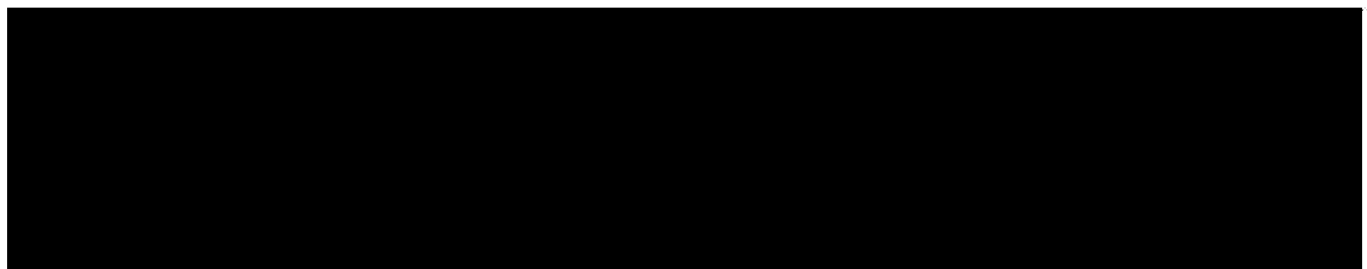
Best regards,

Oliver

Oliver Woolf MRTPI
Senior Planner
Planning



 Before printing, think about the environment



EXTERNAL EMAIL: Be cautious when opening attachments or clicking links

Hi Oliver,

Hope you are well.

Yes, myself and Juan agree with the below comments/approach regarding parking zones/numbers.

Re parking layout, we concluded the following:

We agreed that due to the town centre or edge of centre location on street parking would likely not in principle be unacceptable, so long as its in small groups of bays with landscaping in between to break it up.

Hope that assists.

N.B. I have copied in my colleague Anita Gardner (Principal Planner) as she is likely to be the Case Officer taking on the application when it comes in (as I am contract and, at the moment, am due to leave ADC Spring 2021).

Best wishes,
Amy

Amy Myer
BA Hons, MSc, MRTPI
Senior Planning Officer
Directorate of Place



T: 01903 737776
E: Amy.Myer@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk



Sign up to our newsletter [here](#)

Hi Amy, Juan,

I hope you are well and have had a good week. Further to our pre-application engagement on the above site we are at the early stages of preparing a planning application for a scheme that takes into account the discussion undertaken and advice received.

One thing the client has requested clarity on is parking numbers. My notes of our meeting on 07 September relating to this matter are below. Would you be able to agree to these?

Thank you,

Oliver

HIGHWAYS & PARKING

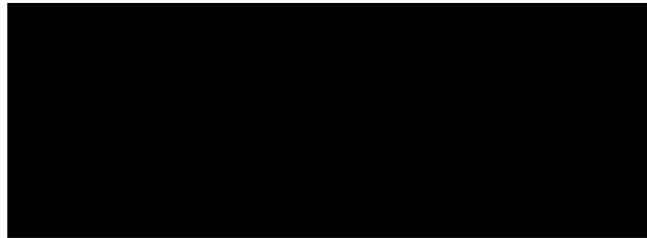
é Parking provision

- o SJ (Stuart Jones RGP): we are seeking clarity on the parking zone that should apply to the development. Discussion of the context of the site and specific requirements of each zone.
- o AM: agrees that the site's location has more of the character of zone 4, but is technically zone 2.
- o JB: Members might be reluctant to steer away from recently adopted parking standards.

- o SJ : provision of further justification and detail that confirms the characteristics and location of the site relate to zone 4 rather than zone 2 and thus parking provision should reflect zone 4 requirements.
- o J B: agreed to this approach.

Oliver Woolf MRTPI
Senior Planner
Planning

Savills, 2 Charlotte Place , Southampton SO14 0TB

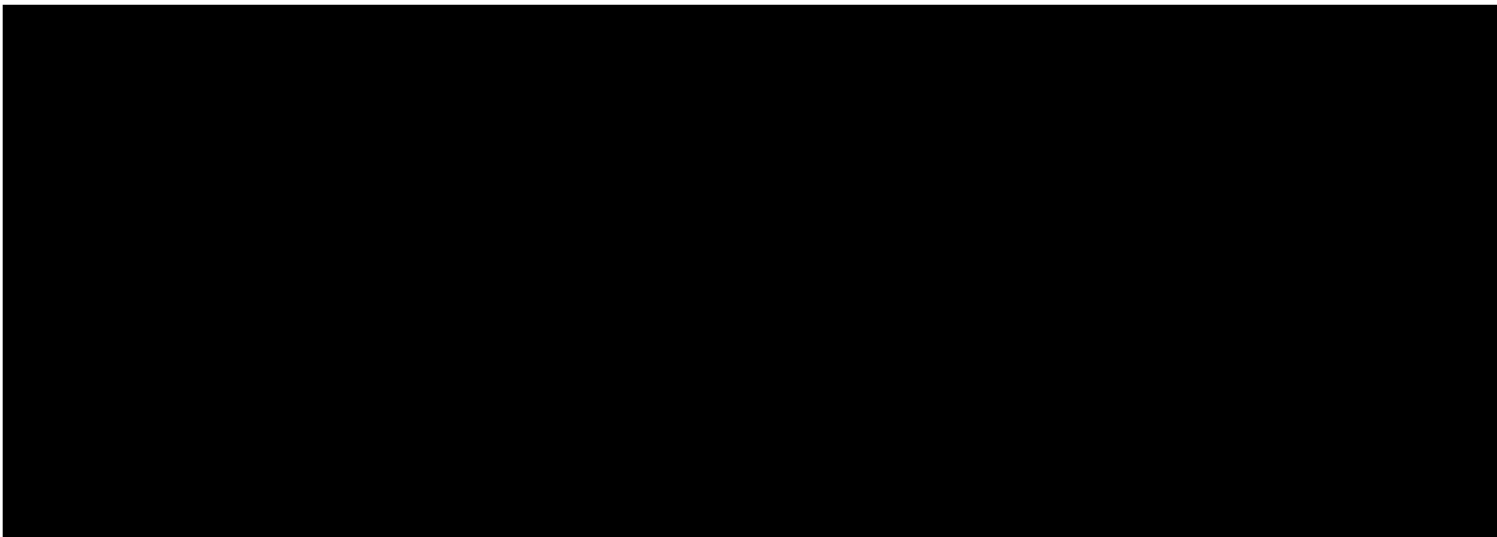


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APPENDIX D

Fitzalan Road – Littlehampton – RGP

Collision report 01/01/2016 – 31/12/2020

Date produced
26 January 2021

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
PARTNERSHIP

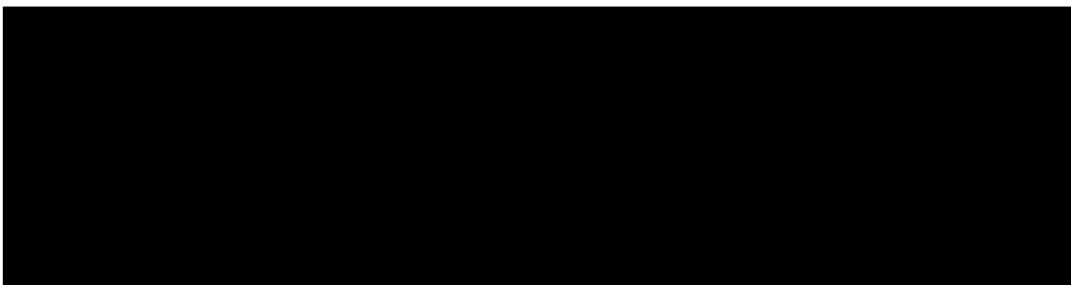
Safer Roads
Safer Communities
Sharing the Responsibility

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

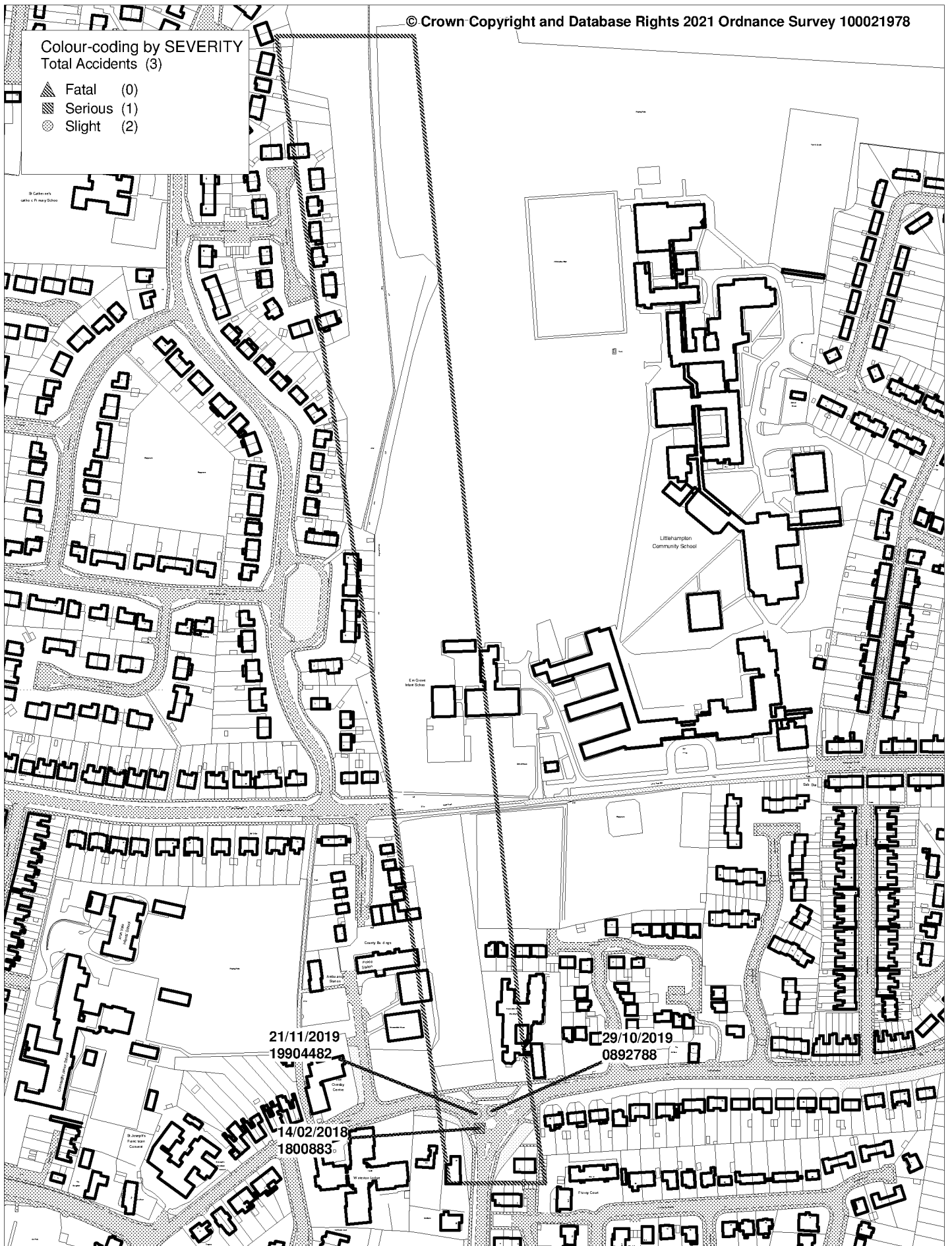
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:



Colour-coding by SEVERITY
Total Accidents (3)

- ▲ Fatal (0)
- Serious (1)
- Slight (2)



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Sussex Safer Roads
PARTNERSHIP

Fitzalan Road, Littlehampton
Collision Dates 01/01/2016 - 31/12/2020
RGP

SCALE	1 : 3500
DATE	26/01/2021
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2016 to 31/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1800883 Wednesday B2187 EAST STREET
14/02/2018 LITTLEHAMPTON AT JUNCTION OF
2020hrs U FITZALAN ROAD
R1: B 2187 Darkness: street lights present a
R2: U Wet/Damp
E 503,208 Raining without high winds
N 102,328 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

2nd: Failed to look properly

Vehicle 2

Possible

APPARENTLY, V1, A VAUXHALL ZAFIRA, WAS TRAVELLING EAST ALONG EAST STREET AND V2, A CYCLE, WAS TRAVELLING NORTH ALONG FITZALAN ROAD. BOTH VEHICLES WERE APPROACHING THE ROUNDABOUT AT THE JUNCTION WITH THESE ROADS. V1 ENTERED THE ROUNDABOUT THROUGH TEMPORARY TRAFFIC LIGHTS, PASSING THE WRONG WAY ROUND THE ROUNDABOUT, AS DIRECTED BY SIGNAGE. V2 ALSO ENTERED THE ROUNDABOUT THROUGH TEMPORARY TRAFFIC LIGHTS. V1 AND V2 COLLIDED ON THE ROUNDABOUT, CAUSING DAMAGE TO BOTH VEHICLES AND INJURIES TO BOTH PARTIES

0892788 Tuesday EAST STREET (B2187) AT JUNCTION
29/10/2019 WITH EAST STREET ROUNDABOUT
1056hrs (B2187)
R1: B 2187 Daylight: street lights present
R2: B 2187 Dry
E 503,217 Fine without high winds
N 102,340 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

MALE DRIVER HEADING WEST ACROSS THE ROUNDABOUT WHEN BIKE RIDER CAME OUT HEADING SOUTH ONTO ROUNDABOUT. SAW RIDER JUST BEFORE IMPACT.

19904482 Thursday EAST STREET ROUNDABOUT (B2187)
21/11/2019 AT JUNCTION WITH FITZALAN
1850hrs ROAD
R1: B 2187 Darkness: street lights present a
R2: U Dry
E 503,206 Fine without high winds
N 102,338 30 mph

Causation Factor:

Participant:

Confidence:

1st: Other

Vehicle 1

Possible

THIS REPORT IS CREATED FROM THE CAD AS THE INJURED PARTY HAS NOT ATTENDED THE POLICE STATION AS REQUESTED. INFORMANT WAS DRIVING ON THE ROUNDABOUT WHEN HER VEHICLE WAS DRIVEN INTO BY V1. THE DIRECTION OF TRAVEL QUESTIONS ARE NOT NECESSARILY ACCURATE AS IT HAS NOT BEEN POSSIBLE TO CONTACT D1 AT THIS TIME

APPENDIX E

Calculation Reference: AUDIT-728001-200625-0623

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 184 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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	2 days
Tuesday	10 days
Wednesday	4 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	19 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:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	9
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.

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 19 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	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	7 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	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	5 days
1.1 to 1.5	14 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	1 days
No	18 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	19 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS		BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
2	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
3	BD-03-C-03	BLOCKS OF FLATS		BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
4	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
5	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
6	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
7	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
8	DS-03-C-03	BLOCKS OF FLATS		DERBYSHIRE
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
9	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
10	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
11	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		

LIST OF SITES relevant to selection parameters (Cont.)

12	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
13	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
14	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
15	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	LAWRENCE WAY			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	56		
16	NT-03-C-02	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	CASTLE MARINA ROAD			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	135		
17	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	20		
18	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	85		
19	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	70	0.056	19	70	0.160	19	70	0.216
08:00 - 09:00	19	70	0.059	19	70	0.189	19	70	0.248
09:00 - 10:00	19	70	0.082	19	70	0.099	19	70	0.181
10:00 - 11:00	19	70	0.077	19	70	0.093	19	70	0.170
11:00 - 12:00	19	70	0.074	19	70	0.083	19	70	0.157
12:00 - 13:00	19	70	0.098	19	70	0.097	19	70	0.195
13:00 - 14:00	19	70	0.079	19	70	0.095	19	70	0.174
14:00 - 15:00	19	70	0.077	19	70	0.082	19	70	0.159
15:00 - 16:00	19	70	0.099	19	70	0.070	19	70	0.169
16:00 - 17:00	19	70	0.124	19	70	0.076	19	70	0.200
17:00 - 18:00	19	70	0.177	19	70	0.090	19	70	0.267
18:00 - 19:00	19	70	0.169	19	70	0.098	19	70	0.267
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.171			1.232			2.403

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: 6 - 184 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 19
 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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

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	19	70	0.004	19	70	0.005	19	70	0.009
08:00 - 09:00	19	70	0.003	19	70	0.002	19	70	0.005
09:00 - 10:00	19	70	0.004	19	70	0.004	19	70	0.008
10:00 - 11:00	19	70	0.002	19	70	0.003	19	70	0.005
11:00 - 12:00	19	70	0.006	19	70	0.006	19	70	0.012
12:00 - 13:00	19	70	0.004	19	70	0.004	19	70	0.008
13:00 - 14:00	19	70	0.001	19	70	0.002	19	70	0.003
14:00 - 15:00	19	70	0.001	19	70	0.001	19	70	0.002
15:00 - 16:00	19	70	0.002	19	70	0.002	19	70	0.004
16:00 - 17:00	19	70	0.004	19	70	0.004	19	70	0.008
17:00 - 18:00	19	70	0.003	19	70	0.003	19	70	0.006
18:00 - 19:00	19	70	0.006	19	70	0.005	19	70	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.041			0.081

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

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	19	70	0.003	19	70	0.004	19	70	0.007
08:00 - 09:00	19	70	0.001	19	70	0.001	19	70	0.002
09:00 - 10:00	19	70	0.001	19	70	0.001	19	70	0.002
10:00 - 11:00	19	70	0.000	19	70	0.000	19	70	0.000
11:00 - 12:00	19	70	0.001	19	70	0.000	19	70	0.001
12:00 - 13:00	19	70	0.002	19	70	0.003	19	70	0.005
13:00 - 14:00	19	70	0.001	19	70	0.001	19	70	0.002
14:00 - 15:00	19	70	0.001	19	70	0.001	19	70	0.002
15:00 - 16:00	19	70	0.000	19	70	0.000	19	70	0.000
16:00 - 17:00	19	70	0.000	19	70	0.000	19	70	0.000
17:00 - 18:00	19	70	0.000	19	70	0.000	19	70	0.000
18:00 - 19:00	19	70	0.000	19	70	0.000	19	70	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

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	19	70	0.000	19	70	0.000	19	70	0.000
08:00 - 09:00	19	70	0.000	19	70	0.000	19	70	0.000
09:00 - 10:00	19	70	0.000	19	70	0.000	19	70	0.000
10:00 - 11:00	19	70	0.000	19	70	0.000	19	70	0.000
11:00 - 12:00	19	70	0.000	19	70	0.000	19	70	0.000
12:00 - 13:00	19	70	0.000	19	70	0.000	19	70	0.000
13:00 - 14:00	19	70	0.000	19	70	0.000	19	70	0.000
14:00 - 15:00	19	70	0.000	19	70	0.000	19	70	0.000
15:00 - 16:00	19	70	0.000	19	70	0.000	19	70	0.000
16:00 - 17:00	19	70	0.000	19	70	0.000	19	70	0.000
17:00 - 18:00	19	70	0.001	19	70	0.001	19	70	0.002
18:00 - 19:00	19	70	0.000	19	70	0.000	19	70	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	70	0.003	19	70	0.010	19	70	0.013
08:00 - 09:00	19	70	0.002	19	70	0.016	19	70	0.018
09:00 - 10:00	19	70	0.003	19	70	0.002	19	70	0.005
10:00 - 11:00	19	70	0.002	19	70	0.003	19	70	0.005
11:00 - 12:00	19	70	0.007	19	70	0.004	19	70	0.011
12:00 - 13:00	19	70	0.002	19	70	0.002	19	70	0.004
13:00 - 14:00	19	70	0.002	19	70	0.003	19	70	0.005
14:00 - 15:00	19	70	0.004	19	70	0.001	19	70	0.005
15:00 - 16:00	19	70	0.005	19	70	0.001	19	70	0.006
16:00 - 17:00	19	70	0.002	19	70	0.001	19	70	0.003
17:00 - 18:00	19	70	0.010	19	70	0.005	19	70	0.015
18:00 - 19:00	19	70	0.005	19	70	0.002	19	70	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.050			0.097

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

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	19	70	0.064	19	70	0.222	19	70	0.286
08:00 - 09:00	19	70	0.072	19	70	0.306	19	70	0.378
09:00 - 10:00	19	70	0.111	19	70	0.134	19	70	0.245
10:00 - 11:00	19	70	0.099	19	70	0.129	19	70	0.228
11:00 - 12:00	19	70	0.099	19	70	0.120	19	70	0.219
12:00 - 13:00	19	70	0.132	19	70	0.138	19	70	0.270
13:00 - 14:00	19	70	0.106	19	70	0.117	19	70	0.223
14:00 - 15:00	19	70	0.095	19	70	0.113	19	70	0.208
15:00 - 16:00	19	70	0.150	19	70	0.094	19	70	0.244
16:00 - 17:00	19	70	0.184	19	70	0.094	19	70	0.278
17:00 - 18:00	19	70	0.263	19	70	0.122	19	70	0.385
18:00 - 19:00	19	70	0.264	19	70	0.140	19	70	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.639			1.729			3.368

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	70	0.021	19	70	0.082	19	70	0.103
08:00 - 09:00	19	70	0.022	19	70	0.090	19	70	0.112
09:00 - 10:00	19	70	0.044	19	70	0.072	19	70	0.116
10:00 - 11:00	19	70	0.048	19	70	0.048	19	70	0.096
11:00 - 12:00	19	70	0.034	19	70	0.036	19	70	0.070
12:00 - 13:00	19	70	0.050	19	70	0.044	19	70	0.094
13:00 - 14:00	19	70	0.043	19	70	0.041	19	70	0.084
14:00 - 15:00	19	70	0.042	19	70	0.046	19	70	0.088
15:00 - 16:00	19	70	0.058	19	70	0.043	19	70	0.101
16:00 - 17:00	19	70	0.070	19	70	0.048	19	70	0.118
17:00 - 18:00	19	70	0.084	19	70	0.052	19	70	0.136
18:00 - 19:00	19	70	0.083	19	70	0.056	19	70	0.139
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.599			0.658			1.257

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/ TRAM PASSENGERS

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	19	70	0.001	19	70	0.034	19	70	0.035
08:00 - 09:00	19	70	0.006	19	70	0.070	19	70	0.076
09:00 - 10:00	19	70	0.004	19	70	0.022	19	70	0.026
10:00 - 11:00	19	70	0.004	19	70	0.011	19	70	0.015
11:00 - 12:00	19	70	0.007	19	70	0.011	19	70	0.018
12:00 - 13:00	19	70	0.017	19	70	0.016	19	70	0.033
13:00 - 14:00	19	70	0.010	19	70	0.019	19	70	0.029
14:00 - 15:00	19	70	0.016	19	70	0.015	19	70	0.031
15:00 - 16:00	19	70	0.046	19	70	0.010	19	70	0.056
16:00 - 17:00	19	70	0.024	19	70	0.008	19	70	0.032
17:00 - 18:00	19	70	0.044	19	70	0.007	19	70	0.051
18:00 - 19:00	19	70	0.036	19	70	0.009	19	70	0.045
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.232			0.447

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

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	19	70	0.000	19	70	0.022	19	70	0.022
08:00 - 09:00	19	70	0.001	19	70	0.027	19	70	0.028
09:00 - 10:00	19	70	0.001	19	70	0.010	19	70	0.011
10:00 - 11:00	19	70	0.003	19	70	0.003	19	70	0.006
11:00 - 12:00	19	70	0.000	19	70	0.004	19	70	0.004
12:00 - 13:00	19	70	0.003	19	70	0.001	19	70	0.004
13:00 - 14:00	19	70	0.002	19	70	0.003	19	70	0.005
14:00 - 15:00	19	70	0.001	19	70	0.001	19	70	0.002
15:00 - 16:00	19	70	0.004	19	70	0.001	19	70	0.005
16:00 - 17:00	19	70	0.013	19	70	0.001	19	70	0.014
17:00 - 18:00	19	70	0.017	19	70	0.000	19	70	0.017
18:00 - 19:00	19	70	0.022	19	70	0.001	19	70	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.074			0.141

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

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	19	70	0.000	19	70	0.000	19	70	0.000
08:00 - 09:00	19	70	0.000	19	70	0.001	19	70	0.001
09:00 - 10:00	19	70	0.000	19	70	0.000	19	70	0.000
10:00 - 11:00	19	70	0.000	19	70	0.000	19	70	0.000
11:00 - 12:00	19	70	0.000	19	70	0.000	19	70	0.000
12:00 - 13:00	19	70	0.000	19	70	0.000	19	70	0.000
13:00 - 14:00	19	70	0.000	19	70	0.000	19	70	0.000
14:00 - 15:00	19	70	0.000	19	70	0.000	19	70	0.000
15:00 - 16:00	19	70	0.000	19	70	0.000	19	70	0.000
16:00 - 17:00	19	70	0.000	19	70	0.000	19	70	0.000
17:00 - 18:00	19	70	0.002	19	70	0.001	19	70	0.003
18:00 - 19:00	19	70	0.000	19	70	0.000	19	70	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

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	19	70	0.001	19	70	0.055	19	70	0.056
08:00 - 09:00	19	70	0.007	19	70	0.098	19	70	0.105
09:00 - 10:00	19	70	0.005	19	70	0.032	19	70	0.037
10:00 - 11:00	19	70	0.007	19	70	0.014	19	70	0.021
11:00 - 12:00	19	70	0.007	19	70	0.015	19	70	0.022
12:00 - 13:00	19	70	0.020	19	70	0.017	19	70	0.037
13:00 - 14:00	19	70	0.012	19	70	0.022	19	70	0.034
14:00 - 15:00	19	70	0.017	19	70	0.016	19	70	0.033
15:00 - 16:00	19	70	0.050	19	70	0.012	19	70	0.062
16:00 - 17:00	19	70	0.037	19	70	0.009	19	70	0.046
17:00 - 18:00	19	70	0.064	19	70	0.008	19	70	0.072
18:00 - 19:00	19	70	0.058	19	70	0.010	19	70	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.308			0.593

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

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	19	70	0.088	19	70	0.369	19	70	0.457
08:00 - 09:00	19	70	0.103	19	70	0.509	19	70	0.612
09:00 - 10:00	19	70	0.164	19	70	0.240	19	70	0.404
10:00 - 11:00	19	70	0.156	19	70	0.194	19	70	0.350
11:00 - 12:00	19	70	0.146	19	70	0.175	19	70	0.321
12:00 - 13:00	19	70	0.205	19	70	0.202	19	70	0.407
13:00 - 14:00	19	70	0.164	19	70	0.182	19	70	0.346
14:00 - 15:00	19	70	0.159	19	70	0.176	19	70	0.335
15:00 - 16:00	19	70	0.264	19	70	0.150	19	70	0.414
16:00 - 17:00	19	70	0.292	19	70	0.153	19	70	0.445
17:00 - 18:00	19	70	0.421	19	70	0.187	19	70	0.608
18:00 - 19:00	19	70	0.411	19	70	0.209	19	70	0.620
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.573			2.746			5.319

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

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	19	70	0.037	19	70	0.131	19	70	0.168
08:00 - 09:00	19	70	0.037	19	70	0.157	19	70	0.194
09:00 - 10:00	19	70	0.050	19	70	0.065	19	70	0.115
10:00 - 11:00	19	70	0.047	19	70	0.057	19	70	0.104
11:00 - 12:00	19	70	0.039	19	70	0.050	19	70	0.089
12:00 - 13:00	19	70	0.057	19	70	0.063	19	70	0.120
13:00 - 14:00	19	70	0.048	19	70	0.058	19	70	0.106
14:00 - 15:00	19	70	0.048	19	70	0.050	19	70	0.098
15:00 - 16:00	19	70	0.068	19	70	0.043	19	70	0.111
16:00 - 17:00	19	70	0.093	19	70	0.046	19	70	0.139
17:00 - 18:00	19	70	0.138	19	70	0.064	19	70	0.202
18:00 - 19:00	19	70	0.137	19	70	0.073	19	70	0.210
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.799			0.857			1.656

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

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	19	70	0.005	19	70	0.009	19	70	0.014
08:00 - 09:00	19	70	0.008	19	70	0.010	19	70	0.018
09:00 - 10:00	19	70	0.012	19	70	0.009	19	70	0.021
10:00 - 11:00	19	70	0.012	19	70	0.014	19	70	0.026
11:00 - 12:00	19	70	0.014	19	70	0.014	19	70	0.028
12:00 - 13:00	19	70	0.016	19	70	0.011	19	70	0.027
13:00 - 14:00	19	70	0.007	19	70	0.013	19	70	0.020
14:00 - 15:00	19	70	0.007	19	70	0.007	19	70	0.014
15:00 - 16:00	19	70	0.014	19	70	0.010	19	70	0.024
16:00 - 17:00	19	70	0.010	19	70	0.013	19	70	0.023
17:00 - 18:00	19	70	0.010	19	70	0.005	19	70	0.015
18:00 - 19:00	19	70	0.007	19	70	0.005	19	70	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.120			0.242

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

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	19	70	0.000	19	70	0.001	19	70	0.001
08:00 - 09:00	19	70	0.000	19	70	0.001	19	70	0.001
09:00 - 10:00	19	70	0.000	19	70	0.000	19	70	0.000
10:00 - 11:00	19	70	0.000	19	70	0.000	19	70	0.000
11:00 - 12:00	19	70	0.000	19	70	0.000	19	70	0.000
12:00 - 13:00	19	70	0.001	19	70	0.001	19	70	0.002
13:00 - 14:00	19	70	0.000	19	70	0.001	19	70	0.001
14:00 - 15:00	19	70	0.001	19	70	0.000	19	70	0.001
15:00 - 16:00	19	70	0.000	19	70	0.000	19	70	0.000
16:00 - 17:00	19	70	0.000	19	70	0.000	19	70	0.000
17:00 - 18:00	19	70	0.001	19	70	0.002	19	70	0.003
18:00 - 19:00	19	70	0.002	19	70	0.001	19	70	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.007			0.012

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Light Vehicles (LV)**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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Rigid Trucks - No Trailer (OGV1)**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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Trucks Towing Trailers (OGV2)
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Buses

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Non-Motorised Vehicles (NMV)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Cycles

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Scooters

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Non-Vehicular People Movements (NVPM)**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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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Calculation Reference: AUDIT-728001-200625-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	2 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	7 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 7 to 984 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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	15 days
Tuesday	15 days
Wednesday	14 days
Thursday	13 days
Friday	7 days

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

Selected survey types:

Manual count	64 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:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	23
Edge of Town	34

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	61
No Sub Category	3

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	64 days
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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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	16 days
10,001 to 15,000	19 days
15,001 to 20,000	9 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	4 days
50,001 to 75,000	9 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	19 days
250,001 to 500,000	8 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	42 days
1.6 to 2.0	2 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	18 days
No	46 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	64 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	28		
2	CB-03-A-05	DETACHED/ TERRACED HOUSING		CUMBRIA
	MACADAM WAY PENRITH			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	50		
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD CHESTER			
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	11		
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD			
	Edge of Town Residential Zone			
	Total No of Dwellings:	24		
5	CH-03-A-10	SEMI-DETACHED & TERRACED		CHESHIRE
	MEADOW DRIVE NORTHWICH BARNTON			
	Edge of Town Residential Zone			
	Total No of Dwellings:	40		
6	CH-03-A-11	TOWN HOUSES		CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	24		
7	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST			
	Edge of Town Residential Zone			
	Total No of Dwellings:	28		
8	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	50		
9	DH-03-A-03	SEMI-DETACHED & TERRACED		DURHAM
	PILGRIMS WAY DURHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:	57		
10	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE DERBY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	371		
11	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	37		

LIST OF SITES relevant to selection parameters (Cont.)

12	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	116	
13	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
14	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone Total No of Dwellings:	212	
15	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone Total No of Dwellings:	134	
16	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone Total No of Dwellings:	99	
17	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS		
	Edge of Town Residential Zone Total No of Dwellings:	39	
18	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE		
	Edge of Town Residential Zone Total No of Dwellings:	40	
19	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
20	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone Total No of Dwellings:	160	
21	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	51	
22	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone Total No of Dwellings:	110	

LIST OF SITES relevant to selection parameters (Cont.)

23	KC-03-A-06	MIXED HOUSES & FLATS		KENT
	MARGATE ROAD HERNE BAY			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	363		
24	KC-03-A-07	MIXED HOUSES		KENT
	RECULVER ROAD HERNE BAY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	288		
25	LC-03-A-30	SEMI-DETACHED		LANCASHIRE
	WATSON ROAD BLACKPOOL			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	24		
26	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE LINCOLN BOULTHAM			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	22		
27	LN-03-A-04	DETACHED & SEMI-DETACHED		LINCOLNSHIRE
	EGERTON ROAD LINCOLN			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	30		
28	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	15		
29	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE			
	Edge of Town No Sub Category			
	Total No of Dwellings:	432		
30	NE-03-A-03	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	STATION ROAD SCUNTHORPE			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	180		
31	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	27		
32	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD NORWICH			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	98		
33	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY THETFORD			
	Edge of Town Residential Zone			
	Total No of Dwellings:	10		

LIST OF SITES relevant to selection parameters (Cont.)

34	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings: 70			
35	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE HOLT			
	Edge of Town Residential Zone			
	Total No of Dwellings: 40			
36	NF-03-A-06	MIXED HOUSES		NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL			
	Edge of Town Residential Zone			
	Total No of Dwellings: 275			
37	NF-03-A-09	MIXED HOUSES & FLATS		NORFOLK
	ROUND HOUSE WAY NORWICH CRINGLEFORD			
	Edge of Town Residential Zone			
	Total No of Dwellings: 984			
38	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET YORK			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings: 21			
39	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings: 52			
40	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON			
	Edge of Town No Sub Category			
	Total No of Dwellings: 71			
41	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE			
	Edge of Town Residential Zone			
	Total No of Dwellings: 23			
42	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings: 47			
43	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings: 10			
44	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD BYFLEET			
	Edge of Town Residential Zone			
	Total No of Dwellings: 71			

LIST OF SITES relevant to selection parameters (Cont.)

45	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD			
	HORLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	207		
46	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
47	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
48	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	73		
49	SH-03-A-05	SEMI-DETACHED/ TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
50	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
51	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	33		
52	ST-03-A-06	SEMI-DET. & TERRACED		STAFFORDSHIRE
	STANFORD ROAD			
	WOLVERHAMPTON			
	BLAKENHALL			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	17		
53	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	248		
54	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
55	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		

LIST OF SITES relevant to selection parameters (Cont.)

56	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	COVENTRY			
	POTTERS GREEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
57	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	27		
58	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
59	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
60	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	48		
61	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
62	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
63	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
64	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	918		

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	64	116	0.070	64	116	0.294	64	116	0.364
08:00 - 09:00	64	116	0.133	64	116	0.366	64	116	0.499
09:00 - 10:00	64	116	0.141	64	116	0.163	64	116	0.304
10:00 - 11:00	64	116	0.116	64	116	0.141	64	116	0.257
11:00 - 12:00	64	116	0.124	64	116	0.132	64	116	0.256
12:00 - 13:00	64	116	0.145	64	116	0.142	64	116	0.287
13:00 - 14:00	64	116	0.148	64	116	0.142	64	116	0.290
14:00 - 15:00	64	116	0.154	64	116	0.173	64	116	0.327
15:00 - 16:00	64	116	0.237	64	116	0.168	64	116	0.405
16:00 - 17:00	64	116	0.263	64	116	0.159	64	116	0.422
17:00 - 18:00	64	116	0.332	64	116	0.157	64	116	0.489
18:00 - 19:00	64	116	0.284	64	116	0.158	64	116	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.147			2.195			4.342

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: 7 - 984 (units:)
 Survey date range: 01/01/12 - 19/11/19
 Number of weekdays (Monday-Friday): 64
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 5
 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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL TAXIS

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	64	116	0.002	64	116	0.002	64	116	0.004
08:00 - 09:00	64	116	0.004	64	116	0.004	64	116	0.008
09:00 - 10:00	64	116	0.003	64	116	0.002	64	116	0.005
10:00 - 11:00	64	116	0.002	64	116	0.002	64	116	0.004
11:00 - 12:00	64	116	0.001	64	116	0.002	64	116	0.003
12:00 - 13:00	64	116	0.001	64	116	0.001	64	116	0.002
13:00 - 14:00	64	116	0.002	64	116	0.001	64	116	0.003
14:00 - 15:00	64	116	0.002	64	116	0.002	64	116	0.004
15:00 - 16:00	64	116	0.004	64	116	0.004	64	116	0.008
16:00 - 17:00	64	116	0.002	64	116	0.003	64	116	0.005
17:00 - 18:00	64	116	0.002	64	116	0.002	64	116	0.004
18:00 - 19:00	64	116	0.002	64	116	0.002	64	116	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL OGVS

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	64	116	0.001	64	116	0.002	64	116	0.003
08:00 - 09:00	64	116	0.003	64	116	0.003	64	116	0.006
09:00 - 10:00	64	116	0.003	64	116	0.003	64	116	0.006
10:00 - 11:00	64	116	0.002	64	116	0.003	64	116	0.005
11:00 - 12:00	64	116	0.003	64	116	0.003	64	116	0.006
12:00 - 13:00	64	116	0.001	64	116	0.002	64	116	0.003
13:00 - 14:00	64	116	0.002	64	116	0.001	64	116	0.003
14:00 - 15:00	64	116	0.002	64	116	0.002	64	116	0.004
15:00 - 16:00	64	116	0.002	64	116	0.002	64	116	0.004
16:00 - 17:00	64	116	0.002	64	116	0.002	64	116	0.004
17:00 - 18:00	64	116	0.001	64	116	0.001	64	116	0.002
18:00 - 19:00	64	116	0.001	64	116	0.001	64	116	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.025			0.048

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL PSVS

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	64	116	0.001	64	116	0.001	64	116	0.002
08:00 - 09:00	64	116	0.001	64	116	0.001	64	116	0.002
09:00 - 10:00	64	116	0.000	64	116	0.001	64	116	0.001
10:00 - 11:00	64	116	0.000	64	116	0.000	64	116	0.000
11:00 - 12:00	64	116	0.001	64	116	0.001	64	116	0.002
12:00 - 13:00	64	116	0.000	64	116	0.000	64	116	0.000
13:00 - 14:00	64	116	0.000	64	116	0.000	64	116	0.000
14:00 - 15:00	64	116	0.001	64	116	0.001	64	116	0.002
15:00 - 16:00	64	116	0.001	64	116	0.001	64	116	0.002
16:00 - 17:00	64	116	0.001	64	116	0.001	64	116	0.002
17:00 - 18:00	64	116	0.001	64	116	0.000	64	116	0.001
18:00 - 19:00	64	116	0.000	64	116	0.000	64	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	64	116	0.005	64	116	0.010	64	116	0.015
08:00 - 09:00	64	116	0.005	64	116	0.017	64	116	0.022
09:00 - 10:00	64	116	0.001	64	116	0.004	64	116	0.005
10:00 - 11:00	64	116	0.003	64	116	0.004	64	116	0.007
11:00 - 12:00	64	116	0.002	64	116	0.003	64	116	0.005
12:00 - 13:00	64	116	0.004	64	116	0.004	64	116	0.008
13:00 - 14:00	64	116	0.003	64	116	0.001	64	116	0.004
14:00 - 15:00	64	116	0.004	64	116	0.004	64	116	0.008
15:00 - 16:00	64	116	0.009	64	116	0.003	64	116	0.012
16:00 - 17:00	64	116	0.011	64	116	0.006	64	116	0.017
17:00 - 18:00	64	116	0.012	64	116	0.006	64	116	0.018
18:00 - 19:00	64	116	0.008	64	116	0.007	64	116	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.069			0.136

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL VEHICLE OCCUPANTS

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	64	116	0.086	64	116	0.419	64	116	0.505
08:00 - 09:00	64	116	0.168	64	116	0.605	64	116	0.773
09:00 - 10:00	64	116	0.181	64	116	0.232	64	116	0.413
10:00 - 11:00	64	116	0.154	64	116	0.201	64	116	0.355
11:00 - 12:00	64	116	0.170	64	116	0.187	64	116	0.357
12:00 - 13:00	64	116	0.199	64	116	0.195	64	116	0.394
13:00 - 14:00	64	116	0.203	64	116	0.196	64	116	0.399
14:00 - 15:00	64	116	0.212	64	116	0.236	64	116	0.448
15:00 - 16:00	64	116	0.405	64	116	0.235	64	116	0.640
16:00 - 17:00	64	116	0.430	64	116	0.236	64	116	0.666
17:00 - 18:00	64	116	0.504	64	116	0.224	64	116	0.728
18:00 - 19:00	64	116	0.428	64	116	0.241	64	116	0.669
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.140			3.207			6.347		

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	64	116	0.013	64	116	0.045	64	116	0.058
08:00 - 09:00	64	116	0.035	64	116	0.113	64	116	0.148
09:00 - 10:00	64	116	0.032	64	116	0.038	64	116	0.070
10:00 - 11:00	64	116	0.027	64	116	0.038	64	116	0.065
11:00 - 12:00	64	116	0.028	64	116	0.028	64	116	0.056
12:00 - 13:00	64	116	0.032	64	116	0.025	64	116	0.057
13:00 - 14:00	64	116	0.028	64	116	0.031	64	116	0.059
14:00 - 15:00	64	116	0.033	64	116	0.035	64	116	0.068
15:00 - 16:00	64	116	0.087	64	116	0.046	64	116	0.133
16:00 - 17:00	64	116	0.062	64	116	0.029	64	116	0.091
17:00 - 18:00	64	116	0.054	64	116	0.031	64	116	0.085
18:00 - 19:00	64	116	0.042	64	116	0.036	64	116	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.473			0.495			0.968

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL BUS/ TRAM PASSENGERS

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	64	116	0.001	64	116	0.018	64	116	0.019
08:00 - 09:00	64	116	0.002	64	116	0.023	64	116	0.025
09:00 - 10:00	64	116	0.004	64	116	0.010	64	116	0.014
10:00 - 11:00	64	116	0.006	64	116	0.006	64	116	0.012
11:00 - 12:00	64	116	0.004	64	116	0.007	64	116	0.011
12:00 - 13:00	64	116	0.006	64	116	0.006	64	116	0.012
13:00 - 14:00	64	116	0.005	64	116	0.004	64	116	0.009
14:00 - 15:00	64	116	0.008	64	116	0.005	64	116	0.013
15:00 - 16:00	64	116	0.016	64	116	0.008	64	116	0.024
16:00 - 17:00	64	116	0.019	64	116	0.004	64	116	0.023
17:00 - 18:00	64	116	0.014	64	116	0.003	64	116	0.017
18:00 - 19:00	64	116	0.014	64	116	0.003	64	116	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.097			0.196

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	64	116	0.001	64	116	0.006	64	116	0.007
08:00 - 09:00	64	116	0.000	64	116	0.007	64	116	0.007
09:00 - 10:00	64	116	0.000	64	116	0.003	64	116	0.003
10:00 - 11:00	64	116	0.000	64	116	0.002	64	116	0.002
11:00 - 12:00	64	116	0.000	64	116	0.001	64	116	0.001
12:00 - 13:00	64	116	0.001	64	116	0.001	64	116	0.002
13:00 - 14:00	64	116	0.001	64	116	0.000	64	116	0.001
14:00 - 15:00	64	116	0.001	64	116	0.000	64	116	0.001
15:00 - 16:00	64	116	0.002	64	116	0.000	64	116	0.002
16:00 - 17:00	64	116	0.003	64	116	0.000	64	116	0.003
17:00 - 18:00	64	116	0.006	64	116	0.001	64	116	0.007
18:00 - 19:00	64	116	0.005	64	116	0.001	64	116	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL COACH PASSENGERS

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	64	116	0.000	64	116	0.000	64	116	0.000
08:00 - 09:00	64	116	0.000	64	116	0.001	64	116	0.001
09:00 - 10:00	64	116	0.000	64	116	0.000	64	116	0.000
10:00 - 11:00	64	116	0.000	64	116	0.000	64	116	0.000
11:00 - 12:00	64	116	0.000	64	116	0.000	64	116	0.000
12:00 - 13:00	64	116	0.000	64	116	0.000	64	116	0.000
13:00 - 14:00	64	116	0.000	64	116	0.000	64	116	0.000
14:00 - 15:00	64	116	0.000	64	116	0.000	64	116	0.000
15:00 - 16:00	64	116	0.001	64	116	0.000	64	116	0.001
16:00 - 17:00	64	116	0.000	64	116	0.000	64	116	0.000
17:00 - 18:00	64	116	0.000	64	116	0.000	64	116	0.000
18:00 - 19:00	64	116	0.000	64	116	0.000	64	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	64	116	0.002	64	116	0.025	64	116	0.027
08:00 - 09:00	64	116	0.002	64	116	0.031	64	116	0.033
09:00 - 10:00	64	116	0.004	64	116	0.013	64	116	0.017
10:00 - 11:00	64	116	0.006	64	116	0.008	64	116	0.014
11:00 - 12:00	64	116	0.004	64	116	0.008	64	116	0.012
12:00 - 13:00	64	116	0.007	64	116	0.007	64	116	0.014
13:00 - 14:00	64	116	0.006	64	116	0.004	64	116	0.010
14:00 - 15:00	64	116	0.008	64	116	0.005	64	116	0.013
15:00 - 16:00	64	116	0.019	64	116	0.008	64	116	0.027
16:00 - 17:00	64	116	0.022	64	116	0.004	64	116	0.026
17:00 - 18:00	64	116	0.020	64	116	0.004	64	116	0.024
18:00 - 19:00	64	116	0.019	64	116	0.004	64	116	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.121			0.240

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.

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

MULTI-MODAL TOTAL PEOPLE

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	64	116	0.107	64	116	0.499	64	116	0.606
08:00 - 09:00	64	116	0.210	64	116	0.766	64	116	0.976
09:00 - 10:00	64	116	0.218	64	116	0.287	64	116	0.505
10:00 - 11:00	64	116	0.190	64	116	0.251	64	116	0.441
11:00 - 12:00	64	116	0.205	64	116	0.226	64	116	0.431
12:00 - 13:00	64	116	0.241	64	116	0.231	64	116	0.472
13:00 - 14:00	64	116	0.240	64	116	0.233	64	116	0.473
14:00 - 15:00	64	116	0.258	64	116	0.280	64	116	0.538
15:00 - 16:00	64	116	0.521	64	116	0.293	64	116	0.814
16:00 - 17:00	64	116	0.525	64	116	0.276	64	116	0.801
17:00 - 18:00	64	116	0.590	64	116	0.266	64	116	0.856
18:00 - 19:00	64	116	0.497	64	116	0.288	64	116	0.785
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.802			3.896			7.698

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.

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

MULTI-MODAL Light Vehicles (LV)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Rigid Trucks - No Trailer (OGV1)
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.*

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL Trucks Towing Trailers (OGV2)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL Buses

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL Non-Motorised Vehicles (NMV)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL Cycles

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.

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

MULTI-MODAL Scooters

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
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16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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.

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.*

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Non-Vehicular People Movements (NVPM)
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
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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APPENDIX F

FIGURE 1
BASE 2016 TRAFFIC FLOWS (WITH LINK ROAD)
Total Traffic Flow

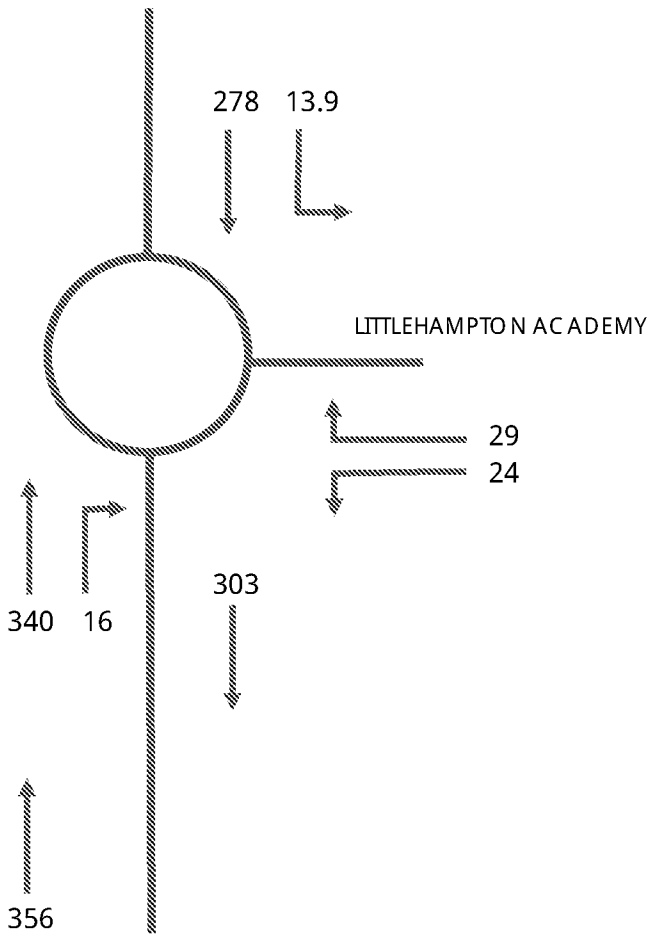
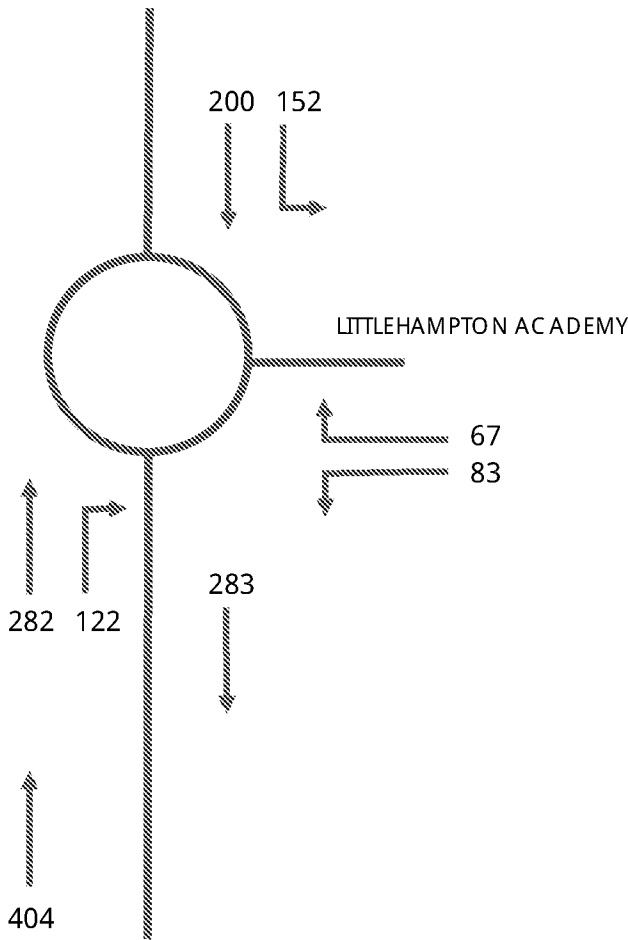
JUNE 2020

AM PEAK HOUR (08:00-09:00)

PM PEAK HOUR (17:00-18:00)

FITZALAN ROAD (NORTH)

FITZALAN ROAD (NORTH)



FITZALAN ROAD (SOUTH)

FITZALAN ROAD (SOUTH)

2016 Link Road Flows
(North of Academy)

Littlehampton
Academy Flows

Littlehampton
Academy Distribution

	NB	SB
AM	282	352
PM	340	292

	IN	OUT
AM	274	150
PM	30	53

	NB	SB
AM	44%	56%
PM	54%	46%

FIGURE 2
BASE 2021 TRAFFIC FLOWS (WITH LINK ROAD)
Total Traffic Flow

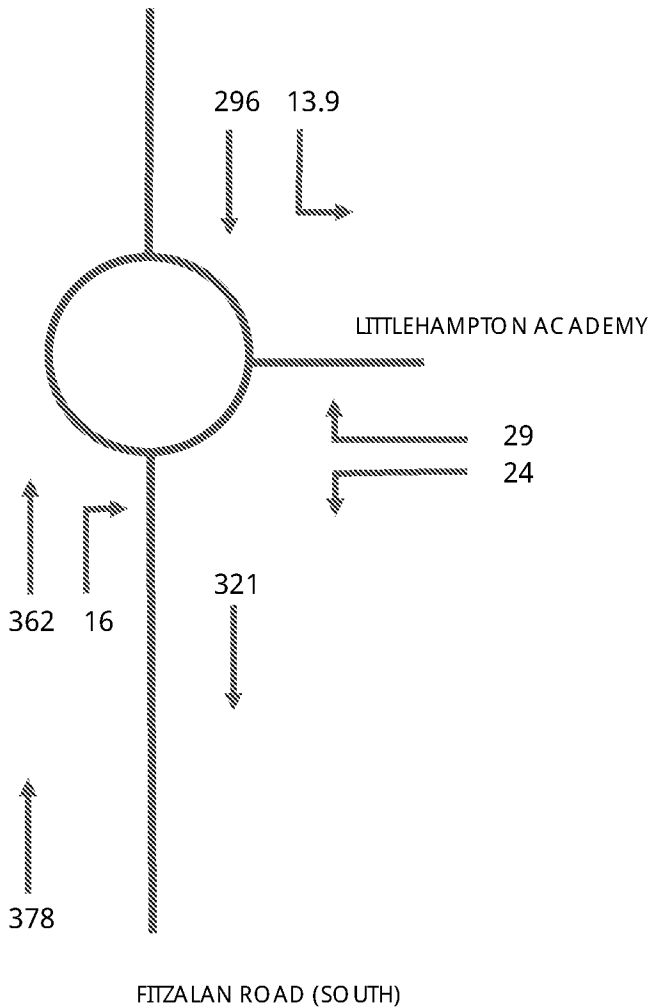
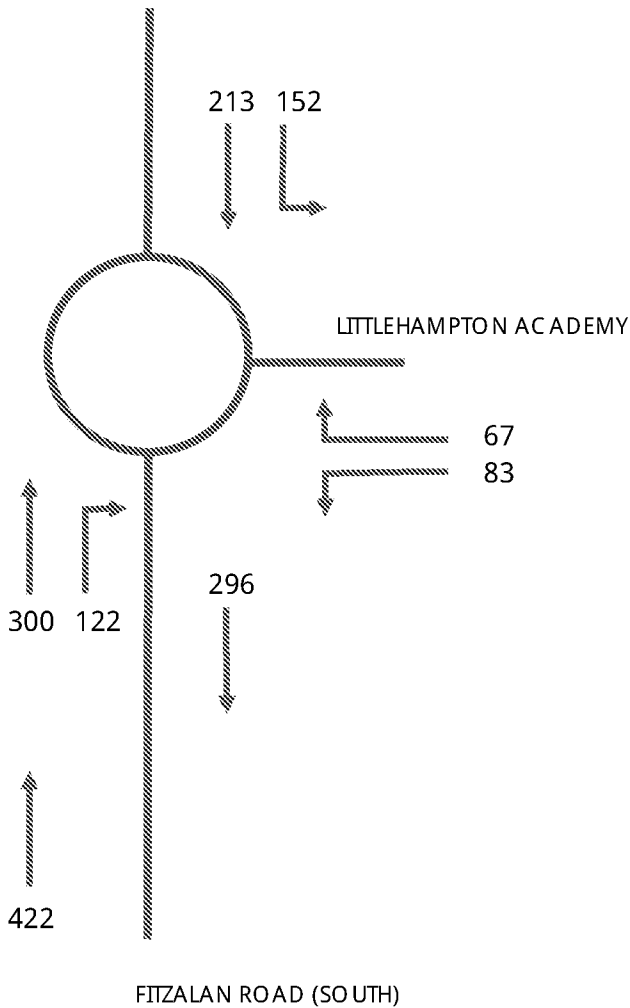
JUNE 2020

AM PEAK HOUR (08:00-09:00)

PM PEAK HOUR (17:00-18:00)

FITZALAN ROAD (NORTH)

FITZALAN ROAD (NORTH)



Growth Factors 2016-2021

AM Peak ##
PM Peak ##

FIGURE 3
WITH DEVELOPMENT 2021 TRAFFIC FLOWS
Total Traffic Flow

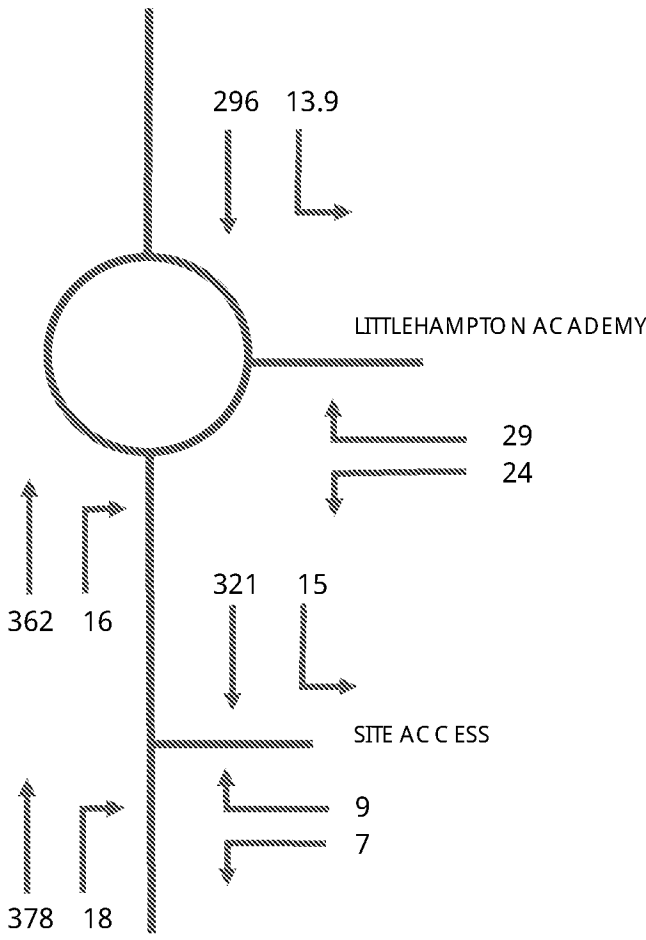
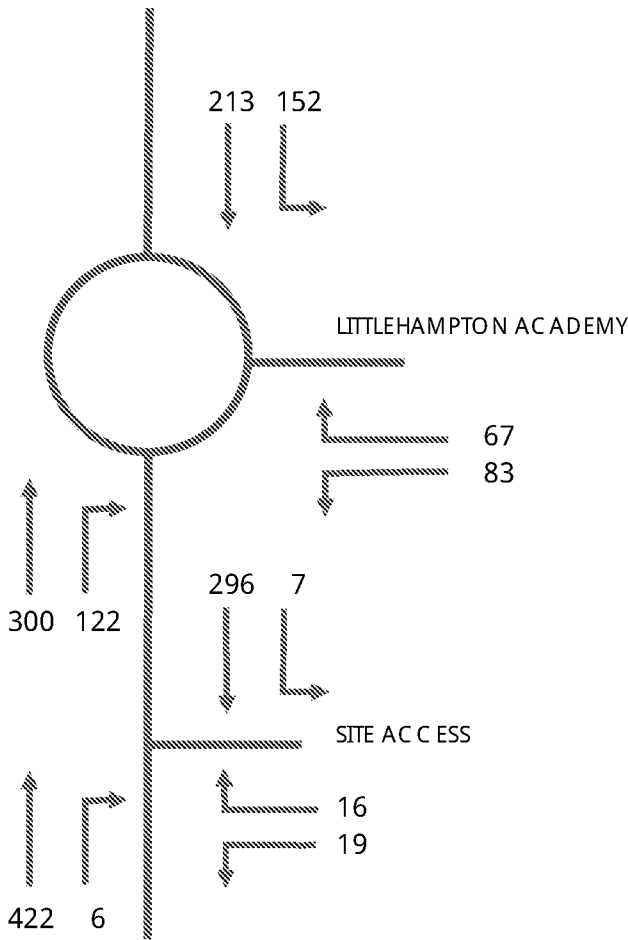
JUNE 2020

AM PEAK HOUR (08:00-09:00)

PM PEAK HOUR (17:00-18:00)

FITZALAN ROAD (NORTH)

FITZALAN ROAD (NORTH)



FITZALAN ROAD (SOUTH)

FITZALAN ROAD (SOUTH)

Development Traffic (112 DWELLINGS)

	IN	OUT
AM	13	35
PM	33	16

APPENDIX G



NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
> NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

- ☒ SE
- ☒ West Sussex
- ☒ Arun
- ☒ Arun 009 (E02006550)

3. Select area type:

- ☒ Urban
- ☐ Rural
- ☐ All

4. Select road type:

- ☐ Motorway
- ☐ Trunk
- ☒ Principal
- ☐ Minor
- ☐ All

5. Select which area it serves:

- ☒ Region
- ☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Region	SE	1.0700
County	West Sussex	1.0671
Authority	Arun	1.0670
E02006550	Arun 009	1.0645

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ SE
☒ West Sussex
☒ Arun
☒ Arun 009 (E02006550)

3. Select area type:

☒ Urban
☐ Rural
☐ All

4. Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Region	SE	1.0673
County	West Sussex	1.0650
Authority	Arun	1.0648
E02006550	Arun 009	1.0634

APPENDIX H

Junctions 8				
PICADY 8 - Priority Intersection Module				
Version: 8.0.4.487 [15039,24/03/2014]				
© Copyright TRL Limited, 2020				
[Redacted]				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution.				

Filename: Site Access & Fitzalan Road.arc8

Path: P:\RGP\2019 Projects\5433

Report generation date: 26/06/2020 09:39:13

- « Site Access / Fitzalan Road - Base 2021+ Development, AM
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Site Access / Fitzalan Road - Base 2021+ Development				
Stream B-C	0.04	7.35	0.04	A
Stream B-A	0.05	10.29	0.05	B
Stream C-A	-	-	-	-
Stream C-B	0.01	7.99	0.01	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Base 2021+ Development, AM" model duration: 07:45 - 09:15

"D2 - Base 2021+ Development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 26/06/2020 09:39:13

File summary

Title	Proposed Site Access
Location	
Site Number	
Date	25/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	remotepc
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Site Access / Fitzalan Road - Base 2021+ Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Site Access / Fitzalan Road	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
Base 2021+ Development, AM	Base 2021+ Development	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Site Access / Fitzalan Road	T-Junction	Two-way	A,B,C		8.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Fitzalan Road (N)		Major
B	B	Proposed Site Access		Minor
C	C	Fitzalan Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	65.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.36	3.45	3.00	3.00	3.00	✓	1.00	120	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	618.384	0.107	0.270	0.170	0.385
1	B-C	690.868	0.100	0.254	-	-
1	C-B	611.605	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	303.00	100.000
B	ONE HOUR	✓	35.00	100.000
C	ONE HOUR	✓	428.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	7.000	296.000
	B	16.000	0.000	19.000
	C	422.000	6.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.02	0.98
	B	0.46	0.00	0.54
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.150	1.150
	B	1.150	1.000	1.150
	C	1.150	1.150	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	15.0	15.0
	B	15.0	0.0	15.0
	C	15.0	15.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	7.35	0.04	A	17.43	26.15	3.08	7.06	0.03	3.08	7.06
B-A	0.05	10.29	0.05	B	14.68	22.02	3.48	9.48	0.04	3.48	9.48
C-A	-	-	-	-	387.23	580.85	-	-	-	-	-
C-B	0.01	7.99	0.01	A	5.51	8.26	1.06	7.73	0.01	1.06	7.73
A-B	-	-	-	-	6.42	9.64	-	-	-	-	-
A-C	-	-	-	-	271.61	407.42	-	-	-	-	-

Main Results for each time segment

Main results: {07:45-08:00}

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	14.30	3.58	14.20	0.00	539.78	0.027	0.00	0.03	6.847	A
B-A	12.05	3.01	11.93	0.00	421.35	0.029	0.00	0.03	8.791	A
C-A	317.70	79.43	317.70	0.00	-	-	-	-	-	-
C-B	4.52	1.13	4.48	0.00	480.60	0.009	0.00	0.01	7.560	A
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	222.84	55.71	222.84	0.00	-	-	-	-	-	-

Main results: {08:00-08:15}

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	17.08	4.27	17.06	0.00	527.73	0.032	0.03	0.03	7.049	A
B-A	14.38	3.60	14.35	0.00	398.73	0.036	0.03	0.04	9.366	A
C-A	379.37	94.84	379.37	0.00	-	-	-	-	-	-
C-B	5.39	1.35	5.39	0.00	470.65	0.011	0.01	0.01	7.737	A
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	266.10	66.52	266.10	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	20.92	5.23	20.88	0.00	510.95	0.041	0.03	0.04	7.345	A
B-A	17.62	4.40	17.57	0.00	367.48	0.048	0.04	0.05	10.287	B
C-A	464.63	116.16	464.63	0.00	-	-	-	-	-	-
C-B	6.61	1.65	6.59	0.00	456.90	0.014	0.01	0.01	7.994	A
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	325.90	81.48	325.90	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	20.92	5.23	20.92	0.00	510.93	0.041	0.04	0.04	7.345	A
B-A	17.62	4.40	17.62	0.00	367.48	0.048	0.05	0.05	10.289	B
C-A	464.63	116.16	464.63	0.00	-	-	-	-	-	-
C-B	6.61	1.65	6.61	0.00	456.90	0.014	0.01	0.01	7.994	A
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	325.90	81.48	325.90	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	17.08	4.27	17.12	0.00	527.70	0.032	0.04	0.03	7.053	A
B-A	14.38	3.60	14.43	0.00	398.73	0.036	0.05	0.04	9.370	A
C-A	379.37	94.84	379.37	0.00	-	-	-	-	-	-
C-B	5.39	1.35	5.41	0.00	470.65	0.011	0.01	0.01	7.737	A
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	266.10	66.52	266.10	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	14.30	3.58	14.33	0.00	539.73	0.027	0.03	0.03	6.851	A
B-A	12.05	3.01	12.08	0.00	421.33	0.029	0.04	0.03	8.796	A
C-A	317.70	79.43	317.70	0.00	-	-	-	-	-	-
C-B	4.52	1.13	4.53	0.00	480.60	0.009	0.01	0.01	7.564	A
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	222.84	55.71	222.84	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.39	0.03	6.847	A	A
B-A	0.42	0.03	8.791	A	A
C-A	-	-	-	-	-
C-B	0.14	0.01	7.560	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.49	0.03	7.049	A	A
B-A	0.54	0.04	9.366	A	A
C-A	-	-	-	-	-
C-B	0.17	0.01	7.737	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.62	0.04	7.345	A	A
B-A	0.73	0.05	10.287	B	B
C-A	-	-	-	-	-
C-B	0.21	0.01	7.994	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.64	0.04	7.345	A	A
B-A	0.75	0.05	10.289	B	B
C-A	-	-	-	-	-
C-B	0.22	0.01	7.994	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.52	0.03	7.053	A	A
B-A	0.58	0.04	9.370	A	A
C-A	-	-	-	-	-
C-B	0.18	0.01	7.737	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	6.851	A	A
B-A	0.46	0.03	8.796	A	A
C-A	-	-	-	-	-
C-B	0.15	0.01	7.564	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2020	
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Filename: Site Access & Fitzalan Road.arc8
Path: P:\RGP\2019 Projects\5433
Report generation date: 26/06/2020 09:40:36

- « Site Access / Fitzalan Road - Base 2021+ Development, PM
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
Site Access / Fitzalan Road - Base 2021+ Development				
Stream B-C	0.01	6.67	0.01	A
Stream B-A	0.03	11.09	0.03	B
Stream C-A	-	-	-	-
Stream C-B	0.05	8.39	0.04	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Base 2021+ Development, AM" model duration: 07:45 - 09:15

"D2 - Base 2021+ Development, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 26/06/2020 09:40:35

File summary

Title	Proposed Site Access
Location	
Site Number	
Date	25/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	remotepc
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Site Access / Fitzalan Road - Base 2021+ Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Site Access / Fitzalan Road	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship
Base 2021+ Development, RM	Base 2021+ Development	RM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Site Access / Fitzalan Road	T-Junction	Two-way	A,B,C		8.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Fitzalan Road (N)		Major
B	B	Proposed Site Access		Minor
C	C	Fitzalan Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	65.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.36	3.45	3.00	3.00	3.00	✓	1.00	120	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	570.976	0.099	0.249	0.157	0.356
1	B-C	748.230	0.109	0.275	-	-
1	C-B	611.605	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	336.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	ONE HOUR	✓	396.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	15.000	321.000
	B	9.000	0.000	7.000
	C	378.000	18.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.04	0.96
	B	0.56	0.00	0.44
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.150	1.150
	B	1.150	1.000	1.150
	C	1.150	1.150	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	15.0	15.0
	B	15.0	0.0	15.0
	C	15.0	15.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	6.67	0.01	A	6.42	9.64	1.03	6.43	0.01	1.03	6.43
B-A	0.03	11.09	0.03	B	8.26	12.39	2.11	10.22	0.02	2.11	10.22
C-A	-	-	-	-	346.86	520.29	-	-	-	-	-
C-B	0.04	8.39	0.05	A	16.52	24.78	3.32	8.04	0.04	3.32	8.04
A-B	-	-	-	-	13.76	20.65	-	-	-	-	-
A-C	-	-	-	-	294.56	441.83	-	-	-	-	-

Main Results for each time segment

Main results: {16:45-17:00}

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	5.27	1.32	5.23	0.00	580.44	0.009	0.00	0.01	6.258	A
B-A	6.78	1.69	6.70	0.00	385.75	0.018	0.00	0.02	9.497	A
C-A	284.58	71.14	284.58	0.00	-	-	-	-	-	-
C-B	13.55	3.39	13.43	0.00	475.02	0.029	0.00	0.03	7.797	A
A-B	11.29	2.82	11.29	0.00	-	-	-	-	-	-
A-C	241.67	60.42	241.67	0.00	-	-	-	-	-	-

Main results: {17:00-17:15}

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	6.29	1.57	6.28	0.00	566.68	0.011	0.01	0.01	6.423	A
B-A	8.09	2.02	8.07	0.00	364.21	0.022	0.02	0.02	10.108	B
C-A	339.81	84.95	339.81	0.00	-	-	-	-	-	-
C-B	16.18	4.05	16.15	0.00	463.99	0.035	0.03	0.04	8.038	A
A-B	13.48	3.37	13.48	0.00	-	-	-	-	-	-
A-C	288.57	72.14	288.57	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	7.71	1.93	7.69	0.00	547.58	0.014	0.01	0.01	6.667	A
B-A	9.91	2.48	9.88	0.00	334.48	0.030	0.02	0.03	11.090	B
C-A	416.19	104.05	416.19	0.00	-	-	-	-	-	-
C-B	19.82	4.95	19.78	0.00	448.74	0.044	0.04	0.05	8.392	A
A-B	16.52	4.13	16.52	0.00	-	-	-	-	-	-
A-C	353.43	88.36	353.43	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	7.71	1.93	7.71	0.00	547.57	0.014	0.01	0.01	6.667	A
B-A	9.91	2.48	9.91	0.00	334.47	0.030	0.03	0.03	11.091	B
C-A	416.19	104.05	416.19	0.00	-	-	-	-	-	-
C-B	19.82	4.95	19.82	0.00	448.74	0.044	0.05	0.05	8.392	A
A-B	16.52	4.13	16.52	0.00	-	-	-	-	-	-
A-C	353.43	88.36	353.43	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	6.29	1.57	6.30	0.00	566.66	0.011	0.01	0.01	6.426	A
B-A	8.09	2.02	8.12	0.00	364.19	0.022	0.03	0.02	10.112	B
C-A	339.81	84.95	339.81	0.00	-	-	-	-	-	-
C-B	16.18	4.05	16.22	0.00	463.99	0.035	0.05	0.04	8.040	A
A-B	13.48	3.37	13.48	0.00	-	-	-	-	-	-
A-C	288.57	72.14	288.57	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	5.27	1.32	5.28	0.00	580.40	0.009	0.01	0.01	6.258	A
B-A	6.78	1.69	6.80	0.00	385.70	0.018	0.02	0.02	9.501	A
C-A	284.58	71.14	284.58	0.00	-	-	-	-	-	-
C-B	13.55	3.39	13.58	0.00	475.02	0.029	0.04	0.03	7.803	A
A-B	11.29	2.82	11.29	0.00	-	-	-	-	-	-
A-C	241.67	60.42	241.67	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.13	0.01	6.258	A	A
B-A	0.26	0.02	9.497	A	A
C-A	-	-	-	-	-
C-B	0.42	0.03	7.797	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.16	0.01	6.423	A	A
B-A	0.33	0.02	10.108	B	B
C-A	-	-	-	-	-
C-B	0.53	0.04	8.038	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.21	0.01	6.667	A	A
B-A	0.44	0.03	11.090	B	B
C-A	-	-	-	-	-
C-B	0.67	0.04	8.392	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.21	0.01	6.667	A	A
B-A	0.45	0.03	11.091	B	B
C-A	-	-	-	-	-
C-B	0.69	0.05	8.392	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.17	0.01	6.426	A	A
B-A	0.35	0.02	10.112	B	B
C-A	-	-	-	-	-
C-B	0.56	0.04	8.040	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.14	0.01	6.258	A	A
B-A	0.28	0.02	9.501	A	A
C-A	-	-	-	-	-
C-B	0.45	0.03	7.803	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

APPENDIX I



LAND SOUTH OF LITTLEHAMPTON ACADEMY PROPOSED RESIDENTIAL DEVELOPMENT ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

December 2020

RW-KS-20-3251-RSA1

Report title:	Land South of Littlehampton Academy. Proposed Residential Development Access Arrangements. RSA 1
Date:	14 December 2020
Document reference and revision:	RW-KS-20-3251-RSA1
Prepared by:	The Safety Forum
On behalf of:	West Sussex County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	K Seymour		14/12/20
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	Date: 14/12/20

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements associated with a residential development on land to the south of Littlehampton Academy, off Fitzalan Road.
- 1.2 The highway proposals include: a new access junction serving the development site for 112 dwellings.

The proposals include the formation of a new all-purpose access off Fitzalan Road, along the western boundary of the site. Fitzalan Road currently serves as an access road to Littlehampton Academy where it terminates immediately to the north of the site. However, Fitzalan Road is currently in the process of being upgraded to form part of the 'Fitzalan Link Road' and will eventually form a section of the Lymminster By-pass. The upgrade of this link would result in changes across the site, to and from the north, including the realignment of the carriageway to provide a new roundabout junction.

The proposals therefore include phases of construction for the access, including an arrangement to tie in with the existing alignment of Fitzalan Road and a further option to tie in with the future alignment of Fitzalan Road. These are shown on RGP drawings 2020/5433/001 and 2020/5433/002 respectively, both subject to this Stage 1 Road Safety Audit.

From RSA Brief.

- 1.3 The Stage 1 RSA was carried out at the request of RGP on behalf of West Sussex County Council.
- 1.4 The Road Safety Audit Brief was supplied by RGP. The overseeing organisation is name of West Sussex County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out on 11th December 2020 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

R Westhead - Team Leader MSoRSA, HE RSA Cert Comp

K Seymour - Team Member MCiHT, MSoRSA, BSc, PG Dip TS, HE RSA Cert Comp

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).

-
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 11th December 2020, between 14:45 and 15:30 hours by all members of the Audit Team together. The weather was dry and fine and the road surface was dry. Traffic conditions were quiet except as noted in paragraph 1.8 below.
- 1.8 Works to upgrade Fitzlan Road were in progress and the alignment of the link road to the north of the Littlehampton Academy could be seen. Traffic waiting to collect school pupils was observed to be waiting on the approach to the school in what would be the northbound approach to the roundabout junction on the link road for the Littlehampton Academy.
- 1.9 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.10 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.11 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.12 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.13 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
2020/5433/001	P1	Proposed Access Arrangement ~ Current Link Road
2020/5433/002	P1	Proposed Access Arrangement ~ Future Link Road
LTH-ECE-XX-GL-SK-A-SL-5000	P07	Illustrative Site Plan

2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

Access Option to tie into existing alignment of Fitzlan Road. Drawing number 2020/5433/001 P1

3.1 PROBLEM

LOCATION: Verge to back of footway north of proposed access.

SUMMARY: Possible obstruction to visibility.

The visibility splay for the proposed development site access junction passes over private land to the north. Any obstructions to visibility here such as landscaping / vegetation or development could obscure visibility between traffic exiting the school and vehicles exiting the development access onto Fitzlan Road. This could lead to failure to give-way type conflicts.

RECOMMENDATION

Ensure that adequate visibility splays are maintained clear of any obstruction.

3.2 PROBLEM

LOCATION: Fitzlan Road south of proposed access.

SUMMARY: Queuing traffic at school collection time.

During the site visit the Audit Team observed traffic to be waiting on Fitzlan Road, queuing to past the controlled crossing on Fitzlan Road. This traffic was associated with school collection. The Audit Team are concerned that should the development be occupied whilst this queuing / waiting persists then northbound vehicles on Fitzlan Road entering the development may drive on the wrong side of the road to access the development. This would place them at risk of conflict with oncoming traffic from the development or the school.

RECOMMENDATION

Prevent or deter waiting or queuing on Fitzlan Road associated with the school.

Access Option to tie into future alignment of Fitzlan Link Road. Drawing number 2020/5433/002 P1

3.3 PROBLEM

LOCATION: Verge to back of footway north of proposed access.

SUMMARY: Possible obstruction to visibility.

The visibility splay for the proposed development site access junction passes over private land to the north. Any obstructions to visibility here such as landscaping / vegetation or development could obscure visibility between southbound traffic exiting the roundabout and vehicles exiting the development access onto Fitzlan Road. This could lead to failure to give-way type conflicts.

RECOMMENDATION

Ensure that adequate visibility splays are maintained clear of any obstruction.

3.4 PROBLEM

LOCATION: Fitzlan Road in area of access.

SUMMARY: Parking / waiting associated with school may obscure junction visibility.

The Audit Team are concerned that parking / waiting associated with the school may persist on Fitzlan Road following completion of the Fitzlan Link Road. Should parking / waiting occur around the access junction this may obscure junction visibility. The proposed Fitzlan Link Road alignment will significantly alter the character of the road and channel through traffic past the development access. This is likely to result in high traffic speeds than are currently experienced and could increase the risk of conflicts associated with parking that obscures visibility.

RECOMMENDATION

Ensure that visibility splays are maintained clear of any obstruction. Prevent or deter waiting or queuing on Fitzlan Road associated with the school.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: R Westhead

Position: Audit Team Leader

The Safety Forum Ltd

PO Box 831

Godalming

Surrey

GU7 9HT

Signed 

Date: 14 December 2020

AUDIT TEAM MEMBER

Name: K Seymour

Position: Audit Team Member

The Safety Forum Ltd

PO Box 831

Godalming

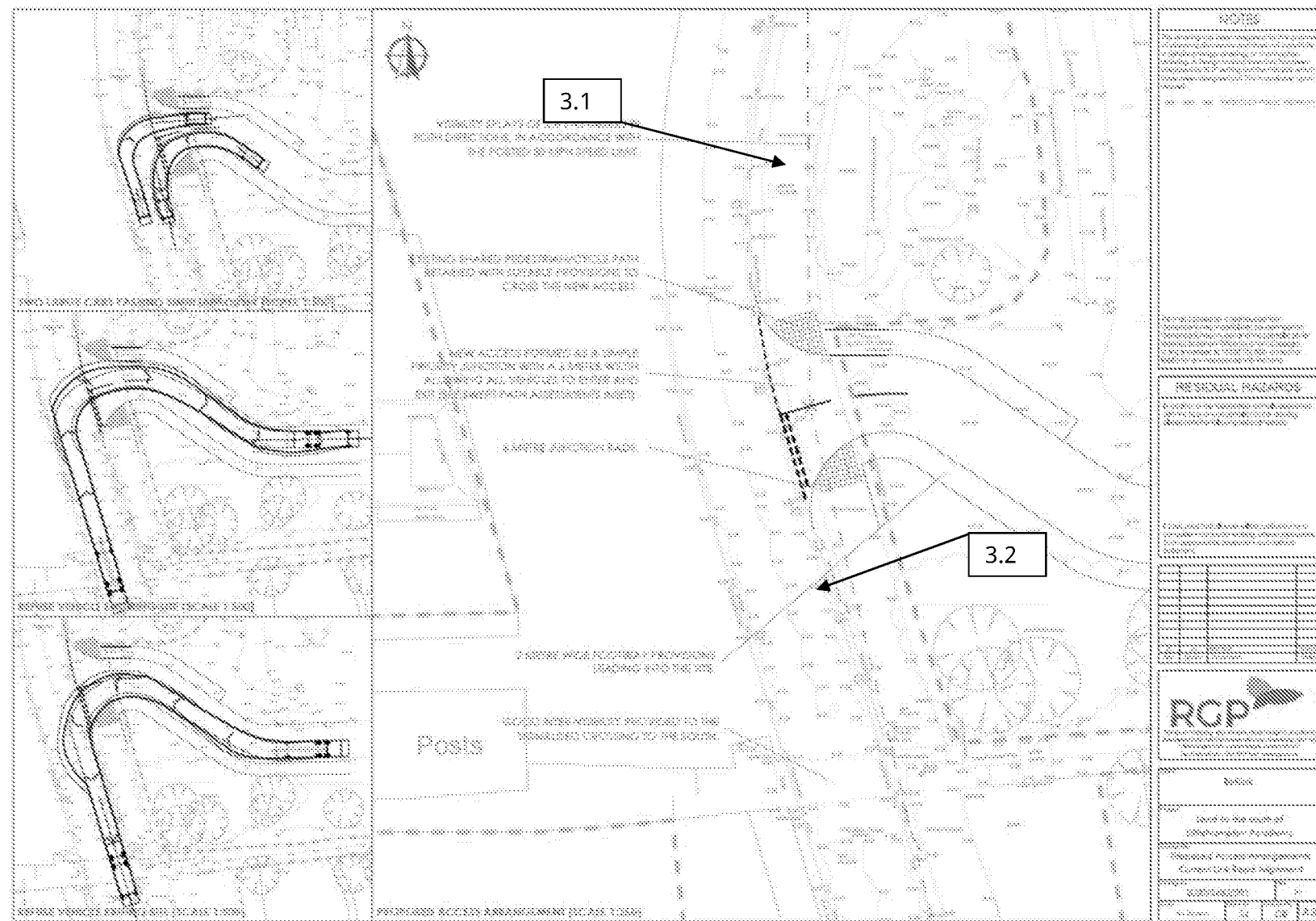
Surrey

GU7 9HT 

Signed: 

Date: 14 December 2020

APPENDIX A: LOCATION PLAN



APPENDIX J



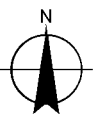
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Local Development
for Customers and Communities

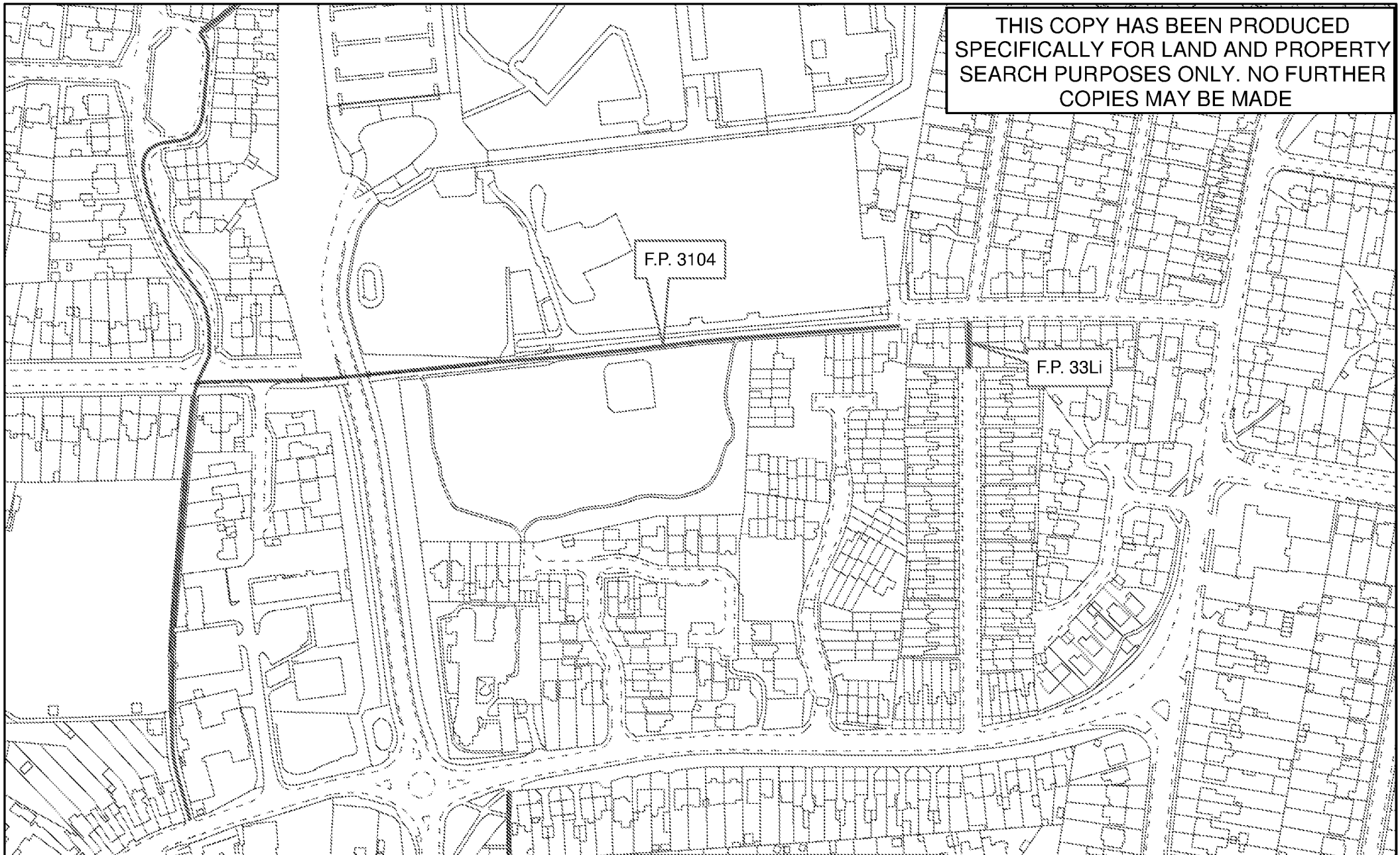
Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 16/06/2020

Scale: 1:2,500



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----- Approx Route of Public Bridleway
----- Approx Route of Public Footpath

Local Development

N



1:2,500

APPENDIX K

CT0103 - Accommodation type by tenure by number of rooms by car or van availability

Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to 2011 Census merged wards

Source : 2011 Census (27 March)

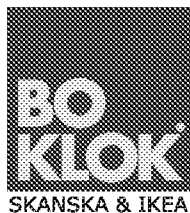
				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
E36000814 River	Total: Accommodation type	Total: Tenure	Total: Number of rooms	3,904	1,203	1,702	852	147
E36000814 River	Total: Accommodation type	Total: Tenure	1 - 3 rooms	1,307	666	509	118	14
E36000814 River	Total: Accommodation type	Total: Tenure	4 rooms	903	287	469	137	10
E36000814 River	Total: Accommodation type	Total: Tenure	5 rooms	627	139	279	185	24
E36000814 River	Total: Accommodation type	Total: Tenure	6 rooms	452	49	227	156	20
E36000814 River	Total: Accommodation type	Total: Tenure	7 rooms	289	37	114	104	34
E36000814 River	Total: Accommodation type	Total: Tenure	8 or more rooms	326	25	104	152	45
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,511	219	668	518	106
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	248	88	124	35	1
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	276	64	149	60	3
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	300	33	138	113	16
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	240	17	112	94	17
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	194	9	65	90	30
E36000814 River	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	253	8	80	126	39
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	Total: Number of rooms	2,393	984	1,034	334	41
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	1 - 3 rooms	1,059	578	385	83	13
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	4 rooms	627	223	320	77	7
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	5 rooms	327	106	141	72	8
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	6 rooms	212	32	115	62	3
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	7 rooms	95	28	49	14	4
E36000814 River	Total: Accommodation type	Shared ownership; rented and living rent free	8 or more rooms	73	17	24	26	6
E36000814 River	House or bungalow	Total: Tenure	Total: Number of rooms	1,840	229	836	650	125
E36000814 River	House or bungalow	Total: Tenure	1 - 3 rooms	115	37	49	25	4
E36000814 River	House or bungalow	Total: Tenure	4 rooms	293	54	160	74	5
E36000814 River	House or bungalow	Total: Tenure	5 rooms	465	70	215	158	22
E36000814 River	House or bungalow	Total: Tenure	6 rooms	406	35	212	141	18
E36000814 River	House or bungalow	Total: Tenure	7 rooms	262	22	104	103	33
E36000814 River	House or bungalow	Total: Tenure	8 or more rooms	299	11	96	149	43
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,082	87	445	449	101
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	33	7	15	10	1
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	4 rooms	127	24	63	38	2
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	5 rooms	259	26	119	99	15
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	6 rooms	225	16	106	88	15
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	7 rooms	190	7	64	89	30
E36000814 River	House or bungalow	Owned: Owned outright or with a mortgage or loan	8 or more rooms	248	7	78	125	38
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	758	142	391	201	24
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	82	30	34	15	3
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	4 rooms	166	30	97	36	3
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	5 rooms	206	44	96	59	7
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	6 rooms	181	19	106	53	3
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	7 rooms	72	15	40	14	3
E36000814 River	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	51	4	18	24	5
E36000814 River	Flat, maisonette or apartment	Total: Tenure	Total: Number of rooms	2,064	974	866	202	22
E36000814 River	Flat, maisonette or apartment	Total: Tenure	1 - 3 rooms	1,192	629	460	93	10
E36000814 River	Flat, maisonette or apartment	Total: Tenure	4 rooms	610	233	309	63	5
E36000814 River	Flat, maisonette or apartment	Total: Tenure	5 rooms	162	69	64	27	2
E36000814 River	Flat, maisonette or apartment	Total: Tenure	6 rooms	46	14	15	15	2
E36000814 River	Flat, maisonette or apartment	Total: Tenure	7 rooms	27	15	10	1	1
E36000814 River	Flat, maisonette or apartment	Total: Tenure	8 or more rooms	27	14	8	3	2
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	429	132	223	69	5
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	215	81	109	25	0
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	4 rooms	149	40	86	22	1
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	5 rooms	41	7	19	14	1
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	6 rooms	15	1	6	6	2
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	7 rooms	4	2	1	1	0
E36000814 River	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	8 or more rooms	5	1	2	1	1
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	Total: Number of rooms	1,635	842	643	133	17
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	977	548	351	68	10
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	461	193	223	41	4
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	5 rooms	121	62	45	13	1
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	6 rooms	31	13	9	9	0
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	7 rooms	23	13	9	0	1
E36000814 River	Flat, maisonette or apartment	Shared ownership; rented and living rent free	8 or more rooms	22	13	6	2	1

APPENDIX L

Electric Vehicle Charging Proposal

Littlehampton

March 2021



1. Introduction

Pod Point have been instructed by BoKlok to produce a technical specification and EV Charging concept design for the Littlehampton development which is subject to Arun District Councils EV Charging Policy.

The policy stipulates that all dwellings with parking within curtilage require an Active charging point from point of occupation. All parking spaces which are considered on road parking are to be provided with charge points in 20% of the parking bays and the electrical capacity designed into the supplies on site to accommodate for the remaining 80% of parking spaces.

In all instances it would be recommended that the ducting network, foundations for the chargers and the electrical cabling and where required signal cabling is installed ready to receive the installation of future chargers. By providing this infrastructure from the point of build would minimise future costs and disruption to the site.

The subsequent sections of this document specify in further detail Pod Point's proposed EV charging solution in order to meet the requirements for houses with private off-street parking and the on-street EV Charging requirement.

All layout designs are presented are concept designs and details regarding cable runs, cable sizes, voltage drop, duct sizes and supplies are to be confirmed by BoKlok's appointed M&E Designers. Pod Point Ltd is not responsible for the electrical system and ducting network designs. To this end Pod Point would be instructed under the work instruction of Fix & Commission for the on-street chargers. For the houses, the chargers would be supplied as 'Supply Only' for installation by BoKlok's appointed electrical contractors.

2. Hardware, Software & Connectivity Scope

In order to facilitate meeting the requirement for EV Charging for this development a combination of Pod Point hardware and software is required. Outlined in this section are the different Hardware & Software components to be deployed in various combinations detailed in Section 3.

Note the information supplied here is specifically supplied by Pod Point – all other hardware requirements such as feeder pillars, ducts, cabling, signal cables etc... are to be supplied by the appointed Electrical Contractor and priced accordingly.

2.1. Hardware Requirement

Table 1. Hardware Requirements		
Product	Product SKU	Reference
Active Units for the Individual Dwellings		
Pod Point Solo 7kW (Domestic) – Wi-Fi Only	S7-UC-6mA-2	Link
Active & Passive Units for the Private & Adopted Communal Spaces		
Pod Point Solo 7kW (Commercial) 3G/4G + Wi-Fi	S7-UP-6mA-2-RO	Link
Pod Point Solo Double-Free-Standing-Mount	PP-M-200081-1	Link
Pod Point Solo Free-Standing-Mount	PP-M-200080-1	Link
Pod Point 100A TP&N (Array) Load Management	Array-3Ph-27-Soc	Link
Pod Point 60A TP&N (Array) Load Management	Array-3Ph-15-Soc	Link

2.2. Software Requirement

Table 2. Software Requirements		
Product	Product Code	Reference
Smart Reporting Platform	PN-0010-3	Link
Pod Point Smartphone App (Free Download by Driver)	-	Link

2.3. Connectivity Requirement

All chargers to be installed will have connectivity capabilities. These capabilities will be delivered through different methods depending on the installation scope and locations.

For **Chargers Installed Externally – Domestic** – Pod Point supplies the chargers with Wi-Fi capabilities. The occupier of the dwelling will be responsible for connecting the charger installed to the Wi-Fi router their preferred internet supplier provides. Connectivity is required for warranty activation and for the home occupier to track and monitor their charging activity.

For **Chargers Installed Externally - Commercial** - Pod Point recommends installing chargers with 3G/4G Connectivity which provides Wi-Fi hotspot capability for the chargers in the immediate vicinity to connect to. There is a theoretical limit of 10no separate connections (including the unit with the router) which can connect to the hotspot.

2.4. Hardware Visual(s)

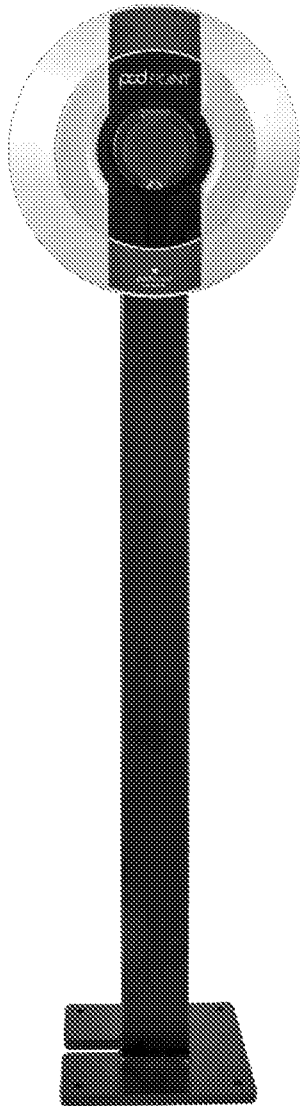


Figure 1. Solo Unit on Single Free-Standing-Mount (Communal Charging)

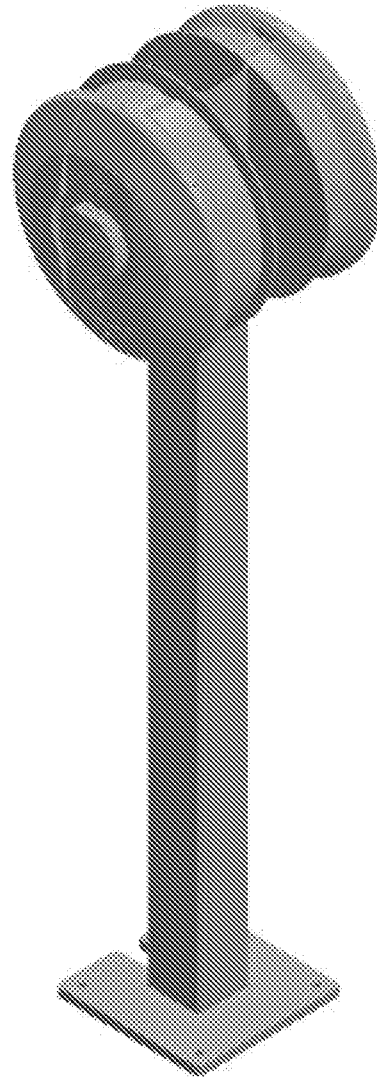


Figure 2. Schematic of Solo Unit on Double Free-Standing-Mount (Communal Charging)

NB: For the Individual Dwellings, the Solo Unit would typically be installed on wall next to a driveway or inside a garage. Where required the Domestic units can also be mounted on a Free-Standing-Mount.

3. Proposed Electric Vehicle Charging Layout

The following section includes the detail providing the combined Pod Point products required to deliver the EV Charging layouts across each installation scenario. Where required supporting Appendix documentation is also referenced.

A. Individual Dwellings (Domestic Home Charging)

3.1. Charge Point Scope (Active)

For those individual dwellings requiring the provision for EV Charging it is proposed that Pod Point Solo 7kW Domestic units are installed. Each charger would need to be installed on the individual buildings electrical circuit and to BoKlok's specification. Considerations around the supporting hardware are documented below.

Note each charge point will be capable of isolated load management on the individual dwellings electrical supply using the supplied Energy Clamp installed at the point of charger install.

Hardware Reference: [S7-UC-6mA-2](#)

Software Reference: [Pod Point Smartphone App](#)

3.2. Power Source & Capacity

The source of power for the charger will be from the dwelling's consumer unit. The appropriate localised capacity for the charger will need to have been included in the dwellings ADMD capacity designed by the BoKlok's appointed M&E Consultant.

The size of the electrical cabling to support the future charger will also need to be sized by the M&E Consultant based on the length of the cable run to account for voltage drop.

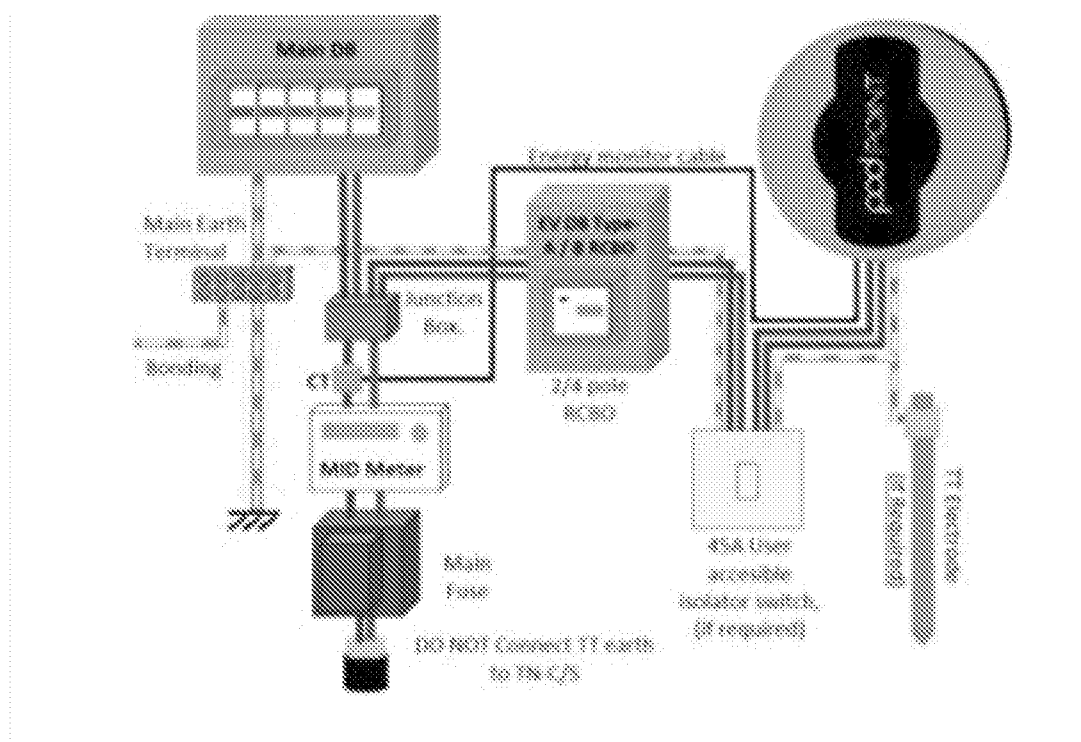
3.3. Load Management

Energy Clamp: Each charge point installed has the capability out of the box to monitor the buildings electrical demand and downrate and uprate based on the maximum capacity of the fuse of the incoming electricity supply to the property.

At the point of installing the Energy Clamp (CT Clamp) the rating is set by the installer. By default the setting is set to 60A but can be adjusted based on the size of the main fuse for the dwellings supply.

For the Energy Clamp to be installed an additional 2-core shielded PVC cable is also required to be installed between the charger and the Energy Clamp. The Energy Clamp is typically installed between the property's electricity meter and the consumer unit. See Figure 3. Below.

Figure 3. Typical Solo Unit Installation on Dwelling's Supply



3.4. Circuit Protection Housing/Consumer (CU)

The 18th Edition electrical regulations require individual RCD protection for each charger. Consequently, CUs specified may not have the available space to install the breakers required. With this in mind BoKlok will need to consider if the CUs can be selected to accommodate for full integration or if the installation of an additional CU for the charger's circuit protection is possible.

Specific design considerations around CU mounting locations will also likely need to be made inside the property depending on how the fabric of the building is structured.

3.5. Charge Point Access

Where chargers are to be installed externally it is recommended that a key lock is also installed to prevent unauthorised usage.

3.6. Earthing Arrangements

With the Pod Point solution Earthing is no required due to innovation in product design. The resulting impact is reduced install costs per plot.

Further detail on ensuring the BoKlok Homes are EV Ready can be found in Appendix 2.

B. On Street Parking

3.7. Charge Point Scope (Active & Passive)

Based on cost considerations and aesthetic alignment it is Pod Point's recommendation that Solo 7kW (Commercial) units are installed in the shared parking areas using Double Free-Standing-Mounts to create the effect of dual socket units. Opting for this solution has a number of benefits including:

- A consistent aesthetic can be achieved
- Two solo units combined with a double-free-standing-mounts are more cost effective
- Activation of future parking bays can be achieved one socket at a time
- Solo units are also eligible for the government's OLEV grant providing the driver can prove their parking space belongs / is demised to them

In this parking scenario all sockets required the Pod Point Smart Reporting Platform to enable charge management including setting driver access controls and setting tariffs.

Hardware Reference: S7-UP-6mA-2-RQ, PP-M-200080-1

Software Reference: PN-0010-3

3.8. Power Source & Capacity

All active and passive charging power capacity for the on-street parking will be fed from multiple feeder pillar locations which would house the Pod Point Array Load Management Systems.

The source of electrical feeds to these feeder pillars need to be confirmed by BoKlok but there are typically two options deployed – one is for a submain to be installed to the feeder pillar from a landlord supply in a local block or a new metered connection from the local LV network supplied and installed inside a feeder pillar at the locations proposed. Note the feeder pillar locations can alter as needed depending on landscaping requirements.

Below is a breakdown of the sizes of the supplies needed for each Load Management System as annotated on the site plan referenced in Appendix 1.

Table 3. Communal Parking Supply Sizes Required		
Array Number	Supply Size	Feeder Pillar Location*
1	69 kVA	TBA
2	69 kVA	TBA
3	69 kVA	TBA
4	69 kVA	TBA
5	69 kVA	TBA
6	42 kVA	TBA
Total kVA Requirement:	387 kVA	

* Feeder pillar locations are indicated in Appendix 1 with final positioning to be agreed and determined dependent on the installation of other on-street furniture.

Note the supply sizes listed above are based on Pod Point installing its Array Load Management systems within the Feeder Pillars. The Feeder Pillar sizes are to be determined based on the electrical source type being confirmed including any other electrical equipment to be housed within the feeder pillar.

3.9. Load Management

The Pod Point Load Management systems to be installed are capable of supporting up to a different number of sockets depending on the capacity required. The layout of the feeder pillars housing the load management controllers have been located to maximise the load management capability to reduce the need to install more load management controllers.

The table below provides a power comparison for the charging to be installed with and without load management. For reference to locations please see Appendix 1 for Feeder Pillar annotations.

Table 4. Active vs Passive Provision with and without Array Load Management				
Feeder Pillar	Active Provision (Bays)	Passive Provision (Bays)	Without Array Load Management	With Array Load Management*
1	6no	20no	≈ 192 kVA	1no 100A TP&N Array at ≈ 69 kVA (supports up to 27no sockets)
2	4no	23no	≈ 199 kVA	1no 100A TP&N Array at ≈ 69 kVA (supports up to 27no sockets)
3	6no	20no	≈ 192 kVA	1no 100A TP&N Array at ≈ 69 kVA (supports up to 27no sockets)
4	6no	21no	≈ 199 kVA	1no 100A TP&N Array at ≈ 69 kVA (supports up to 27no sockets)
5	4no	21no	≈ 184 kVA	1no 100A TP&N Array at ≈ 69 kVA (supports up to 27no sockets)
6	4no	10no	≈ 104 kVA	1no 60A TP&N Array at ≈ 42 kVA (supports up to 27no sockets)
			≈ 1,070 kVA	≈ 387 kVA

Hardware Reference: [Array-3Ph-27-Soc](#), [Array-3Ph-15-Soc](#)

3.10. Connectivity

Charge point connectivity to be supplied by a 3G/4G Routers installed inside each charger point as outlined in Section 2. – 2.3. for external charge point installation.

3.11. Cabling & Cable Management

All cabling and cable management to be supplied and installed by an appointed third-party Electrical Contractor. Power cables and signal cables will need to be installed between each charge point mounting location and the location for the array boards.

To support the ease of activation of passive charge points all cable management is recommended to be installed from day one. Due consideration is to be made if passive cabling and signal cabling for the activation of passive chargers are to also be installed from point of build.

Note: all containment sizes, voltage drops etc... are to be calculated separately. Pod Point Ltd is not responsible for the electrical system and containment network designs. These designs are the responsibility of BoKlok or an appointed M&E Consultant.

For further detail regarding the concrete foundation sizes for the chargers and the minimum ducting sizes please refer to Appendix 3.

3.12. Charge Point Mounting Considerations

Reviewing the plans supplied and the proposed positions of charge points it is recommended where possible that the charge points are mounted on concrete foundations behind and in between each parking bay. In the case for bays at the end of rows the charger should also be positioned on its mount in the same orientation as the other chargers to maintain aesthetic.

Where possible the concrete foundations set should be installed at a location to minimise the impact of the charger installed on the footprint of the car parking bay. Specifically if there is physical space behind the bays then this would be optimal. The concrete foundation requirements are 600mm x 600mm x 400mm. Further detail in Appendix 3. is supplied regarding the enabling works to be completed prior to Pod Point attending site.

3.13. Concept Design

Please see Appendix 1. For the proposed layout of the charge points (active & passive) as well as the proposed location for feeder pillars to house the Pod Point Load Management Equipment.

4. Work Order Instruction

Pod Point in this case should be instructed according to the below breakdown:

Installation Scenario	Pod Point Instruction	BoKlok / Electrical Contractor / Ground Works Contractor
Houses	Supply Only for Hardware	Full Installation
On-Street Parking	Supply of hardware and Final Fix & Commission of the chargers and load management systems	All enabling works including supply of materials, feeder pillars etc... to enable Pod Point to complete final fix and commission.

See Appendix 1. for proposed concept design of the layout of the system with indicative ducting routes between each feeder pillar / array and the chargers.

See Appendix 3. for the Fix & Commission requirements documentation providing the detail of what enabling works need to be completed prior to Pod Point attending site for the On-Street Parking.

5. Electrical Diversity Statement

Power availability of EV Charging to be delivered in accordance with the British Standard BS722.311 – Maximum Demand and Diversity.

“A dedicated final circuit shall be provided for the connection to electric vehicles. It shall be considered that in normal use each single charging point is used at its rated current. Where the final circuit supplies more than one charging point no diversity shall be allowed.

Diversity may be allowed for dedicated distribution circuit supplying multiple electric vehicles charging points if load control is available.”

The above statement is provided to confirm that the Pod Point Load Management system is compliant with the British Standard. Without conformity to this the supply sizes identified in Section 3.8 will be required in the communal parking areas.

6. Quotation

Outlined below is a quote specifying the scope of hardware and software required in the for the Littlehampton development.

Referenced Document: "Appendix 4. Pod Point_Quote_Littlehampton_v1.pdf"

Table 5. Quotation for Works (Reference Document - Appendix 4.)			
Product	Sales Price	Quantity	Total Price (GBP)
Solo 7kW PAYG Unit (Commercial)	£550.00	30	£16,500.00
Solo Freestanding Mount (Double)	£250.00	14	£3,500.00
Solo Freestanding Mount (Single)	£210.00	2	£420.00
Array Charging 100A TP&N	£4,500.00	5	£22,500.00
Array Charging 60A TP&N	£4,500.00	1	£4,500.00
Fix & Commission	£7,091.65	1	£7,091.65
Smart Reporting (3 Years)	£180.00	30	£5,400.00
Solo 7kW Unit (Domestic)	£465.00	15	£6,975.00
Solo Unit Lock	£25.00	15	£375.00
3 Year Warranty	£0.00	51	£0.00
Delivery (UK Full Pallet)	£130.00	5	£540.00
Quote Number: 2021-03-043074	Subtotal		£67,911.65
	UK VAT		£13,582.33
	Total Amount		£81,493.98

Order Placement

Orders can be placed in full, with the appropriate number of charge points called off as and when required for installation. Fix & Commission works are invoiced at the point each installation is fully commissioned.

All quotes include a link to the Pod Point B2B Terms & Conditions of Sale.

7. Next Steps

Pod Point has provided this document for review by all interested parties in the Littlehampton development. The following key points are to be reviewed and agreement on a way forward established:

For the Individual Dwellings

1. Cabling routes within the buildings and ultimate mounting locations for the chargers
2. Impact on the Consumer Unit for the type of circuit protection needed if all circuit protection is to be integrated within one enclosure
3. Documentation to include for the homeowners in welcome pack regarding charging

For the On-street Parking Areas

1. Confirmation of the supply sizes required is available within the site wide load calculations
2. Confirmation of a location for the feeder pillars to house the Pod Point array load management equipment
3. Confirmation how the electrical feeds supplying the arrays is to be supplied – i.e. submains from within the Blocks or new metered supplies from the LV network.
4. Confirmation that the option for Solos on Free-Standing-Mounts is the preferred way forward to maintain aesthetic for future parking bay activation.
5. Review of quotation and scope of how Pod Point is to be instructed.

Pod Point would be happy to attend any meetings as required to discuss this document and the proposed solution as above.

For any questions regarding the delivery of this proposal and concept design or if you wish to discuss further to provide clarification then please get in contact with:

Ben Bland | Senior Business Development Manager

ben.bland@pod-point.com | 07942461021



- ☒ Solo 7kW (S7-UP) PAYG Unit(s) with 3G/4G Routers mounted on Double-Free-Standing-Mounts (Active)
- ☒ Solo 7kW (S7-UP) PAYG Unit(s) with 3G/4G Routers mounted on Double-Free-Standing-Mounts (Passive) - only electrical capacity installed at point of site occupation
- ☒ Solo 7kW (S7-UP) PAYG Unit(s) with 3G/4G Routers mounted on Free-Standing-Mounts (Active)
- ☒ Solo 7kW (S7-UP) PAYG Unit(s) with 3G/4G Routers mounted on Free-Standing-Mounts (Passive) - only electrical capacity installed at point of site occupation
- ☒ Solo 7kW (S7-UC) Domestic Unit to be wall mounted on side elevation of properties
- ☒ Feeder Pillar Housing a Pod Point Load Management System - supply feed either a sub-main or new metered supply from LV network
- Indicative Ducting routes between S7-UP Active & Passive Units to carry Electrical Cabling & Signal Cabling
- Indicative Duct identifying feed to the Feeder Pillar Housing

NB:

- All feeder pillar locations can be adjusted
- This key supersedes the key listed on the right of this document
- Markup is not to scale



Array 1: 1no 100A TP&N Load Management System (Max Capacity = 27no Solo 7kW Units) = 69kVA.
 Array 2: 1no 100A TP&N Load Management System (Max Capacity = 27no Solo 7kW Units) = 69kVA.
 Array 3: 1no 100A TP&N Load Management System (Max Capacity = 27no Solo 7kW Units) = 69kVA.
 Array 4: 1no 100A TP&N Load Management System (Max Capacity = 27no Solo 7kW Units) = 69kVA.
 Array 5: 1no 100A TP&N Load Management System (Max Capacity = 27no Solo 7kW Units) = 69kVA.
 Array 6: 1no 60A TP&N Load Management System (Max Capacity = 15no Solo 7kW Units) = 42kVA

EVCP Load Requirement Summary

Total kVA Requirement for On-Street EVCP = **387kVA**

Total kVA Requirement for Driveway EVCP = **111kVA**

Sites Total Load Requirement for EVCP (both Active & Passive) = 498KVA

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- DRIVEWAY EVCP
- ON-STREET EVCP

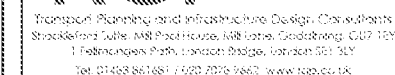
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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

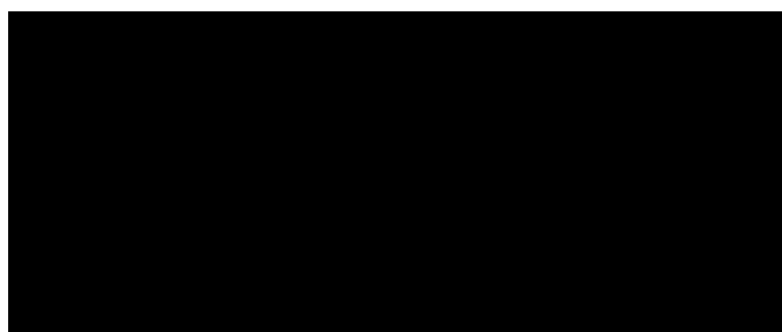
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Rev.	Gover.	Comments	Date



Client			
Borlück			
Project			
Land to the south of Ufflehampton Academy			
Drawing title			
'Active' Electric Vehicle Charging Point Location Plan			
Drawing No.			Rev.
6804			V1
Issue	Drawn by	Checked by	
L1000	SJ	CB	AJ

SCALE 1:1000

APPENDIX M





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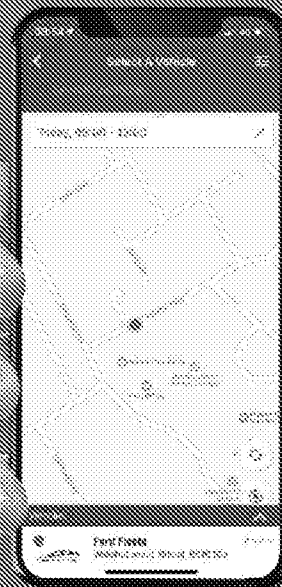


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