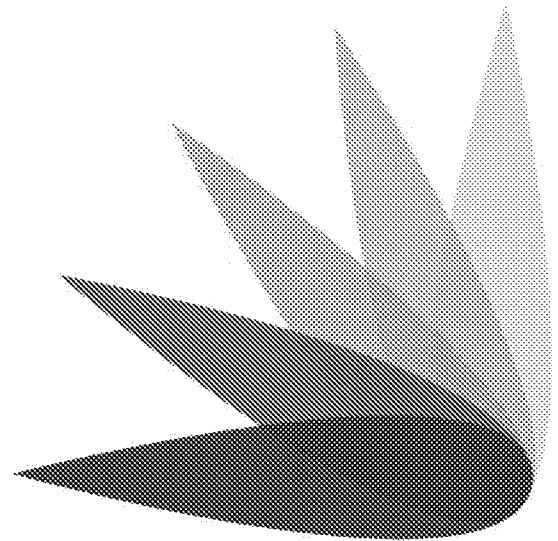


TRANSPORT REPORT

Proposed Development at Maltravers Social Club, Littlehampton

September 2017



Reeves Transport Planning

PRODUCED for J BANNON

PRODUCED by REEVES TRANSPORT PLANNING LTD

SGR/MSC/130917/V2

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1. Introduction

- 1.1 Reeves Transport Planning has been appointed to provide a Transport Report in support of the proposed development at Maltravers Social Club, which is located on Maltravers Road, Littlehampton. A location plan is attached, as Appendix 1.
- 1.2 The proposed development seeks to redevelop the existing building from a social club into ten residential flats. As part of this proposal, the existing parking located at the north of the site is to be rationalised.

2. Policy Background

- 2.1 This section of the report sets out the relevant policies of the National Planning Policy Framework, saved policies of the Arun District Council Local Plan 2003, and policies of the emerging Arun Local Plan, which this proposal will be judged against.
- 2.2 The National Planning Policy Framework, published in March 2012, has set out the Government's planning policy and is a material consideration in planning decisions. Paragraph 32 notes that *"development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*.
- 2.3 Policy GEN7 of the Arun District Council Local Plan 'The Form of New Development' states that development will be permitted provided it:
- ❖ *"promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car";*
 - ❖ *"allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians";*
 - ❖ *"provides for vehicle parking in accordance with Policy GEN12".*
- 2.4 Policy GEN12 Parking in New Development notes that:

- ❖ *“The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.”*

2.5 Section 15 of the emerging Arun Local Plan sets out the transport objectives of Arun District Council. It notes that these objectives are to:

- ❖ *“Reduce the need to travel and promote sustainable forms of transport*
- ❖ *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity*
- ❖ *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities, and*
- ❖ *Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all”.*

2.6 This Transport Report will demonstrate that this proposal will comply with the above noted policies, address the concerns of the Local Highway Authority, and that the transport implications of this proposal will not have any adverse impact on highway safety or capacity.

3. Existing Conditions

3.1 The site is currently a private members social club with a floor area of circa 850sqm, within a D2 non-residential use. It is in the centre of Littlehampton and is accessed from Maltravers Road. Maltravers Road is a standard width single carriageway, which benefits from connected footpaths on both sides of the road. Maltravers Road links Fitzalen Road roundabout to the east with Beach Road roundabout to the west. Double yellow lines exist along the side of the carriageway and disabled parking restrictions are in force on the northern side of Maltravers Road.

Accessibility by Foot and Cycle

- 3.2 It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Walking and cycling are also actively encouraged to form part of longer journeys that involve public transport. The Institute of Highways and Transportation (IHT) has provided several guidance documents to help quantify acceptable walking and cycling distances with respect to the provision of sustainable travel:
- ✱ The maximum walking distance for commuting is two kilometres (Providing for Journeys on Foot, 2000)
 - ✱ The maximum walk distance for non-commuting trips is 1.2 kilometres (Providing for Journeys on Foot, 2000)
 - ✱ The mean average length for walking journeys is approximately one kilometre (0.6 miles) and for cycling, it is four kilometres (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. (LTN 1/04 - Policy, Planning and Design for Walking and Cycling)
 - ✱ Reasonably fit people can comfortably cycle eight kilometres to work (Cycle Friendly Infrastructure 1996)
 - ✱ Optimum walking distances to bus stops should not exceed 400 metres (Planning for Public Transport in Development, 1999).
- 3.3 The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions.
- 3.4 The application site is very well connected in terms of walking and cycling, as the High Street and other local amenities are located within 400metres (approximately five-minute walk). Other services that are located well within the recommended walking and cycling distances include a supermarket, banks, medical centre, library and restaurants. It is considered that walking and cycling are a realistic option to the private car, particularly regarding shorter trips to these local amenities.

Accessibility by Bus

- 3.5 There are several bus stops within the recommended walking distance of the site. The most convenient being located outside the library on Fitzalen Road, which is approximately 110metres north. The bus stops provide regular connections with wider Littlehampton, Wick, Toddington, the seafront and supermarkets such as Tesco and Sainsburys. A summary of the selected destinations served by these bus stops, and an indication of the frequencies, are presented in Table 3.1.

Table 3.1 Local Bus Services			
Service	Route	Monday to Friday	Saturday
12	Tesco - Littlehampton - Seafront - Rustington - Sainsbury's	Every 60 mins	Every 60 mins
15	Tesco - Kingley Gate - Toddington - Wick - Littlehampton	Every 60 mins	Every 60 mins

- 3.6 The relevant timetables for these routes have been included, as Appendix 2.
- 3.7 It is worth noting that bus stops that provide frequent services (every 20 minutes) to wider destinations, such as Brighton, can be found along Anchor Springs, which is located 400metres northwest of the application site.

Accessibility by Train

- 3.8 Littlehampton Train Station is located approximately 750metres west of the application site and provides regular services to Brighton and Portsmouth. In turn, these destinations provide frequent services to Gatwick and London. Southern Rail's Network Map is included, as Appendix 3.
- 3.9 In summary, it is considered that the proposed site is well served in terms of public transport and local amenities.

4. Proposed Development

- 4.1 The proposed development seeks to redevelop the existing social club into ten residential flats: four two-bedroom and six one-bedroom units. The existing parking

for six vehicles, at the front of the development site, is to be rationalised and improved. The constrained nature of the site means it is not possible to provide on-site cycle parking. The applicant is willing to make a suitable contribution towards cycle parking infrastructure near the site.

- 4.2 West Sussex County Council's residential parking demand calculator suggests that there will be a parking demand of 14 spaces, which is derived from six allocated spaces, six unallocated spaces, and two visitor spaces. This suggests that the demand for on-street spaces would be for six resident's vehicles, and two visitor vehicles. Details of the parking demand calculator are attached, as Appendix 4.
- 4.3 It is considered, given the location and accessibility of the site, that the proposed parking provision could be significantly reduced in accordance with West Sussex County Council's accessibility criteria. This site is close to Zone 1, which is *"attractive, safe and convenient accessibility by various modes from a variety of directions; local shortfalls in the quality of alternatives and limited access to the wider catchment area; opportunities for improvements available in the foreseeable future"*.
- 4.4 It is important to recognise that a useful tool to deter residents from using the private car is to restrict the availability of on-site parking, which encourages other more sustainable modes of travel. During our numerous site visits, at different times of the day and evening, it is evident that there is sufficient on-street capacity within a short walk of the site to accommodate any overspill parking demand.
- 4.5 In terms of the parking improvements at the front of the site, it is proposed to remove two of the existing steps. This will result in an extended parking bay to a minimum of 4.8metres, which is around 600mm longer than the current bays affected by the steps. This is considered an overall safety and accessibility improvement. Reducing the minor overhang will improve the free flow of pedestrians using the existing footway, which is over 3.5metres wide.

5. Transport and Traffic Impact

- 5.1 It is important to recognise, and evaluate, the existing permitted use of the site and its future relationship with the proposed development to fully understand the possible implications in travel terms. The average per day trip rates of the existing Social Club building, derived from TRICS survey data, is summarised in Table 5.1.

Table 5.1

TRICS Data Analysis – D2 Non-Residential / Leisure Use (850m2)

Mode	Period	Arrivals	Departures	Total
Vehicles	AM Peak (09:00-10:00)	3.80	1.65	5.46
	PM Peak (16:00-17:00)	0.89	4.31	5.20
	Daily	27.32	26.64	53.96

Derived from TRICS data attached at Appendix 5

- 5.2 It is evident from the Table 5.1 that the proposed development represents an average daily number of vehicular movements, to and from the site, of approximately 54.
- 5.3 In terms of assessing the likely impact of the proposed residential development, the trip rates have been derived from TRICS based on ten privately owned flats. The likely average vehicular movements per day are summarised in Table 5.2.

Table 5.2

TRICS Data Analysis – C3 Residential Flats (Privately Owned) - 10 number

Mode	Period	Arrivals	Departures	Total
Vehicles	AM Peak (08:00-09:00)	1.40	3.60	5.00
	PM Peak (19:00-20:00)	3.33	2.00	5.33
	Daily	19.79	18.42	38.21

Derived from TRICS data attached at Appendix 5

- 5.4 Table 5.2 demonstrates that the proposed development is likely to represent a nett reduction of traffic movements. On this basis, it is not considered that the proposed development represents any adverse impact in transport terms.

6. Summary and Conclusions

- 6.1 Reeves Transport Planning has been appointed to provide a Transport Report in support of the proposed development at the existing Maltravers Social Club, which is located on Maltravers Road, Littlehampton. The proposed development seeks to redevelop the existing building from a social club into ten residential flats. As part of this proposal, the existing parking located at the north of the site is to be rationalised.
- 6.2 The site is in the centre of Littlehampton and is accessed from Maltravers Road. Maltravers Road is a standard width single carriageway road that benefits from connected footpaths on both sides of the road. The application site is very well connected in terms of walking and cycling, as the High Street and other local amenities are all within a five minute walk. It is considered that walking and cycling are a realistic option to the private car, particularly for the shorter trips to local amenities.
- 6.3 There are several bus stops within the recommended walking distance, which provide regular connections with Brighton, wider Littlehampton, Wick, Toddington, the seafront and supermarkets. Littlehampton train station is located approximately 750metres west of the application site and provides regular services to Brighton and Portsmouth, which, in turn, provide frequent services to Gatwick and London. Consequently, it is considered that public transport is a convenient and realistic alternative to the private car for potential staff and visitors of this development.
- 6.4 For the purposes of a robust assessment of traffic movements, the proposed development was compared with the existing permitted use, using the TRICS survey data. Evidently, the proposed residential development is likely to represent a nett reduction of traffic movements. On this basis, it is not considered that the proposed development represents any adverse impact in transport terms.

- 6.5 In terms of the parking improvements at the front of the site, it is proposed to remove two of the existing steps, which will enhance the existing facilities and improve the pedestrian route by minimising the risk of vehicles overhanging the footway. It is considered, given the location and accessibility of the site, that the proposed parking provision is acceptable.
- 6.6 Due to the constraints of the building and the land that is available, it is not possible to include cycle parking in the development. It is recognised that providing for the use of sustainable modes of transport can encourage their use. Consequently, the applicant is willing to provide on-street cycling infrastructure, in agreement with key stakeholders, to encourage the use of sustainable modes of transport commensurate with the scale of development and its traffic impacts.
- 6.7 Given the likely reduction of traffic movements associated with the proposed development, coupled with the intended improvements to the front of the site, it is not considered that the proposed development will have any adverse impact on highway safety or highway capacity.

APPENDIX 1 LOCATION PLAN



APPENDIX 2

LOCAL BUS SERVICE TIMETABLES

Tesco - LITTLEHAMPTON - Seafrost - RUSTINGTON - Sainsbury's

12

Mondays to Fridays (except Public Holidays)

LITTLEHAMPTON Tesco	1000	1100	1200	1300	1400
Littlehampton Station	1003	1103	1203	1303	1403
Anchor Springs	1005	1105	1205	1305	1405
Fitzalan Road, Library	1007	1107	1207	1307	1407
Littlehampton Swimming Centre	1010	1110	1210	1310	1410
Rustington, The Street	1014	1114	1214	1314	1414
RUSTINGTON Sainsbury's	1019	1119	1219	1319	1419

RUSTINGTON Sainsbury's	1022	1122	1222	1322	1422
Manor Retail Park	1025	1125	1225	1325	1425
Worthing Road, Hollyhock Way	1029	1129	1229	1329	1429
Rustington, The Street	1035	1135	1235	1335	1435
Littlehampton Swimming Centre	1039	1139	1239	1339	1439
Fitzalan Road, Library	1042	1142	1242	1342	1442
Anchor Springs	1044	1144	1244	1344	1444
Littlehampton Station	1046	1146	1246	1346	1446
LITTLEHAMPTON Tesco	1049	1149	1249	1349	1449

TESCO - Kingley Gate - Toddington - Wick - LITTLEHAMPTON

15

Mondays to Saturdays (except Public Holidays)

	Sch	Sch	S&H	
LITTLEHAMPTON Tesco	0830	0930	1030	1130 1230 1330 1430
Kingley Gate, Benjamin Gray Drive*	0834	0934	1034	1134 1234 1334 1434
Toddington, Holly Drive*	0841	0941	1041	1141 1241 1341 1441
North Littlehampton, Mill Lane	0843	0943	1043	1143 1243 1343 1443
Wick Street, shops	0845	0945	1045	1145 1245 1345 1445
Littlehampton, Anchor Springs (arr)	0849	0949	1049	1149 1249 1349 1449
Littlehampton, Anchor Springs (dep)	0850	0950	1050	1150 1250 1350 1450
Fitzalan Road, Library	0852	0952	1052	1152 1252 1352 1452
Pier Road	0854	0954	1054	1154 1254 1354 1454
Fitzalan Road, Library	0856	0956	1056	1156 1256 1356 1456
Littlehampton, Anchor Springs (arr)	0858	0958	1058	1158 1258 1358 1458
Littlehampton, Anchor Springs (dep)	0900	1000	1100	1200 1300 1400
Wick Street, shops	0904	1004	1104	1204 1304 1404
Toddington, Holly Drive*	0907	1007	1107	1207 1307 1407
North Littlehampton, Mill Lane	0909	1009	1109	1209 1309 1409
Kingley Gate, Benjamin Gray Drive*	0916	1016	1116	1216 1316 1416
LITTLEHAMPTON Tesco	0921	1021	1121	1221 1321 1421
				1505A 1600 1700 1800
				1515A 1604 1704 1804
				1607 1707 1807
				1609 1709 1809
				1518A 1616 1716 1816
				1621 1721 1821

A - operates as service 615 via Littlehampton Academy at 1510

S&H - operates on Saturdays and during school holidays

Sch - operates schooldays only

* On Toddington and Kingley Gate estates the bus operates on a "hail & ride" basis and will stop anywhere it is safe to do so in response to a clear signal being given to the driver.



01903 690025

ARUN DISTRICT COUNCIL LU/323/17/PL

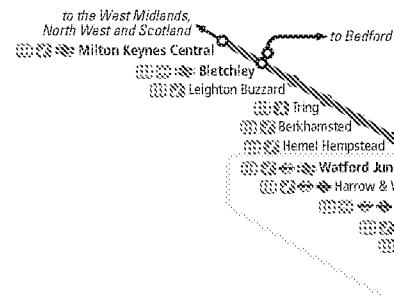


COMPASS BUS

www.compass-travel.co.uk

APPENDIX 3

SOUTHERN RAIL NETWORK MAP



ACCESSIBILITY

- Step-free access between the street and all platforms
- Some step-free access between the street and platforms
- Step-free access is available in the direction of the arrow
- No step-free access between the street and platforms

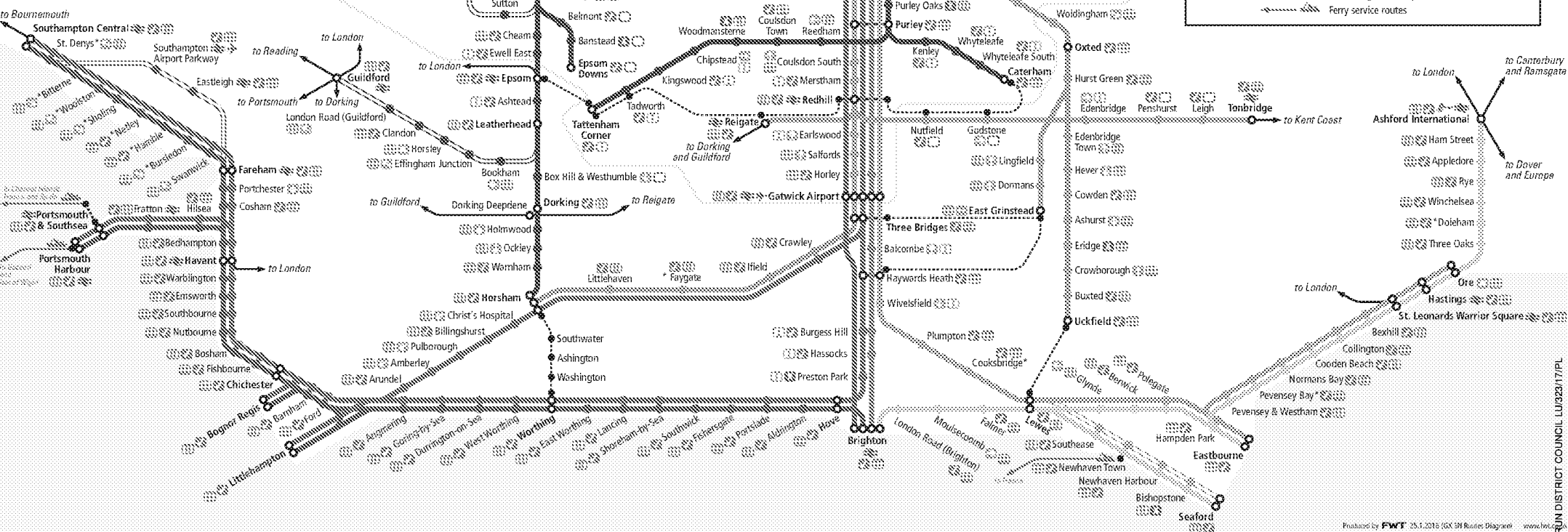
Notes:
Platform access points may vary and there may not be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

Step-free access between train and platform requires a staff-operated ramp. If you require a ramp or need help getting on or off trains, please book this in advance and we will make sure staff are available to help, otherwise there might be a significant delay to your journey.

Gatwick Express and Southern Assisted Travel: 0800 138 1016

STAFF AVAILABILITY

- On-train or station staff available at all times
- On train or station staff available at certain times only
- No on-train or station staff available



SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

Gatwick Express

REGULAR SERVICE	ROUTE
	ROUTE IDENTITY
	GX1 Gatwick Express

Southern

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY
		SN1 Brighton MainLine
		SN2 West London
		SN3 Metro
		SN4 Oxted
		SN5 Redhill
		SN6 Mainline West
		SN7 Mainline East
		SN8 Coastway West
		SN9 Coastway East

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate*
- Limited service stations on our network
- Principal stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes

APPENDIX 4

WSSC RESIDENTIAL PARKING DEMAND CALCULATOR

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	River
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.070849
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode		Ward	
----------	--	------	--

Note:

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

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

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

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

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach is used. Where Census data contains small samples for certain sized dwellings this is highlighted in red, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Flats	Private	4	3
B	Flats	Private	4	1
C	Flats	Private	3	6
D				
E				
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				10

ALLOCATED PARKING
Spaces (Per Unit)
2
0
0

APPENDIX 5 TRICS DATA SHEETS

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

Calculation Reference: AUDIT-426201-170928-0920

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	PS POWYS	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Secondary Filtering selection:

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

Parameter: Site area
 Actual Range: 0.04 to 0.15 (units: hect)
 Range Selected by User: 0.04 to 0.15 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 23/11/16

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	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	6 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	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	3
Retail Zone	1
Village	1
No Sub Category	1

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

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: 6 days

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

Population within 1 mile:

5,001 to 10,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 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	2 days
75,001 to 100,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No 6 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 6 days

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

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

LIST OF SITES relevant to selection parameters

1	CA-07-Q-01	COMMUNITY CENTRE	CAMBRIDGESHIRE
	HIGH STREET		
	COTTENHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Site area:	0.04 hect	
	Survey date: MONDAY	15/10/12	Survey Type: MANUAL
2	DL-07-Q-01	COMMUNITY CENTRE	DUBLIN
	BALLYBOUGH ROAD		
	BALLYBOUGH		
	DUBLIN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Site area:	0.15 hect	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
3	NT-07-Q-01	COMMUNITY CENTRE	NOTTINGHAMSHIRE
	61B MANSFIELD ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Residential Zone		
	Total Site area:	0.13 hect	
	Survey date: THURSDAY	13/06/13	Survey Type: MANUAL
4	PS-07-Q-01	COMMUNITY CENTRE	POWYS
	HOWELL ROAD		
	WELSHPOOL		
	Edge of Town Centre		
	No Sub Category		
	Total Site area:	0.06 hect	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
5	SH-07-Q-01	COMMUNITY CENTRE	SHROPSHIRE
	SOUTHGATE		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Site area:	0.15 hect	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
6	WY-07-Q-01	COMMUNITY CENTRE	WEST YORKSHIRE
	WATERLOO LANE		
	BRAMLEY		
	LEEDS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Retail Zone		
	Total Site area:	0.14 hect	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

VEHICLES**Calculation factor: 1 hect****Estimated TRIP rate value per 0.085 HECT shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated 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	2	0.10	5.000	0.425	2	0.10	0.000	0.000	2	0.10	5.000	0.425
08:00 - 09:00	6	0.11	23.881	2.030	6	0.11	5.970	0.507	6	0.11	29.851	2.537
09:00 - 10:00	6	0.11	44.776	3.806	6	0.11	19.403	1.649	6	0.11	64.179	5.455
10:00 - 11:00	6	0.11	16.418	1.396	6	0.11	16.418	1.396	6	0.11	32.836	2.792
11:00 - 12:00	6	0.11	28.358	2.410	6	0.11	31.343	2.664	6	0.11	59.701	5.074
12:00 - 13:00	6	0.11	26.866	2.284	6	0.11	38.806	3.299	6	0.11	65.672	5.583
13:00 - 14:00	6	0.11	22.388	1.903	6	0.11	20.896	1.776	6	0.11	43.284	3.679
14:00 - 15:00	6	0.11	28.358	2.410	6	0.11	17.910	1.522	6	0.11	46.268	3.932
15:00 - 16:00	6	0.11	44.776	3.806	6	0.11	19.403	1.649	6	0.11	64.179	5.455
16:00 - 17:00	6	0.11	10.448	0.888	6	0.11	50.746	4.313	6	0.11	61.194	5.201
17:00 - 18:00	6	0.11	16.418	1.396	6	0.11	16.418	1.396	6	0.11	32.836	2.792
18:00 - 19:00	6	0.11	35.821	3.045	6	0.11	8.955	0.761	6	0.11	44.776	3.806
19:00 - 20:00	6	0.11	16.418	1.396	6	0.11	22.388	1.903	6	0.11	38.806	3.299
20:00 - 21:00	6	0.11	1.493	0.127	6	0.11	31.343	2.664	6	0.11	32.836	2.791
21:00 - 22:00	6	0.11	0.000	0.000	6	0.11	13.433	1.142	6	0.11	13.433	1.142
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			321.419	27.322			313.432	26.641			634.851	53.963

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.

Parameter summary

Trip rate parameter range selected:	0.04 to 0.15 (units: hect)
Survey date range:	01/01/09 - 23/11/16
Number of weekdays (Monday-Friday):	6
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.

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

Calculation Reference: AUDIT-426201-170928-0910

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST		
EX	ESSEX	1 days
HC	HAMPSHIRE	1 days
OX	OXFORDSHIRE	1 days
03 SOUTH WEST		
DC	DORSET	1 days
05 EAST MIDLANDS		
DS	DERBYSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
RI	EAST RIDING OF YORKSHIRE	1 days
08 NORTH WEST		
GM	GREATER MANCHESTER	1 days
10 WALES		
DB	DENBIGHSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 20 (units:)
 Range Selected by User: 6 to 20 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/05/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class: 8 days

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

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

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LIST OF SITES relevant to selection parameters

1	DB-03-C-01	FLATS IN HOUSES		DENBIGHSHIRE
	RHYL ROAD			
	RHUDDLAN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: FRIDAY	07/10/11		Survey Type: MANUAL
2	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	SPA ROAD			
	WEYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
3	DS-03-C-01	BLOCK OF FLATS		DERBYSHIRE
	DRAGE STREET			
	LITTLE CHESTER			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	8		
	Survey date: THURSDAY	25/06/09		Survey Type: MANUAL
4	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
6	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
7	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	COWLEY			
	OXFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL

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*LIST OF SITES relevant to selection parameters (Cont.)***8 RI-03-C-01 FLATS**
465 PRIORY ROAD**EAST RIDING OF YORKSHIRE**

HULL

Edge of Town

Residential Zone

Total Number of dwellings:

20

Survey date: TUESDAY

13/05/14

Survey Type: MANUAL

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

Reeves Transport Planning Beaufort Terrace Brighton

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

VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	14	0.044	0.439	8	14	0.184	1.842	8	14	0.228	2.281
08:00 - 09:00	8	14	0.140	1.404	8	14	0.360	3.596	8	14	0.500	5.000
09:00 - 10:00	8	14	0.105	1.053	8	14	0.175	1.754	8	14	0.280	2.807
10:00 - 11:00	8	14	0.079	0.789	8	14	0.096	0.965	8	14	0.175	1.754
11:00 - 12:00	8	14	0.123	1.228	8	14	0.070	0.702	8	14	0.193	1.930
12:00 - 13:00	8	14	0.096	0.965	8	14	0.132	1.316	8	14	0.228	2.281
13:00 - 14:00	8	14	0.079	0.789	8	14	0.079	0.789	8	14	0.158	1.578
14:00 - 15:00	8	14	0.079	0.789	8	14	0.053	0.526	8	14	0.132	1.315
15:00 - 16:00	8	14	0.114	1.140	8	14	0.105	1.053	8	14	0.219	2.193
16:00 - 17:00	8	14	0.123	1.228	8	14	0.088	0.877	8	14	0.211	2.105
17:00 - 18:00	8	14	0.298	2.982	8	14	0.070	0.702	8	14	0.368	3.684
18:00 - 19:00	8	14	0.132	1.316	8	14	0.096	0.965	8	14	0.228	2.281
19:00 - 20:00	2	15	0.333	3.333	2	15	0.200	2.000	2	15	0.533	5.333
20:00 - 21:00	2	15	0.100	1.000	2	15	0.033	0.333	2	15	0.133	1.333
21:00 - 22:00	2	15	0.133	1.333	2	15	0.100	1.000	2	15	0.233	2.333
22:00 - 23:00												
23:00 - 24:00												
Total Rates:				1.978	19.788		1.841	18.420			3.819	38.208

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.

Parameter summary

Trip rate parameter range selected:	6 - 20 (units:)
Survey date date range:	01/01/09 - 13/05/14
Number of weekdays (Monday-Friday):	8
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.

