

71 HIGH STREET, LITTLEHAMPTON

TRANSPORT STATEMENT

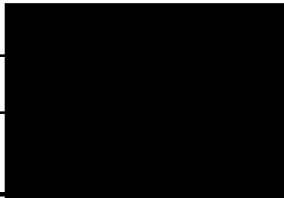
October 2021

Target Five Property Consultants Limited

MIXED USE DEVELOPMENT
71 HIGH STREET
LITTLEHAMPTON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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71 HIGH STREET
LITTLEHAMPTON**

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Target Five Property Consultants Limited to support a planning application for a mixed-use development at the site of 71 High Street, Littlehampton.
- 1.2 The site is currently vacant, however until recently operated as a bank on the ground floor, with ancillary offices on the upper floors.
- 1.3 The site is bordered on the north and east sides by retail and commercial units which have frontages onto High Street, East Street and Church Street. To the south and west, the site is bordered by High Street and East Street respectively. The site is also centrally located within the village of Littlehampton, located at the eastern end of the pedestrianised area delineating Littlehampton High Street.
- 1.4 The site location is demonstrated in **Figure 1**.

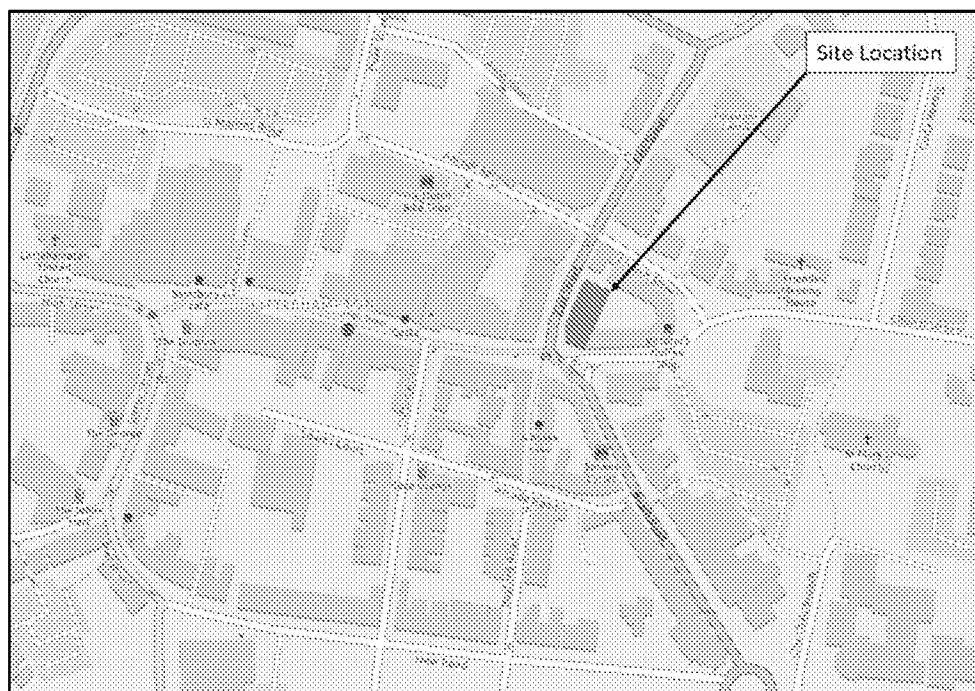


Figure 1: Site Location

- 1.5 The proposal would be for the conversion of the ground floor from a bank (land use class E c(i)) to four general use units operating under land use class E. The upper floors are proposed to be redeveloped from their ancillary office use (land use class E c(i)/E (g)(i)) and extended to provide a total of 23 residential units, operating as Houses of Multiple Occupation (HMO) (land use class C4) on the first and second floors. Layout proposals are attached as **Appendix A**.

- 1.6 The site has been the subject of pre-application discussions with Arun District Council (ADC) as the planning authority, to discuss the proposal to convert the first and second floors to HMO use. The local authority's response was dated 3rd February 2021 and is attached at **Appendix B**.
- 1.7 In relation to highways and transport the main comment was:
No parking has been provided with the scheme which is unlikely to be acceptable as it would cause on street parking. Arun Parking Standards SPD would expect a level of parking spaces to be approximately 10 spaces in this location
- 1.8 This TS has been written to assess the impact of the proposed development on the local highway network and in accordance with the requirements of the National Planning Policy Framework (July 2021) as well as ADC's Local Plan (2011-2031) and the Supplementary Planning Document; Arun Parking Standards 2020.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 This section of the report provides a review of the existing conditions surrounding the site, including the local highway network, pedestrian and cycling infrastructure, public transport connections and access to local amenities and facilities.

The Site

- 2.2 The site (**Photograph 1**) is recently vacant, having operated as a Barclays Bank, on the ground floor and ancillary offices on the upper floors. It is noted that the upper floors have been vacant for some time, prior to the closure of the bank.



Photograph 1: The Site

- 2.3 The site is also centrally located within the village of Littlehampton, located at the eastern end of the pedestrianised area delineating Littlehampton High Street.
- 2.4 The site is located on the south-western corner of a commercial 'island' bound by High Street to the south, East Street to the west and Church Street to the north-east. The 'island' comprises a mix of retail and commercial units on the ground floor with a mix of residential and office units at the upper floors.
- 2.5 The site has no dedicated vehicular access or parking provision afforded to it although the wider 'island' benefits from some on-street parking, which is detailed subsequently in this report.

Local Highway Network

High Street

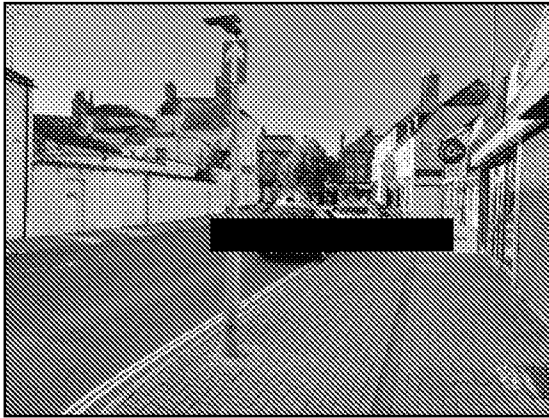
- 2.6 The site's southern frontage is onto High Street, at a point where zig zag markings and double yellow lines are in place along the northern side of the carriageway. Speed restrictions at this point are 30mph and in the immediate vicinity of the site operates a one-way system, directing vehicles either east to Church Street or south to Beach Road.
- 2.7 High Street takes an east/west alignment between the B2187 and Arundel Road to the west, and Church Street to the east. While High Street measures c.340m in length, a 130m portion is a pedestrianised zone and therefore inaccessible to general vehicular traffic except delivery vehicles. The pedestrian zone of High Street measures c.11m in width, while the vehicle-accessible section measures c.7m in width at the eastern end and 6m in width at the western end.
- 2.8 To the east of the site High Street supports time limited on-street parking. A disabled bay is located closest to the site on the east bound carriageway before general on-street parking for a total of 9 vehicles is afforded, split between both sides of the carriageway. Parking in these bays is restricted to 1 hour, no return for 1 hour between Monday and Saturday and from 8am-6pm.
- 2.9 The existing condition of High Street at the site location can be seen in **Photograph 2**.



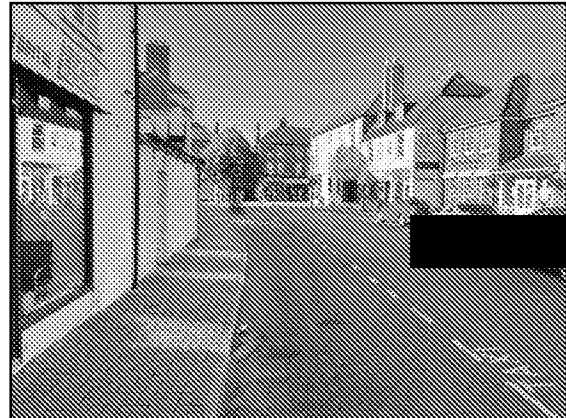
Photograph 2: High Street – Facing East

East Street

- 2.10 East Street borders the western side of the proposed development site. The portion of East Street that runs adjacent to the site boundary is one-way, directing south to High Street and Beach Road. East Street measures c.4.5m wide at the site location. Adjacent to the site boundary, on both sides of the carriageway, are taxi stands, where No Stopping is permitted at any time except taxis. Space for 4 taxis is afforded on both sides of the carriageway.
- 2.11 East Street follows a north/south alignment in the vicinity of the site but realigns to an east/west orientation further north, where it connects with the B2187 which provides further connection to the A259.
- 2.12 The existing condition of East Street at the site location can be seen in **Photographs 3-4**.



Photograph 3: East Street- One-Way Street Signage



Photograph 4: East Street- Facing South

Wider Highway Network

- 2.13 The site is centrally located within Littlehampton town centre, however there are a number of road routes which connect to the wider highway network, specifically the A259 and ultimately the A27 which runs between Eastbourne and Portsmouth.
- 2.14 East Street, located along the western boundary of the site, connects to the A259 at the Body Shop Roundabout via Horsham Road, approximately 1.7km north-east of the site. It also provides access to Franciscan Way (145m north of the proposed development site), which follows an east-west alignment and the vehicular route north of High Street.

- 2.15 Franciscan Way becomes Arundel Road 275m west of the East Street junction. The northbound arm of Arundel Road connects with both the A259 (east-west) and the A284 (northbound) at Wick Roundabout. Meanwhile the southern alignment of Arundel Road meets the western end of High Street at the roundabout junction of Arundel Road/Terminus Road (B2187)/High Street.
- 2.16 The western arm of the roundabout is Terminus Road. This follows an east/west alignment to the A284 (Bridge Road Roundabout) which connects to Bognor Regis to the west and the Wick roundabout to the north-east.
- 2.17 From the Wick roundabout, northbound traffic on the A284 connects with the A27 at the Crossbush roundabout, 4.5km north of the application site. The A27 then provides strategic connection west to Chichester (20km) and Portsmouth (42km) and east to Goring (10km), Worthing (13km) and Brighton (35km).

Pedestrian Network

- 2.18 In the immediate vicinity of the site High Street and East Street benefit from footways, on both sides of the carriageway measuring between 2.5m and 4.0m in width. The northern footway on High Street and the eastern footway on East Street can be seen in **Photographs 5-6**.

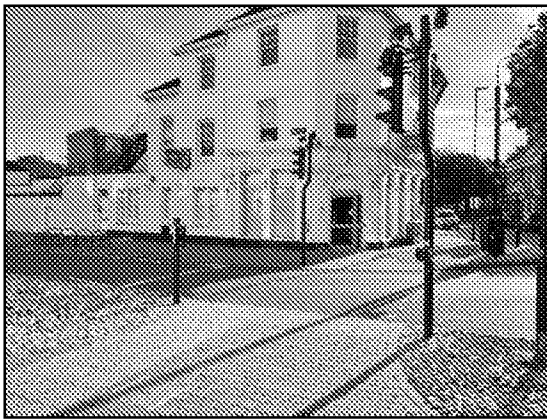


Photograph 5: High Street Footway



Photograph 6: East Street Footway

- 2.19 A signalised pedestrian crossing is located directly adjacent to the site, benefiting from dropped kerbs and tactile paving. This crossing assists pedestrians across East Street, in order to access the High Street pedestrian zone. This can be seen in **Photograph 7**.



Photograph 7: Signalised Pedestrian Crossing on East Street



Photograph 8: Dropped Kerbs on High Street/Beach Road

- 2.20 Dropped kerbs are also afforded immediately to the south of the site, providing a means of crossing High Street at its junction with Beach Road (**Photograph 8**).
- 2.21 The High Street pedestrian zone provides an excellent traffic free route through the town centre with access to a wide variety of amenities and facilities, all within 200m of the site. At the western end of the pedestrian zone, a zebra crossing with dropped kerbs and tactile paving facilitates pedestrians crossing High Street where the pedestrian zone ends.
- 2.22 West Sussex County Council's Public Right of Way (PRoW) map in **Figure 2** illustrates that in addition to the pedestrian zone, and there are a number of pedestrian rights of way footways, shown in purple. These serve to increase pedestrian permeability in and around the town centre, acting as appealing short-cut links for pedestrians.

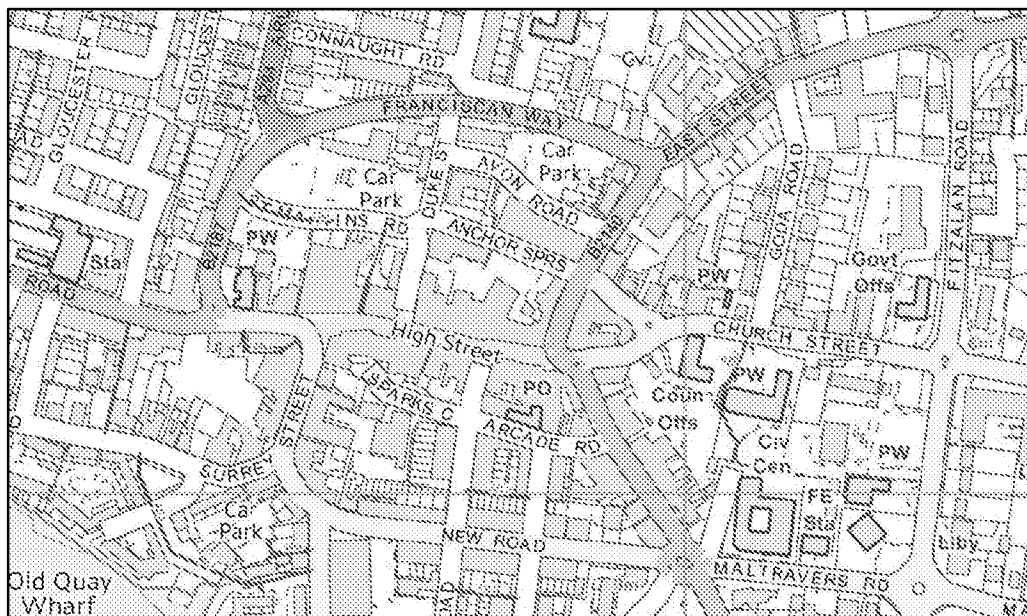


Figure 2: Public Right of Way (PRoW) Map

Cycle Network

- 2.23 While the pedestrian zone does not permit cycling, the nature of the roads in and around the town centre encourage lower vehicle speeds and therefore are an appealing option for cycling from the site. Eight on-street cycle parking spaces are available from the four Sheffield stands that are located on East Street, on the footway that flanks the western side of the site, as seen in **Photograph 9**. A fifth Sheffield stand has become dislodged from the footway and requires repair work to be functional.



Photograph 9: East Street Cycle Parking

- 2.24 Further cycle parking is intermittently located along the pedestrian zone of High Street to the west of the site in the form of 20 Sheffield stands, providing an additional 40 cycle parking spaces.
- 2.25 Additionally, 630m west of the site (3-minute cycle) is National Cycle Route (NCR) 2, which provides a footway/cycleway over the river Arun and a largely traffic-free route to Bognor Regis, as seen in **Figure 3**.

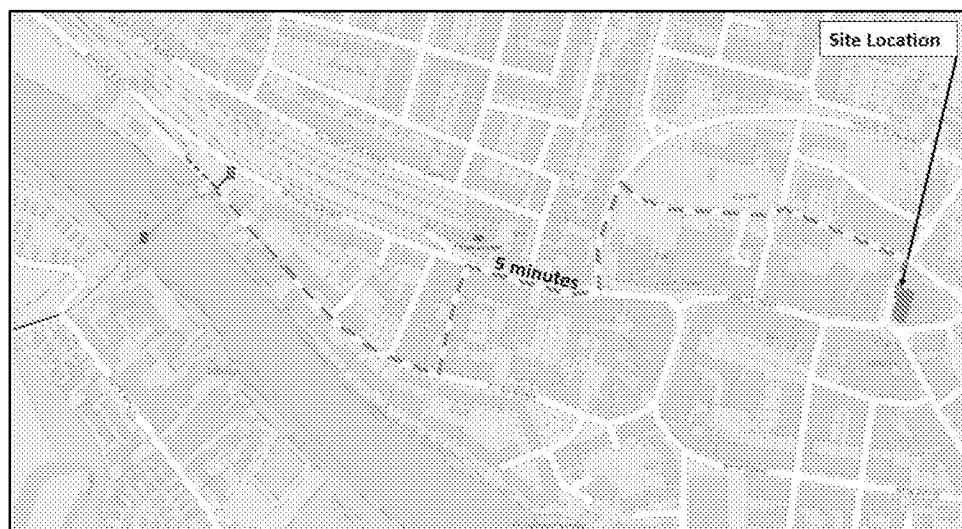


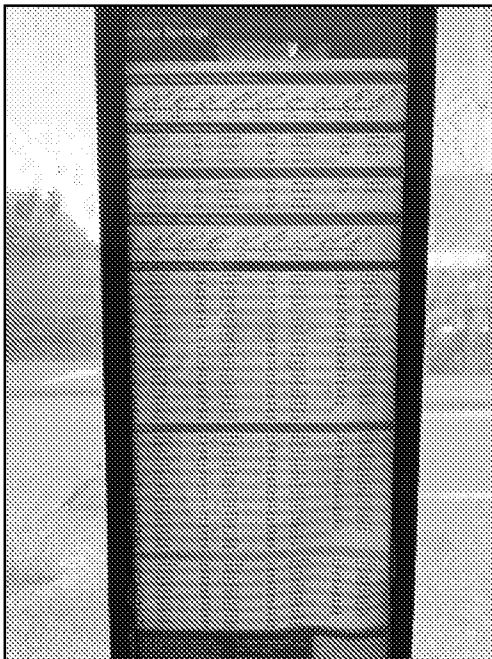
Figure 3: Route to NCR 2

Bus Services

- 2.26 The closest bus stops to the site are on Anchor Springs, providing an A, B and C stop, located within approximately 80m or a 1-minute walk north-west of the site.
- 2.27 The bus stops feature flag and pole designs, with timetable information displayed and bus cage marking. Two of the stops also benefit from shelter structures and real time passenger information boards. This can be seen in **Photographs 10-12**.



Photograph 10: Anchor Springs Stops



Photograph 11: Anchor Springs Timetable



Photograph 12: Flag and Pole Structure

- 2.28 These stops provide access to a number of regular and frequent services across Littlehampton, West Sussex and Hampshire and are summarised in **Table 1**.

Service No.	Provider	Route	Frequency		
			Mon-Fri	Saturday	Sunday
700 Coastliner (Brighton)	Stagecoach	Brighton - Hove - Worthing - Goring - Littlehampton - Wick	Every 10-20 minutes First bus: 0548 Last bus: 2234	Every 10-20 minutes First bus: 0652 Last bus: 2234	Every 20-30 minutes First bus: 0710 Last bus: 2054
700 Coastliner (Portsmouth)	Stagecoach	Littlehampton - Bognor Regis - Chichester - Emsworth - Havant - Portsmouth	Every 20 minutes to 1 hour First bus: 0520 Last bus: 2234	Every 30 minutes to 1 hour First bus: 0655 Last bus: 2234	Every 30 minutes to 1 hour First bus: 0745 Last bus: 2055
9	Stagecoach	Shoreham - Lancing - Worthing - Angmering - Littlehampton - Arundel	Every hour First bus: 0724 Last bus: 1742	Every hour First bus: 0837 Last bus: 1737	Not in service
665 (school service)	Stagecoach	Westergate Ormiston Academy Wick - Littlehampton - Yapton - Walberton - Barnham - Westergate	AM bus: 0717 PM bus: 1517	Not in service	Not in service
12	Compass Travel	Tesco - Littlehampton - Seafront - Rustington - Sainsburys	Every hour First bus: 1015 Last bus: 1415	Not in service	Not in service

Table 1: Bus Services

2.29 As seen in **Table 1**, the primary and frequent service that operates from Anchor Springs is the 700 Coastliner. The Coastliner provides two primary routes: one to Portsmouth in the west and one to Brighton in the east. Anchor Springs is a connecting stop for this service and thus, both services are accessible from the site.

2.30 Bus services therefore provide an attractive and viable option for sustainable travel for both shorter journeys around the Littlehampton area and further to key destinations such as Chichester, Portsmouth, Worthing, and Brighton.

Rail Services

2.31 Littlehampton Train Station is located 400m west of the site, accessible within a 5-minute walk and a 2-minute cycle. On foot, approximately half of the journey is traffic-free via the pedestrian zone.

2.32 Littlehampton Station provides direct and frequent Southern Railway services to key destinations including Bognor Regis (21 minutes), Hove (37 minutes), Chichester (21 minutes) Gatwick Airport (1 hour 11 minutes), Southampton (1 hour 14 minutes) and London Victoria (1 hour 46 minutes).

2.33 The station benefits from 82 cycle parking spaces, comprising of Sheffield stands and a two-tier cycle rack. There are also 38 car parking spaces which can be used at hourly, weekly, monthly and annual rates.

Local Parking Opportunities

2.34 In addition to the on-street parking provision available adjacent to the site, on High Street, the site's town centre location also benefits from excellent access to a number of larger car parking facilities.

Figure 4 highlights the location of these car parks whilst **Table 2** summarises the number of spaces and chargeable hours of operation.

Car Park	Distance (m/km)	Number of Space	Chargeable Hours
Manor House	60m	104 7 blue badge and 2 motorcycle spaces	8am – 6pm daily
Anchor Springs	75m	27 2 blue badge spaces	8am – 6pm daily
St Martins	200m	212 11 blue badge and 1 motorcycle space	8am – 6pm daily
Surrey Street	340m	43 3 blue badge and 3 car/trailer spaces	8am – 6pm daily
River Road	390m	19 3 blue badge spaces	8am – 6pm daily

Table 2: Local Car Parks in Littlehampton

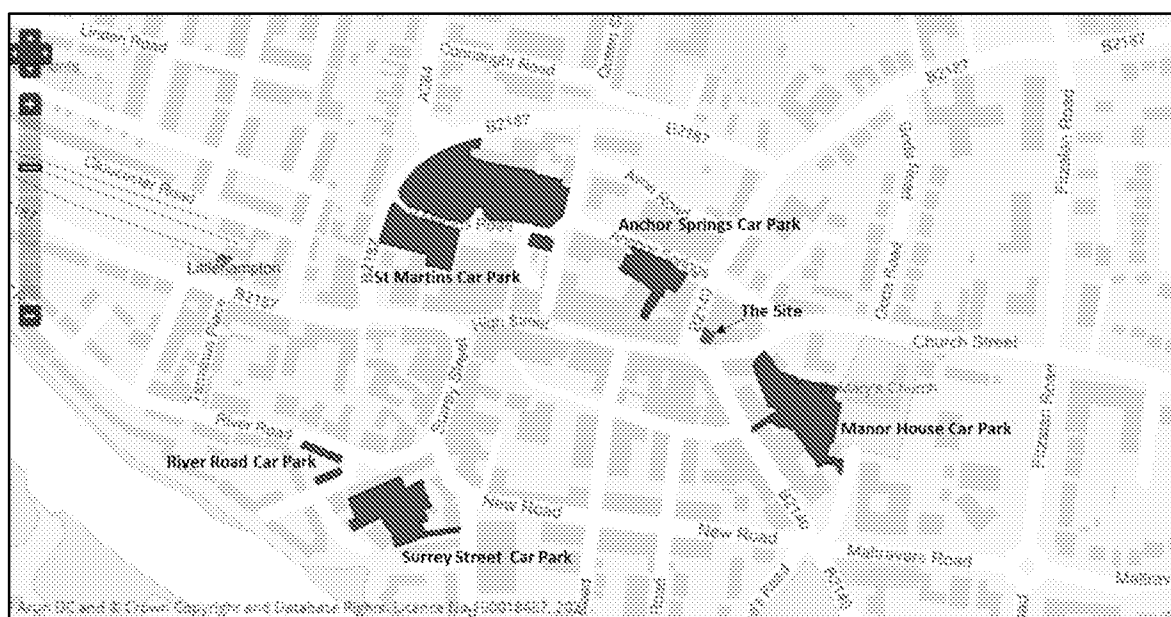


Figure 4: Local Short Stay Car Parking

2.35 This car parking provision is all short-stay, and priced accordingly, although parking is permitted all day at a cost of at £6.50-£7.00 depending on the car park.

Accessibility and Amenities

- 2.36 The site's town centre location enables future users of the site to benefit from excellent accessibility to a wide range of facilities and amenities within reasonable walking and cycling distances, therefore reducing the need for individuals to need to own a private vehicle.
- 2.37 A summary of the amenities accessible from the site is provided in **Table 3**, with walking and cycling times included.

Amenity / Facility	Distance (m/km)	Walking (minutes)	Cycling (minutes)
Cash Point/ Post Box/ Pharmacy	30m	1	1
Bus Stop – Anchor Springs	80m	1	1
Place of Worship – St Mary's Church	160m	2	1
Sainsburys Supermarket	180m	2	1
Littlehampton Library	230m	3	2
Dentist	260m	4	2
Police Station	330m	5	2
Littlehampton Train Station	400m	5	2
River Beach Primary School	460m	6	3
Medical Practice	480m	6	2
Secondary School – Littlehampton Academy	840m	10	3
Community Centre	1.02km	13	4

Table 3: Local Amenities

- 2.38 The pedestrian zone on High Street also benefits from additional facilities which can all be accessed within a 3-minute walk of the site. The available facilities are typical of a town centre high street and include banks, a supermarket, post office, charity shops, restaurants, cafés, pharmacies and clothes shops.

Summary

- 2.39 The good standard of pedestrian and cycling infrastructure in the area creates a sound environment to encourage walking and cycling as a means of transport from the site to the range of local amenities highlighted in **Table 3**. In addition to this, excellent public transport connections in the way of nearby bus and rail services are available and can be utilised to assist on journeys across a wider area. The site is therefore considered highly accessible, sustainable and appropriate for the proposed level of development.

3. DEVELOPMENT PROPOSALS

3.1 The proposed development includes the redevelopment of the existing ground floor (325sqm) from a bank into 4 small commercial units ranging in size from 36-61 sqm. The proposed units would come under a general E land use class. In view of the location and size of the units the following land use classifications have the potential to occupy the site:

- E (a) – retail;
- E (b) – Food and drink;
- E (c) – professional business (financial/health/medical); and/or
- E (g)(i) – office.

3.2 The first and second floor of the site will be redeveloped from the existing 178sqm of vacant ancillary office use and extended to provide HMO accommodation comprising 23 units.

Car Parking

3.3 The site has no dedicated car parking provision currently and this would continue as part of the proposed scheme.

3.4 In view of the pre-application concerns regarding parking the following reviews the requirements in terms of parking policy and local availability to understand how zero parking for the development would operate.

3.5 Car Parking requirements have been reviewed in line with ADC's Parking Standards Supplementary Planning Document (2020) which includes provision for residential and as well as non-residential land uses. From the information with the SPD it is noted that the site is within Zone 4, which is considered to have the highest opportunities for sustainable travel and therefore the lowest parking provision requirements. The guidance also notes that previously the parking requirements (from 2003) stated a maximum standard for car parking however these requirements are now a guide for developers and justification will be required on a site-by-site basis.

Commercial Use

3.6 ADC'S parking standards for the commercial aspect of the development are summarised below in **Table 4** and consider all of the potential land uses that could operate from the four units (199sqm).

Use	Vehicle Parking Requirement	The Site (199sqm)
Shops	1 space per 14sqm	14 spaces
Cafe/Restaurant	1 space per 5sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff parking to be clearly designated	Unknown
Office/Bank	1 space per 30sqm Up to threshold of 500sqm in less accessible areas	7 spaces

Table 4: ADC non-residential vehicle parking standards

- 3.7 With the anticipated 4 retail units occupying 199sqm, the vehicular parking requirement equates to a likely maximum requirement of 14 spaces. Considering that the site is located in the town centre, with numerous surface car parks and the potential mix of occupants within the units themselves, no additional parking is required to support the commercial use on the ground floor, beyond that which already supports the town centre as a whole. Trips to these commercial uses would very likely operate as a linked trip with wider facilities and amenities within the town centre.

HMO Use

- 3.8 The SPD does not stipulate provision for HMO style facilities, but in accordance with residential provision **Table 5** summarises the residential requirement of 1 space per unit for sites in Zone 4.

Number of Bedrooms	Number of Habitable Rooms	Parking Zone Behaviour		
		1	2	4
1	1-3	2	2	1

Table 5: ADC residential vehicle parking standards

- 3.9 Located in Parking Zone 4 and with the HMO comprising 23 units which contain just 1 single or double room per unit, this would equate to a total of 23 spaces. It must be noted, however, that there are currently no provided standards regarding HMOs, which are not typical of general residential development. Consequently, the actual parking requirement is considered to be much lower.
- 3.10 Pre-application advice from ADC in February 2021 advised that the actual figure would be expected to be around 10 spaces for the HMO development, but it is not clear what criteria or guidance this level is based upon.

- 3.11 This provision (10 spaces) still assumes a parking requirement of 0.43 vehicles per unit, which for a facility such as this, where individuals are unable to find private accommodation and less likely to be able to afford a car. Additionally, the proposed site is well located in the town centre, with strong provision of sustainable travel infrastructure, thus further reducing the necessity for car travel at the site.
- 3.12 A more realistic assessment of between 0.1 and 0.2 vehicles per unit should therefore be applied. This would result in between 2-5 vehicles, at its maximum, associated with the HMO operation.
- 3.13 It should also be noted that the existing ancillary office on the upper floors, while currently vacant, still has permitted use as an office and in operation, would have generated a level of parking demand on local car parks and local roads during the day.
- 3.14 With the total floor space of the ancillary office totalling 178sqm, it is considered that the upper floors would have generated a maximum of between 12-15 members of staff with an employee density of 1:12sqm as outlined in the Employment Density Guide (2015).
- 3.15 ADC Parking standards also require 1 vehicle space per 30sqm of professional services floor space (outlined in **Table 4**), which would include the existing permitted ancillary office use (178sqm). This would equate to 6 vehicle parking spaces. With no existing parking spaces provided on site, it is therefore suitable to consider that the accessible location of the site negates the need for private vehicle parking and future parking demand could be accommodated by on street and local car park capacity, as it has done to date.

Parking Capacity Survey

- 3.16 Principle 1 of Arun District Council's Parking Standards Supplementary Planning Document (2020) stipulates that *'If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected parking demand'*.
- 3.17 In line with the above guidance, a Lambeth methodology parking capacity survey was undertaken overnight on the mornings of Tuesday 5th October and Wednesday 6th October 2021 to review the available parking provision within approximately 200m of the site, with full outputs at **Appendix C**.

Road	Restrictions	Total Spaces	5 th October 2021		6 th October 2021	
			Occupied	Stress	Occupied	Stress
Goda Road	Unrestricted	37	32	86%	34	92%
Church Street		19	14	74%	13	68%
Church Street	Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour	22	10	45%	9	41%
High Street		10	6	60%	8	80%
Arcade Road		7	4	57%	5	71%
Bayford Road		9	6	67%	5	56%
Beach Road		38	18	47%	21	55%
East Street	Single Yellow Line (Mon-Sat 8am-6pm)	28	0	0%	0	0%
Sparks Court		8	3	38%	2	25%
Total	-	178	93	52%	97	55%

Table 6: Lambeth Methodology Survey Results – On-street parking provision (excluding disabled parking/loading bay taxi bay use)

- 3.18 **Table 6** confirms that the available on-street parking, local to the site has space for 85 and 81 vehicles overnight, during the two nights surveyed. In relation to the unrestricted parking there is also capacity for 10 and 9 vehicles during the assessment period, although it is noted that Goda Road experiences the highest parking stress.
- 3.19 Further to this **Table 7** goes on to show the availability of overnight parking within the car parks closest to the site, which highlights significant capacity (317 and 316).

Road	Restrictions	Total Spaces	5 th October 2021		6 th October 2021	
			Occupied	Stress	Occupied	Stress
Anchor Springs	Car Park Charges apply 8am – 6pm daily	27	6	22%	8	30%
Manor House		104	13	13%	10	10%
St Martins		212	7	3%	9	4%
Total	-	343	26	8%	27	8%

Table 7: Lambeth Methodology Survey Results – Car Park parking provision

- 3.20 In the unlikely event that a resident would require parking, long-stay parking would be preferable. Based on our assessment of the locality there is capacity for a limited amount of long stay parking on either Goda Road or Church Street, as well as an abundance of overnight parking within 200m of the site.

3.21 It should also be noted that a comparable site at 52 High Street, Littlehampton, involving the redevelopment of a bank into ground floor retail use and first and second floor residential dwellings (LU/154/19/PL) received conditional approval in 2019. Planning officers' comments stated that the town centre location is highly accessible, reducing the reliance on cars. As such, the site retained a single car parking space.

3.22 It is therefore suitably proposed that due to a low anticipated demand, the provision of vehicular parking on site will not be necessary and alternative, sustainable methods of travel will provide transport means to the site. Existing on-street parking and nearby car parks will be of sufficient capacity to accommodate the expected demand in vehicular parking, with parking restrictions on local roads enforcing against inappropriate parking in locations which may be detrimental to highway safety.

Cycle Parking

3.23 Cycle parking will be provided in line with ADC's Parking Standards Supplementary Planning Document (2020).

Commercial Use

3.24 The site will provide 14 secure cycle spaces for the commercial aspect of the site located within the ground floor layout.

3.25 Based on c.199sqm of E land use **Table 8** summarises ADC's standards and highlights that a minimum provision of 2 staff (long-stay) cycle spaces and up to 8 customer (short-stay) spaces

Use	Cycle Parking Requirement	The Site (199sqm)
Shops	1 space per 100sqm for staff and 1 space per 100sqm for customers	2 staff and 2 customer spaces
Cafe/Restaurant	1 space per 4 staff and 1 space per 25sqm for customers	2 staff and 8 customer spaces
Office	1 space per 150sqm for staff and 1 space per 500sqm for visitors	2 staff and 1 customer space

Table 8: ADC non-residential cycle parking standards

3.26 With 14 secure (long-stay) spaces provided for the benefit of staff, along with the 48 existing short-stay spaces along High Street and East Street available for customers this will exceed the anticipated demand and promotes sustainable travel by staff as well as customers, further reducing the necessity for vehicular parking.

HMO Use

- 3.27 It is noted that where there is no current guidance on HMOs, therefore flats are considered the closest alternative. As such, where the HMO comprises single and double rooms only, 1 space will be required per unit. These standards are presented below in **Table 9**.

Type	Dwelling size	Cycle Parking Requirement
Flats	Up to 3 rooms (1 and 2 bed)	1 space (if communal storage otherwise same as 1 & 2 bed house)

Table 9: ADC residential cycle parking standards

- 3.28 The site would provide 28 secure cycle parking spaces for the HMO aspect, exceeding the requirement of 23, to 'exploit the potential for sustainable travel' as stipulated in Principle 1 of ADC's parking SPD.

Servicing Arrangements

- 3.29 Refuse servicing is proposed to be undertaken from East Street, with a bin store provided for the HMO and commercial units within the site, containing seven 1,100L Eurobins and a 600L bin. This has been designed to be within the acceptable 10m carry distance for 1,100L, 4-wheeled refuse bins.
- 3.30 Deliveries associated with the proposed units can be made from the double-yellow line marked section of the carriageway, where continuous loading/unloading is permitted for a maximum of 40 minutes for heavy goods vehicles and 20 minutes for light goods vehicles. The carriageway on both East Street and High Street has sections where the width would facilitate passing traffic during delivery servicing. Loading would also be permitted in the short-stay bays on High Street. There is also a formal loading bay approximately 30m south of the site on Beach Road.
- 3.31 It is noted that loading is not permitted at the taxi rank or on the zig zag markings.
- 3.32 Based on the modest size of the commercial units and mindful of the previous use of the building as a bank and office space, the quantum of deliveries to the building is unlikely to increase over the previous operation.

4. TRIP GENERATION

- 4.1 This section of the report reviews the traffic generation potential of the site, comparing the existing operation to the proposed development, to understand whether there is a traffic demand that may have an impact on the need for car parking.

Ground Floor

- 4.2 The proposed scheme would see the permitted existing bank use converted to provide up to 4 units under an E land use. Due to the site's location the proposed E land use is expected to include the following:

- E (a) – retail
- E (b) – Food and drink
- E (c) – professional business (financial/health/medical)
- E (g)(i) - office

- 4.3 As discussed within this report the existing site is located at the end of the High Street, within the town centre. Customers of both the existing and proposed ground floor operations are likely to adopt a similar visitor profile, whereby they visit the wider High Street, rather than just one business. This in turn means that customer trips associated with a bank or the proposed four smaller commercial units are comparable and do not represent a change in the traffic generation profile of the ground floor.

- 4.4 In terms of the staff associated with the site both the previous operation of the bank and the proposed four commercial units would utilise the available local parking, should individuals choose to travel by car, as is the case for all of the units located on High Street. It is hoped however that staff of the units would choose to travel by sustainable modes, due to the site's sustainable location and the cost of daily parking.

Upper Floors

- 4.5 The first and second floors currently have a permitted use as ancillary offices to the bank, however they have been vacant for at least a year. The proposed scheme would see the upper floors extended and redeveloped to support 23 units which would operate as an HMO.

Existing Ancillary Office

- 4.6 The first and second floor offices have a total floor area of 178sqm and are subdivided in to 7 office spaces, as shown in **Figure 5**. Assuming the upper floors operate as a fully functioning office with an employee density of 1:12sqm (Employment Density Guide (2015)) then the upper floors could support up to 12 members of staff.



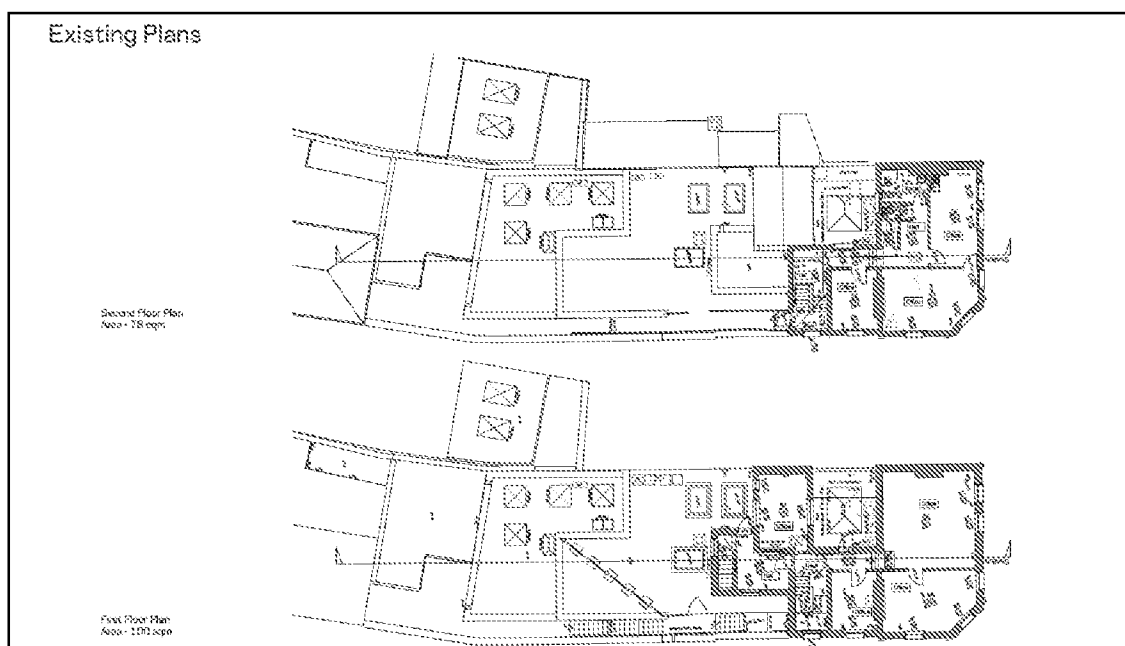


Figure 5: Existing Upper Floor Plans - Office

4.7 While the upper floors are ancillary to the bank, the bank has operated independently and as a result, we have reviewed the bank and the upper floors independently to understand the optimal use.

4.8 In order to calculate vehicle movements associated with the upper floors of the site, a TRICS assessment (version 7.8.3) has been undertaken, which has identified a comparable town centre site featuring a financial services business. The parameters used are summarised below:

- Region: England (excluding Greater London)
- Locations: Town Centre and Edge of Town Centre
- Days: Weekdays

4.9 **Table 10** summarises the findings from the assessment, whilst the full outputs can be found at **Appendix D**.

	Vehicle Trip Generation (per 100sqm - office)		
	Arrivals	Departures	Two-way
AM Peak (0800-0900 hours)	0.679	0	0.679
PM Peak (1700-1800 hours)	0	0.679	0.679
Daily (0700-1900 hours)	3.392	3.393	6.785
	Traffic Generation (178 sqm – ancillary office)		
	Arrivals	Departures	Two-way
AM Peak (0800-0900 hours)	1	0	1
PM Peak (1700-1800 hours)	0	1	1
Daily (0700-1900 hours)	6	6	12

Table 10: Existing Trip and Traffic Generation - Ancillary Office

4.10 It is indicated by the TRICS assessment that the upper floor office has potential to generate 1 two-way vehicle trip during both the AM and PM peak hours as well as up to 12 two-way vehicle movements over the course of a typical day.

Proposed - HMO

4.11 The HMO operation is for 23 residential units, split between the two floors. The units include a mix of 1 and 2 bedrooms, some of which have en-suite facilities. All of the units have shared use of kitchen and laundry facilities. The proposals do not include for any on-site staff as there is no reception or office area within the proposal.

4.12 A review of the TRICS database (version 7.8.3) for this style of HMO use was unsuccessful, however a review of student accommodation provided a comparable traffic generation assessment. Accordingly, the following parameters were used:

- Region: England (excluding Greater London)
- Locations: Town Centre and Edge of Town Centre
- Days: Weekdays

4.13 **Table 11** summarises the findings from the assessment, whilst the full outputs can be found **at Appendix D**.

	Vehicle Trip Generation (per dwelling – student accommodation)		
	Arrivals	Departures	Two-way
AM Peak (0800-0900 hours)	0.004	0.001	0.005
PM Peak (1700-1800 hours)	0	0.006	0.006
Daily (0700-1900 hours)	0.048	0.054	0.102
	Traffic Generation (23 dwellings)		
	Arrivals	Departures	Two-way
AM Peak (0800-0900 hours)	0	0	0
PM Peak (1700-1800 hours)	0	0	0
Daily (0700-1900 hours)	1	1	2

Table 11: Proposed Trip and Traffic Generation - HMO

- 4.14 **Table 11** confirms that the trip rate for a shared accommodation facility, such as the HMO proposed would generate no more than two two-way vehicle movements during the course of a typical day, none of which would occur during the AM or PM peak periods for background vehicular traffic.

Net Impact

- 4.15 The net impact of the scheme, shown in **Table 12** anticipates 1 less two-way vehicle movement during both the AM and PM peak hours and 10 fewer vehicle movements over the course of a typical day.

	Net Impact		
	Arrivals	Departures	Two-way
AM Peak (0800-0900 hours)	-1	0	-1
PM Peak (1700-1800 hours)	0	-1	-1
Daily (0700-1900 hours)	-5	-5	-10

Table 12: Net Impact Assessment

- 4.16 The net impact of the scheme is therefore considered to be minimal when considered against the potential for the site to operate as an HMO. In view of this the proposal does not represent a 'detrimental' impact in relation to the standards within the NPPF.
- 4.17 It is also noted that the HMO's operation supports the reduced car parking provision, noted in Section 3 of this report, due to the limited number of private car trips. Additionally, the highly accessible town centre location largely negates the need for private vehicle ownership.

5. SUMMARY AND CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Target Five Property Consultants Limited to support a planning application for the redevelopment of an existing bank with ancillary offices into 4 commercial ground floor units and a first and second floor HMO comprising 23 units, located at 71 High Street, Littlehampton.
- 5.2 The site is located within Littlehampton town centre, adjacent to the pedestrianised High Street, within a 1-minute walk from a bus stop and 5 minutes' walk from Littlehampton railway station. Numerous local services are also within a 5-minute walk including the library, supermarket and post office. The site's location therefore provides an environment which promotes sustainable travel modes, with pedestrian, cycling and public transport infrastructure all well provided for.
- 5.3 Due to the operation of the site, as both a commercial space and the HMO, and the town centre location the need for vehicle parking beyond that already afforded in Littlehampton, is expected to be minimal. The development therefore proposes zero car parking.
- 5.4 A Lambeth methodology parking survey was carried out to assess the available level of on street and nearby car parks. The results show that on-street parking capacity locally is between 81-85 spaces, which includes unrestricted parking for up to 10 vehicles. Local car parks also have capacity for over 300 vehicles overnight. It is therefore considered that zero car parking for the proposed development, when private car ownership would be low anyway, is acceptable.
- 5.5 The locality benefits from 48 short-stay existing cycle parking spaces, whilst the development proposes an additional 42 long-stay spaces located within the building in secure and covered facilities, split between the two uses on the site. This accords with ADC's cycle parking standards.
- 5.6 All refuse and delivery activity can be accommodated on the local road network, within the on-street restrictions.
- 5.7 The proposed HMO development is anticipated to generate minimal vehicle movements and with the commercial aspect remaining highly comparable to the existing use within Class E, it is not expected to generate any more trips than the existing use. Therefore, it is considered that the proposals will not have a significant impact on the existing operation of the surrounding highway network.

- 5.8 This TS has demonstrated that the proposed development will not have a significant impact on the operation or capacity of the local highway network and we therefore encourage Arun District Council and West Sussex County Council to look favourably upon this development in relation to highways.



Project Name, Location
Transport Statement

Appendix A

Paul Basham Associates Ltd
Report No. XXX.XXXX/TS/X

Area schedule
(all areas quoted are GIA)

Ground Floor Commercial Units -

Unit 1 - 61 sqm
Unit 2 - 61 sqm
Unit 3 - 41 sqm
Unit 4 - 36 sqm

First Floor Residential Units -

Unit 1 - Double - Ensuite - 14.5 sqm
Unit 2 - Double - Ensuite - 14.2 sqm
Unit 3 - Double - Ensuite - 15 sqm
Unit 4 - Double - Ensuite - 13.4 sqm
Unit 5 - Double - Ensuite - 13.4 sqm
Unit 6 - Double - Ensuite - 13.4 sqm
Unit 7 - Double - Ensuite - 14.5 sqm
Unit 8 - Single - Ensuite - 16 sqm
Unit 9 - Single - 9.9 sqm
Unit 10 - Single - 9.9 sqm
Unit 11 - Single - Ensuite - 12.3 sqm

A - Kitchen & Dining - 21 sqm

B - Kitchen & Dining - 30 sqm

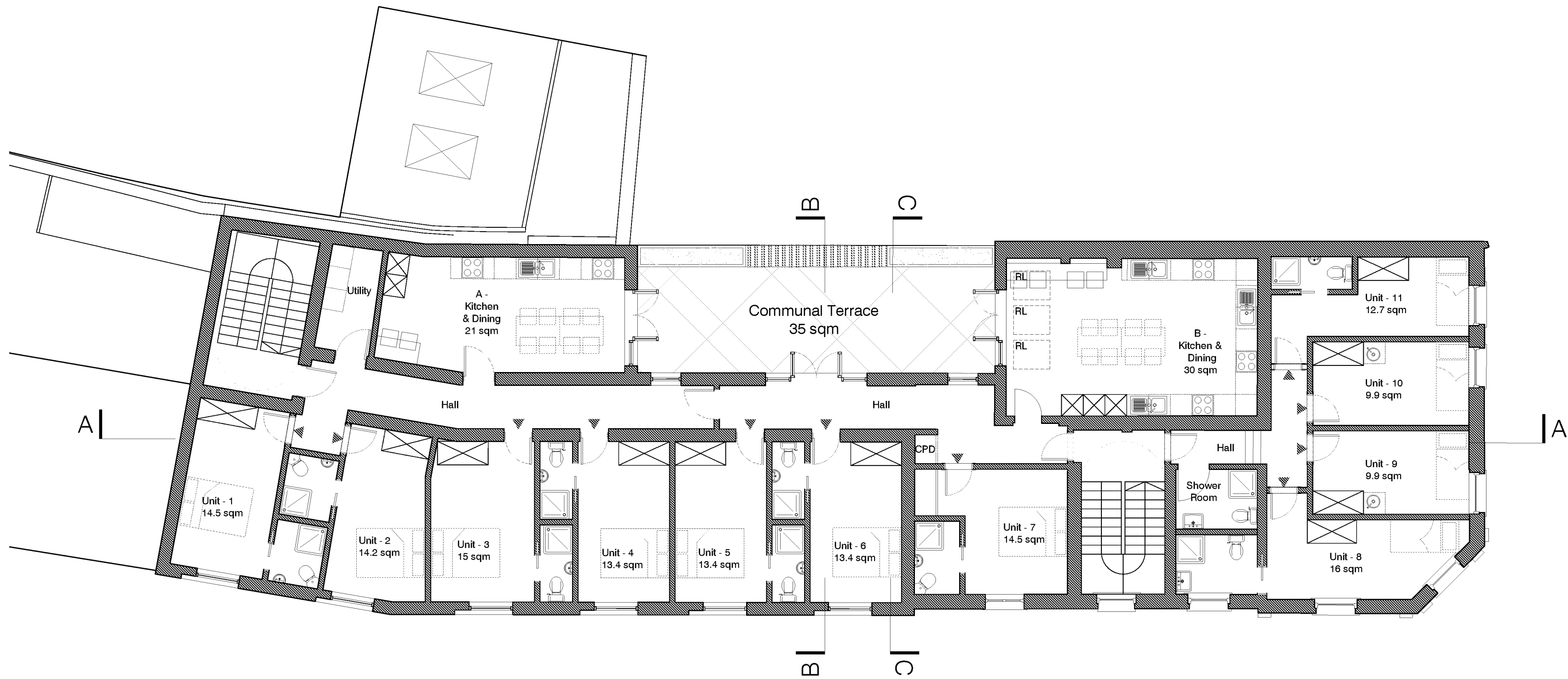
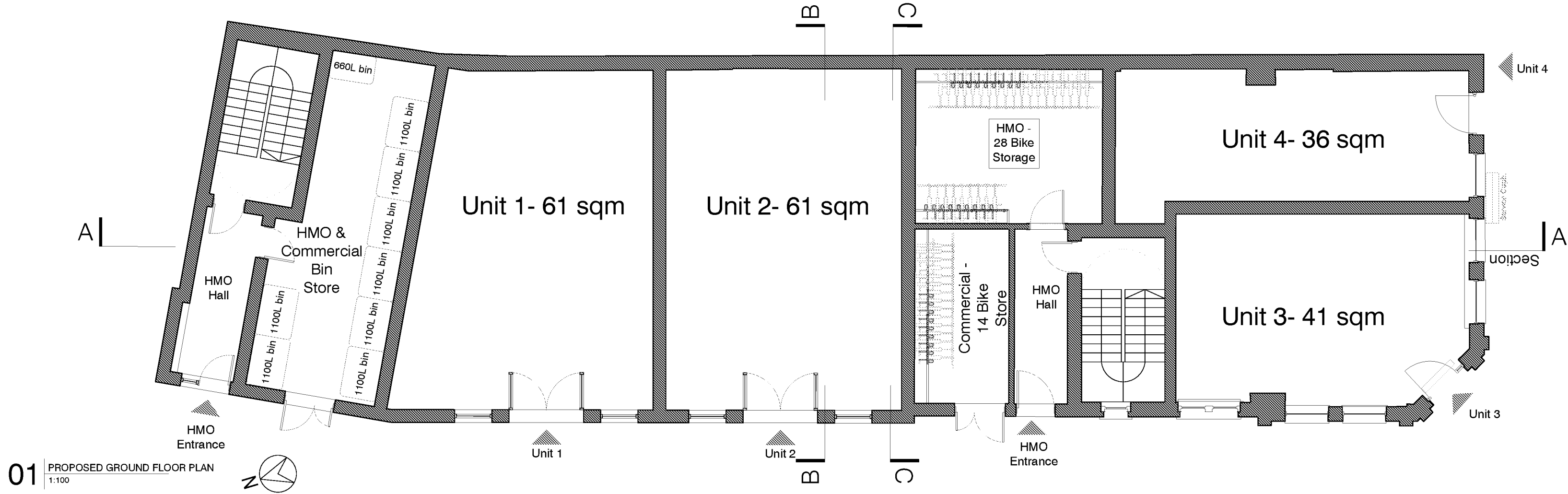
Second Floor Residential Units -

Unit 12 - Double - Ensuite - 14.5 sqm
Unit 13 - Double - Ensuite - 14.2 sqm
Unit 14 - Double - Ensuite - 15 sqm
Unit 15 - Double - Ensuite - 13.4 sqm
Unit 16 - Double - Ensuite - 13.4 sqm
Unit 17 - Double - Ensuite - 13.4 sqm
Unit 18 - Double - Ensuite - 13.8 sqm
Unit 19 - Single - Ensuite - 16.3 sqm
Unit 20 - Single - Ensuite 16 sqm
Unit 21 - Single - 10.5 sqm
Unit 22 - Single - 10.2 sqm
Unit 23 - Single - Ensuite - 12.7 sqm

C - Kitchen & Dining - 21 sqm

Total Commercial Area - 199 sqm
Total Residential Area - 309.9 sqm
Total Kitchen & Dining Area - 72 sqm
Communal Terrace Area - 35 sqm

All HMO room GIA's include the ensuite's



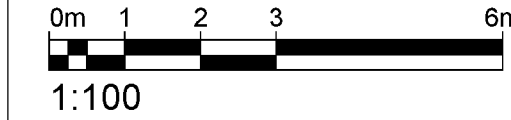
THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING STOP DRAWINGS OR COMMENCING WORK OF ANY KIND. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING.

1. THE BOUNDARIES SHOWN ARE BASED ON INFORMATION BY OTHERS. ALL BOUNDARIES TO BE VERIFIED ON SITE PRIOR TO COMMENCING CONSTRUCTION.

2. TOPOGRAPHICAL LEVELS TO BE CONFIRMED.

3. DESIGN & QUOTED AREAS ARE SUBJECT TO DESIGN DEVELOPMENT & EVIDENTLY CONSTITUTE.

4. ALL SURVEY INFORMATION SHOWN IS SUBJECT TO FURTHER SITE INVESTIGATION DURING DEMOLITION.



REV	DATE	REVISIONS	CHK
A	23.09.21	Design Development	MC

mohsin cooper
ARCHITECTS

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HOWE STREET, HOWE, EAST SUSSEX, BN1 2ZF
www.mohsincooper.co.uk
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PROJECT :
71 High Street, Littlehampton, BN17 5AE

CLIENT :
Target Five Property Consultants

DRAWING TITLE :
PROPOSED GROUND & FIRST FLOOR PLANS

SCALE :	DRAWN :	MC	DATE :	SEP 21
1:100 @ A1	CHECKED :	MC	DATE :	SEP 21

NUMBER:	0419-SK01	REVISION:	A
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STATUS:	S2	INFORMATION
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Area schedule
(all areas quoted are GIA)

Ground Floor Commercial Units -

Unit 1 - 61 sqm
Unit 2 - 61 sqm
Unit 3 - 41 sqm
Unit 4 - 36 sqm

First Floor Residential Units -

Unit 1 - Double - Ensuite - 14.5 sqm
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Unit 9 - Single - 9.9 sqm
Unit 10 - Single - 9.9 sqm
Unit 11 - Single - Ensuite - 12.3 sqm

A - Kitchen & Dining - 21 sqm
B - Kitchen & Dining - 30 sqm

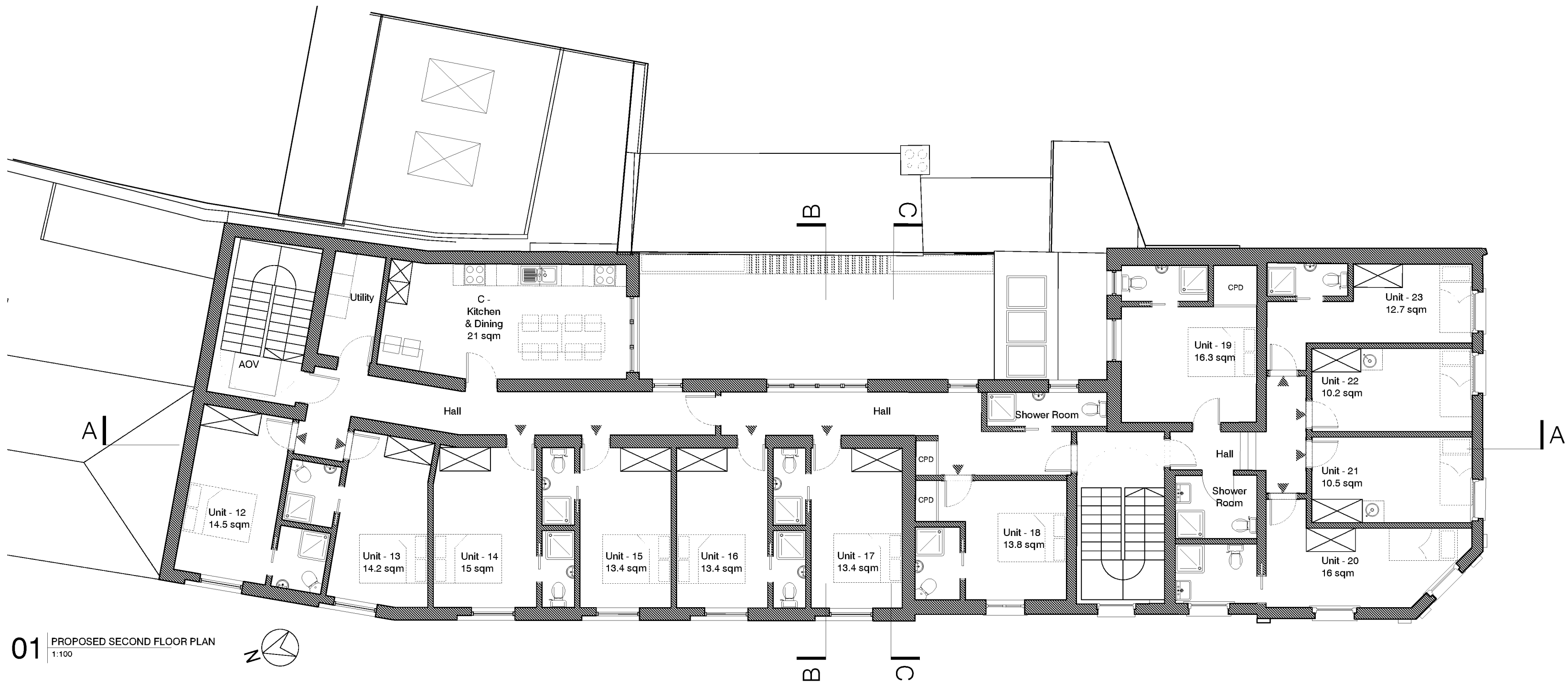
Second Floor Residential Units -

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Unit 13 - Double - Ensuite - 14.2 sqm
Unit 14 - Double - Ensuite - 15 sqm
Unit 15 - Double - Ensuite - 13.4 sqm
Unit 16 - Double - Ensuite - 13.4 sqm
Unit 17 - Double - Ensuite - 13.4 sqm
Unit 18 - Double - Ensuite - 13.8 sqm
Unit 19 - Single - Ensuite - 16.3 sqm
Unit 20 - Single - Ensuite 16 sqm
Unit 21 - Single - 10.5 sqm
Unit 22 - Single - 10.2 sqm
Unit 23 - Single - Ensuite - 12.7 sqm

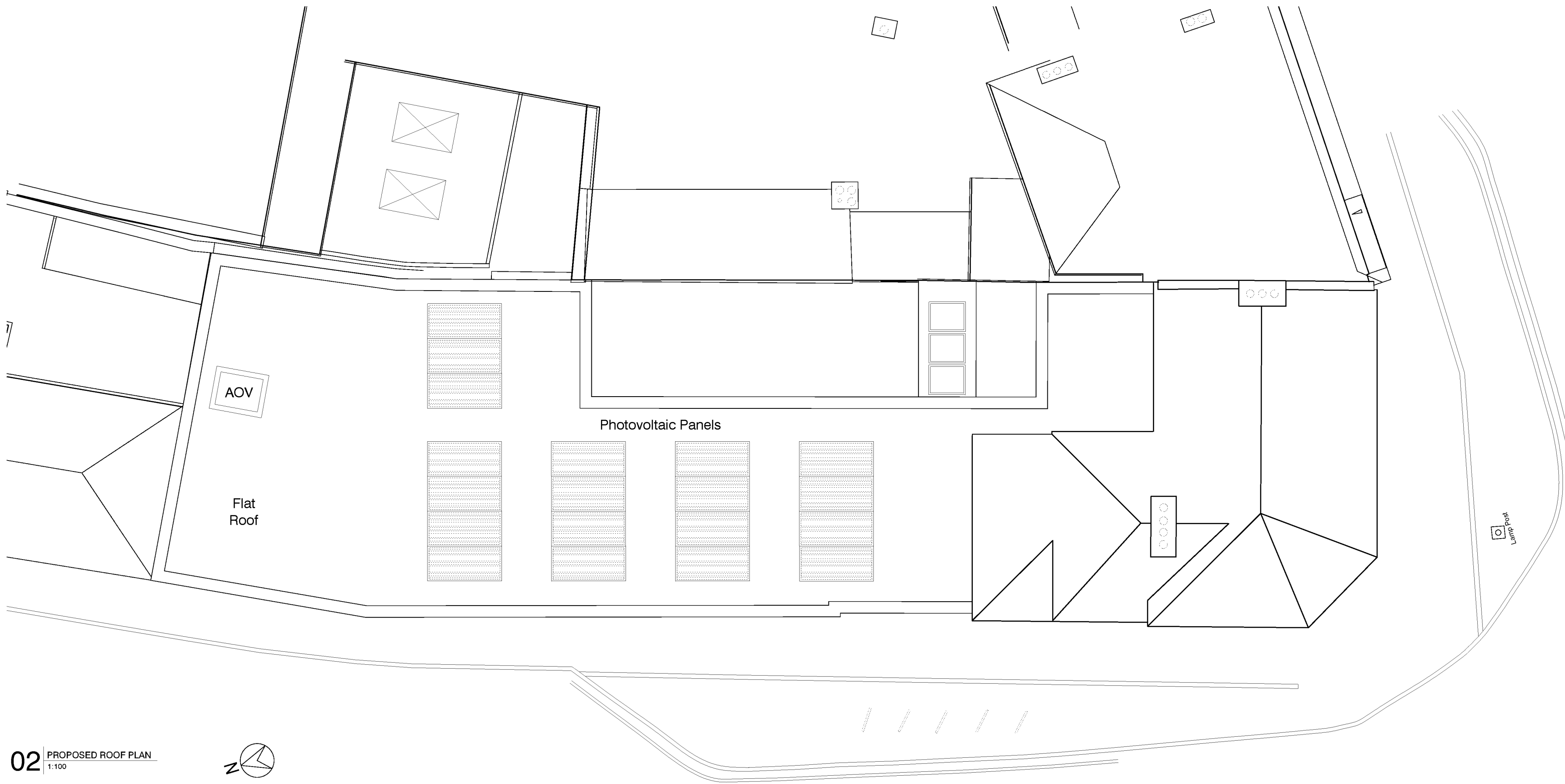
C - Kitchen & Dining - 21 sqm

Total Commercial Area - 199 sqm
Total Residential Area - 309.9 sqm
Total Kitchen & Dining Area - 72 sqm
Communal Terrace Area - 35 sqm

All HMO room GIA's include the ensuite's



01 | PROPOSED SECOND FLOOR PLAN
1:100



02 | PROPOSED ROOF PLAN
1:100

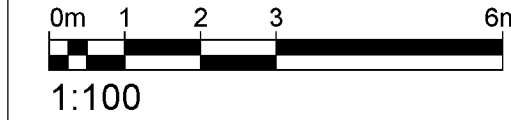
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4. ALL SURVEY INFORMATION SHOWN IS SUBJECT TO FURTHER SITE INVESTIGATION DURING DEMOLITION.



REV	DATE	REVISIONS	CHK
A	23.09.21	Design Development	MC

mohsin cooper

ARCHITECTS

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PROJECT :
71 High Street, Littlehampton, BN17 5AE

CLIENT :
Target Five Property Consultants

DRAWING TITLE :
PROPOSED SECOND FLOOR & ROOF PLANS

SCALE :	DRAWN :	MC	DATE :	SEP 21
1:100 @ A1	CHECKED :	MC	DATE :	SEP 21

NUMBER:	REVISION:
0419-SK02	A

STATUS:	INFORMATION
S2	

Project Name, Location
Transport Statement

Appendix B

Paul Basham Associates Ltd
Report No. XXX.XXXX/TS/X



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning & Building Control General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Alex Bateman
Mohsin Cooper Ltd
7 Hove Manor Parade
Hove Street
Hove
BN3 2DF

Date: 3rd February 2021

Please ask for: Andrew Wood
Tel: 01903 737768

Your Ref:

Our Ref: PAA/134/20/

Dear Mr Bateman,

Pre-Application Advice

Refurbish and renew the first and second floors of the existing building above the bank to the southern side of the site, with a new build proposal to the northern half of the site, creating a new entrance and entrance stairwell with bicycle and bin storage to the existing ground floor area and a new two storey (1st and 2nd floor) build co-living, HMO scheme above

71 High Street Littlehampton BN17 5AE

I write regarding the above matter and your enquiry received on 30th November 2020.

DESCRIPTION OF PROPOSED DEVELOPMENT

From the details submitted, I understand that you propose to build a 21 bed HMO facility from a new build unit on the northern side of the site and the top two floors of the existing Barclays Bank.

DESCRIPTION OF SITE

The application site comprises a 3 storey business premises currently used as a bank. There is no provision for parking on the site.

DESCRIPTION OF LOCALITY

The area is part of a town centre with mixed uses predominantly commercial uses.

PLANNING ISSUES

The following issues have been identified for consideration.

Principle

Design

Neighbour Amenity

Amenity Space Provision

Bin Storage

Highways, Transport and Parking

Sustainable Construction

COMMENT ON SITE HISTORY

RELEVANT POLICIES - the following policies are considered relevant to your proposal:

Arun District Local Plan 2011-2031

<u>DDM1</u>	D DM1 Aspects of form and design quality
<u>DSP1</u>	D SP1 Design
<u>HSP4</u>	H SP4 Houses in multiple occupation
<u>DDM4</u>	D DM4 Extensions&alter to exist builds(res and non-res)
<u>QEDM1</u>	QE DM1 Noise Pollution
<u>QESP1</u>	QE SP1 Quality of the Environment
<u>ECCSP2</u>	ECC SP2 Energy and climate change mitigation
<u>TSP1</u>	T SP1 Transport and Development

<u>Littlehampton Neighbourhood Plan 2014 Policy 1</u>	The Presumption in Favour of Sustainable Development
<u>Littlehampton Neighbourhood Plan 2014 Policy 2</u>	A Spatial Plan for the Town

Planning Policy Guidance:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPPDG	National Design Guide

Supplementary Guidance:

SPD11	Arun Parking Standards 2020
-------	-----------------------------

PRINCIPLE

The site is in the Built-Up Area Boundary (BUAB), a location where the principle of development is acceptable, subject to consideration against other policies in the Development Plan.

DESIGN

Relevant policies include D SP1 and D DM1 of the Arun Local Plan (ALP) and adopted guidance in the Arun District Council (ADC) Design Guide SPD.

Policy D SP1 "Design" states that all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.

Policy D DM1 sets out 13 design aspects of which applications should be assessed against. These include: Character, Appearance, Impact, Innovation, Adaptability, Crime Prevention, Trees, Public realm, Layout, Public Art, Density and Scale.

The proposed new build is modern in design and designed to tie in with the existing frontage at

Barclays Bank.

The spacing of the windows reflects that of the bank. The use of render also reflects the bank in style such that the new build would be read as a continuation of the built form.

At Arun Design Guidance 'Infill Developments' development is required to provide a cohesive and unified response to the existing scale, form, massing and design details of surrounding development and to ensure that any deviations from the prevailing character of the area are for a high quality design response which complements its surroundings and is appropriate to the schemes location in the existing street hierarchy. The plain and simple design of the new development is considered to accord with the Design Guidance in this respect.

Houses in Multiple Occupation

Policy H SP4 requires that HMO developments meet the following criteria;

a. do not adversely affect the character of the area including eroding the balance between different types of housing.

In this case the area is separated from other housing areas such that the character of the area would not be adversely affected. The block ties in with the character of neighbouring commercial development.

b. Do not contribute to the generation of excessive parking demands or traffic in an area.

As stated there is no parking proposed at present and so the development is unlikely to be acceptable.

c. Provide adequate areas of open space.

None is proposed at present and in this respect the development is unacceptable.

NEIGHBOUR AMENITY

Relevant policies with regard to residential neighbour amenity impacts are; paragraph 127 of the NPPF, policies QE SP1 and D DM1 of the ALP, and emerging guidance in the ADC Design Guide SPD.

There are no adverse impacts in relation to overlooking, loss of light or overbearing impacts caused by the proposed building on neighbouring commercial properties and the HMO units will have an adequate residential amenity. The neighbouring properties are all commercial in nature and therefore loss of residential amenity is not an issue.

Environmental Health would, if the development were approved, require a construction management plan and restricted hours of operation for the development and evidence of sound insulation between ground and first floors.

AMENITY SPACE PROVISION

The proposal in its current form has a nil provision of amenity space provided. This is unacceptable and some form of external amenity space needs to be demonstrated/required.

BIN STORAGE

Policy WM DM1 of the ALP advises that all new residential development must be designed to ensure that kerbside collection is possible for municipal waste vehicles. Each unit should be provided with the equivalent of 240 litres of residual waste storage/bins. The same amount of storage space/bins for recyclable materials is required to be provided. For flats, the communal/bulk bins can be used on the basis of 240 litres of residual waste storage/bin per flat. Section H.07 of the emerging ADC Design Guide SPD provides guidance on waste provision and storage. This advises that it should meet the requirements of users of the buildings while being as unobtrusive as possible (which may include special bin storage and screening). It should be convenient and safe for users to access and ensure efficient collection by waste vehicles.

The plan shows room for 4 x 240 litres of residual waste/storage bin which is unlikely to be sufficient for 24 units.

HIGHWAYS TRANSPORT AND PARKING

With regard to highways, transport and parking, the following policies and guidance are relevant: paras 102, 106, 108 and 109 of the NPPF, ALP policies T SP1 and T DM1, and the ADC Parking SPD (2020).

No parking has been provided with the scheme which is unlikely to be acceptable as it would cause on street parking. Arun Parking Standards SPD would expect a level of parking spaces to be approximately 10 spaces in this location

Applicants can contact WSCC Highways directly and use their separate pre-application service: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/>.

SUSTAINABLE CONSTRUCTION

Sustainable Construction

Tackling climatic change is a key government priority for the planning system. Applicants for planning permission should consider how well their proposals for development contribute to the Governments ambition of a low carbon economy and how well adapted they are for expected effects of climatic change.

New residential development will require the provision of renewable energy in the form high level insulation, rainwater harvesting, a general minimal energy use, including Carbon Dioxide reduction in accordance with policy ECC SP2 of the Arun Local Plan.

CONCLUSION

Based on the above comments I conclude that were an application for planning permission to be submitted it would be likely to be refused for the following reasons;

No amenity space has been provided for the residential units.

No parking has been provided for the residential units.

This is contrary to policy H SP4 which requires open space and parking provision for new HMO units.

FOLLOW UP MEETING

If you require a follow up meeting to discuss this pre-application and advice, you will need to forward a written request together with a fee for £200 made payable to Arun District Council if not already included in the fee you have already paid.

MAKING AN APPLICATION

If you decide to proceed with making an application you will need to quote the reference number for this advice in the pre-application advice section of the relevant application form. This will ensure that the application receives priority and a speedy validation process.

You will need to submit the following documentation/information with your application to meet the National Validation Requirements:

Fully completed and signed Application Form with full description of the proposal.

Ownership Certificate and Agricultural Land Declaration

Design and Access Statement

Correct Fee

Location Plan (1:1250)

Site / Block Plan (1:500)

Elevations (Existing and Proposed)
Floor Plans (Existing and Proposed)
Roof Plans

Please note that the Council has a Local Validation Requirements List for each type of application and you should refer to it before submitting your application. Failure to provide the required documentation will result in the application being treated as incomplete and delay the validation of the planning application.

Having looked though the Local Validation Requirements List, I would suggest that the following additional documents will be required:

Noise Statement
Bin Storage and Collection Provision
Parking Plan
Planning Application Summary
Street Scene

You should be aware that any advice given by the Council in relation to pre-application advice will be based on the case Officer's professional judgement and will not constitute a formal response or decision of the Council with regard to any future planning applications. Any views or opinions expressed are given without prejudice to the consideration by the Council of any formal planning application which will be subject to wider consultation and publicity. Although the case officer may indicate the likely outcome of a formal planning application, no guarantees can or will be given about the decision that will be made on any such application. Any further correspondence will be at the Case Officer's discretion depending on the nature of the further enquiry. It may be necessary to submit a further pre-application advice request. Please note this advice only relates to planning and does not relate to any other legislation which may or may not apply such as Building Regulations or ordinary watercourse consents. You will need to carry out your own checks to determine whether any other consents or permissions are required.

I trust this is of assistance to you.

Yours sincerely



Neil Crowther
Group Head of Planning

Project Name, Location
Transport Statement

Appendix C

Paul Basham Associates Ltd
Report No. XXX.XXXX/TS/X

Parking Beat Survey

71 High Street, Littlehampton, BN17 5AE



Tuesday 5th October 2021

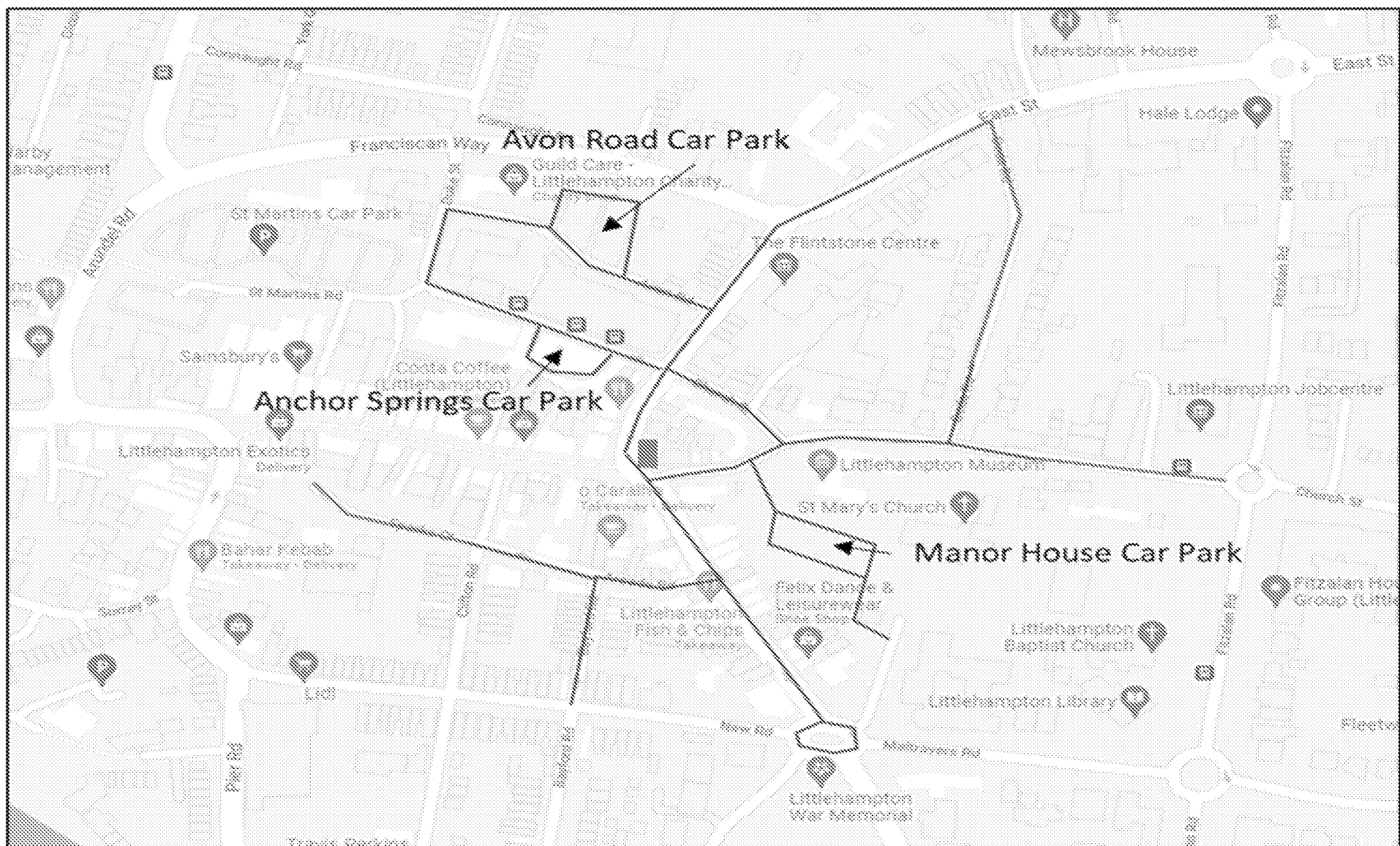
Wednesday 6th October 2021



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology		
Guidance	London Borough of Lambeth	
Site	71 High Street, Littlehampton BN17 5AE	
Survey Area	As advised by client	
Date/s	Tuesday 5th October 2021	Wednesday 6th October 2021
Time/s	00:30	00:30
Beat Frequency	Snapshot	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	



PARKING STRESS TABLES

Restriction 1					Unrestricted Kerb					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Tuesday 5th October 2021.			Wednesday 6th October 2021		
					00:30 - 05:00			00:30 - 05:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Goda Road	185	37	0	37	32	5	86%	34	3	92%
Church Street	95	19	0	19	14	5	74%	12	6	68%
Total	280	56	0	56	46	10	82%	46	9	84%

Restriction 2					Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Tuesday 5th October 2021.			Wednesday 6th October 2021		
					00:30 - 05:00			00:30 - 05:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Church Street	110	22	0	22	10	12	45%	9	13	41%
High Street	50	10	0	10	6	4	60%	6	2	80%
Arcade Road	35	7	0	7	4	3	57%	5	2	71%
Bayford Road	45	9	0	9	6	3	67%	5	4	56%
Beach Road	190	38	0	38	18	20	47%	20	17	55%
Total	430	86	0	86	44	42	51%	45	38	56%

Restriction 3					Single Yellow Line (Mon-Sat 8am-6pm)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Tuesday 5th October 2021.			Wednesday 6th October 2021		
					00:30 - 05:00			00:30 - 05:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
East Street	140	28	0	28	0	28	0%	0	28	0%
Sparks Court	40	8	0	8	3	5	38%	2	5	25%
Total	180	36	0	36	3	33	8%	2	33	6%

Restriction 4				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Goda Road	5	1	0	1
High Street	5	1	0	1
Beach Road	5	1	0	1
Total	15	3	0	3

Disabled Parking					
Tuesday 5th October 2021.			Wednesday 6th October 2021		
00:30 - 05:00			00:30 - 05:00		
Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
1	0	100%	1	0	100%
0	1	0%	0	1	0%
0	1	0%	0	1	0%
1	2	33%	1	2	33%

Restriction 5				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Beach Road	15	3	0	3
Total	15	3	0	3

Loading Only					
Tuesday 5th October 2021.			Wednesday 6th October 2021		
00:30 - 05:00			00:30 - 05:00		
Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
0	3	0%	0	3	0%
0	3	0%	0	3	0%

Restriction 6				
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
East Street	40	8	0	8
Total	40	8	0	8

Taxi Rank					
Tuesday 5th October 2021.			Wednesday 6th October 2021		
00:30 - 05:00			00:30 - 05:00		
Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
1	7	13%	2	6	25%
1	7	13%	2	6	25%

Car Parks			
Location	Description	Tuesday 5th October 2021.	Wednesday 6th October 2021
		00:30 - 05:00	00:30 - 05:00
		Occupied	Occupied
Avon Road	Car Park	Closed	Closed
Anchor Springs	Car Park	8	8
Manor House	Car Park	13	10
St Martins	Car Park	7	9
Total		28	27

Illegal Parking			
Location	Description	Tuesday 5th October 2021.	Wednesday 6th October 2021
		00:30 - 05:00	00:30 - 05:00
		Occupied	Occupied
Avon Road	Double Yellow	3	5
		0	0
Total		3	5

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Duke Street	W-S-N	Double Yellow Lines	48.1			45	2
Duke Street	E-N-S	Double Yellow Lines	48.1			45	2
Avon Road	N-W-E	Double Yellow Lines	50.2			50	10
Avon Road	N-W-E	Car Park Entrance/Exit	10.1			10	3
Avon Road	N-W-E	Double Yellow Lines	11.7			10	2
Avon Road	N-W-E	Car Park Entrance/Exit	8.8			8	1
Avon Road	N-W-E	Double Yellow Lines	9.3			8	1
Avon Road	N-W-E	Car Park Entrance/Exit	9.3			8	1
Avon Road	N-W-E	Double Yellow Lines	49			45	9
Avon Road	S-E-W	Double Yellow Lines	138.1			135	27
Anchor Springs	N-W-E	Double Yellow Lines	29.3			25	5
Anchor Springs	N-W-E	Bus Stop	15.6			15	3
Anchor Springs	N-W-E	Double Yellow Lines	11.8			10	2
Anchor Springs	N-W-E	Bus Stop	41.6			40	8
Anchor Springs	N-W-E	Double Yellow Lines	24			20	4
Anchor Springs	S-E-W	Double Yellow Lines	19			18	3
Anchor Springs	S-E-W	Car Park Entrance/Exit	12.8			10	2
Anchor Springs	S-E-W	Double Yellow Lines	28.3			25	4
Anchor Springs	S-E-W	Car Park Entrance/Exit	11.4			10	2
Anchor Springs	S-E-W	Double Yellow Lines	46.9			45	9
East Street	W-S-N	White Zig Zag Lines	11.9			10	2
East Street	W-S-N	Double Yellow Lines	4.8			0	0
East Street	W-S-N	Taxi Rank	22.7			20	4
East Street	W-S-N	Double Yellow Lines	16.5			15	3
East Street	W-S-N	Junction	15.1			15	3
East Street	W-S-N	Double Yellow Lines	10.3			10	2
East Street	W-S-N	Single Yellow Line (Mon-Sat 8am-6pm)	11.7			10	2
East Street	W-S-N	Junction	16.9			15	3
East Street	W-S-N	Single Yellow Line (Mon-Sat 8am-6pm)	25.7			25	5
East Street	W-S-N	Double Yellow Lines	22.5			20	4
East Street	W-S-N	Junction	16.6			10	2
East Street	W-S-N	Double Yellow Lines	31.2			30	6
East Street	W-S-N	Single Yellow Line (Mon-Sat 8am-6pm)	41.3			40	8
East Street	W-S-N	Single Yellow Line (Mon-Sat 8am-6pm)	12			10	2
East Street	W-S-N	Single Yellow Line (Mon-Sat 8am-6pm)	5.6			5	1
East Street	W-S-N	Single Yellow Line (Mon-Sat 8am-6pm)	3.7			0	0
East Street	E-N-S	Junction	15.7			15	3
East Street	E-N-S	Single Yellow Line (Mon-Sat 8am-6pm)	31.8			30	6
East Street	E-N-S	Single Yellow Line (Mon-Sat 8am-6pm)	7.7			5	1
East Street	E-N-S	Single Yellow Line (Mon-Sat 8am-6pm)	12.7			10	2
East Street	E-N-S	Single Yellow Line (Mon-Sat 8am-6pm)	5.9			5	1
East Street	E-N-S	Double Yellow Lines	123.6			120	24
East Street	E-N-S	Junction	12.4			10	2
East Street	E-N-S	Double Yellow Lines	6.5			5	1
East Street	E-N-S	Taxi Rank	20.1			20	4
East Street	E-N-S	Double Yellow Lines	17.2			15	3
East Street	E-N-S	White Zig Zag Lines	11.9			10	2
Goode Road	E-N-S	Double Yellow Lines	12.7			10	2
Goode Road	E-N-S	Unrestricted Kerb	11.8			10	2
Goode Road	E-N-S	Unrestricted Kerb	25.5			25	5

Goda Road	E N S	Unrestricted Kerb	5.8			5	1
Goda Road	E N S	Unrestricted Kerb	14			10	2
Goda Road	E N S	Unrestricted Kerb	15.1			13	2
Goda Road	E N S	Unrestricted Kerb	7			5	1
Goda Road	E N S	Unrestricted Kerb	7.1			5	1
Goda Road	E N S	Unrestricted Kerb	5.7			5	1
Goda Road	E N S	Unrestricted Kerb	14.1			10	2
Goda Road	E N S	Double Yellow Lines	24.3			20	4
Goda Road	W S N	Double Yellow Lines	15.9			13	2
Goda Road	W S N	Double Yellow Lines	4.3			0	0
Goda Road	W S N	Unrestricted Kerb	32.7			30	5
Goda Road	W S N	Unrestricted Kerb	10.5			10	2
Goda Road	W S N	Unrestricted Kerb	9.4			5	1
Goda Road	W S N	Unrestricted Kerb	16			10	2
Goda Road	W S N	Unrestricted Kerb	19.3			15	2
Goda Road	W S N	Unrestricted Kerb	20.9			20	4
Goda Road	W S N	Disabled Parking	5			5	1
Goda Road	W S N	Double Yellow Lines	12.3			10	2
Church Street	N W E	Double Yellow Lines	33			30	5
Church Street	N W E	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	6.2			5	1
Church Street	N W E	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	10.2			10	2
Church Street	N W E	Double Yellow Lines	16.9			15	2
Church Street	N W E	Double Yellow Lines	27.4			25	5
Church Street	N W E	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	17.3			15	2
Church Street	N W E	Double Yellow Lines	10.2			10	2
Church Street	N W E	Junction	15.5			15	2
Church Street	N W E	Double Yellow Lines	12			10	2
Church Street	N W E	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	36.1			30	5
Church Street	N W E	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	21.6			20	4
Church Street	N W E	Double Yellow Lines	46.6			40	5
Church Street	S E W	Double Yellow Lines	30.3			30	5
Church Street	S E W	Unrestricted Kerb	7.6			5	1
Church Street	S E W	Unrestricted Kerb	26.1			25	5
Church Street	S E W	Unrestricted Kerb	63.4			60	12
Church Street	S E W	Double Yellow Lines	53.5			50	10
Church Street	S E W	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	25.9			25	5
Church Street	S E W	Unrestricted Kerb	6.1			5	1
Church Street	S E W	Double Yellow Lines	13.5			10	2
High Street	S E W	Double Yellow Lines	32.4			30	5
High Street	S E W	Car Park Entrance/Exit	9.4			5	1
High Street	S E W	Double Yellow Lines	5.6			5	1
High Street	S E W	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	20.2			20	4
High Street	S E W	Double Yellow Lines	7.9			5	1
High Street	N W E	Double Yellow Lines	11.9			10	2
High Street	N W E	Disabled Parking	6.6			5	1
High Street	N W E	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	30.9			30	5
Beach Road	E N S	Double Yellow Lines	21.3			20	4
Beach Road	E N S	Disabled Parking	5.6			5	1
Beach Road	E N S	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	47.4			45	5
Beach Road	E N S	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	59.3			55	12
Beach Road	E N S	Double Yellow Lines	20.6			20	4
Beach Road	W S N	Double Yellow Lines	14.6			10	2
Beach Road	W S N	Parking (Mon-Sat 8am-4pm) 1 Hour No Return within 1 Hour	54.3			50	10
Beach Road	W S N	Loading Only	18.4			15	2
Beach Road	W S N	Double Yellow Lines	4.6			0	0

Beach Road	W S N	Junction	8.8			5	1
Beach Road	W S N	Double Yellow Lines	12.4			10	2
Beach Road	W S N	Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour	33.4			25	4
Beach Road	W S N	Double Yellow Lines	7.9			5	1
Arcade Road	N E W	Double Yellow Lines	102.6			100	20
Arcade Road	N E W	Junction	9.1			5	1
Arcade Road	S W E	Junction	6.5			5	1
Arcade Road	S W E	Double Yellow Lines	15.2			15	2
Arcade Road	S W E	Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour	23.8			20	4
Arcade Road	S W E	Double Yellow Lines	13.8			10	2
Arcade Road	S W E	Junction	7.5			5	1
Arcade Road	S W E	Double Yellow Lines	7.5			5	1
Arcade Road	S W E	Double Yellow Lines	3.6			0	0
Arcade Road	S W E	Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour	15.6			15	2
Arcade Road	S W E	Double Yellow Lines	30.4			20	4
Sparks Court	N E W	Double Yellow Lines	13.0			10	2
Sparks Court	N E W	Double Yellow Lines	37			25	7
Sparks Court	S W E	Single Yellow Line (Mon-Sat 8am-6pm)	1			0	0
Sparks Court	S W E	Single Yellow Line (Mon-Sat 8am-6pm)	7.3			5	1
Sparks Court	S W E	Single Yellow Line (Mon-Sat 8am-6pm)	15.7			15	3
Sparks Court	S W E	Single Yellow Line (Mon-Sat 8am-6pm)	21.7			20	4
Sparks Court	S W E	Double Yellow Lines	15.9			15	3
Bayford Road	W N S	Double Yellow Lines	12.3			10	2
Bayford Road	W N S	Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour	34.3			20	4
Bayford Road	W N S	Parking (Mon-Sat 8am-6pm) 1 Hour No Return within 1 Hour	17.6			15	3
Bayford Road	W N S	Double Yellow Lines	1.9			0	0
Bayford Road	E S N	Double Yellow Lines	70			70	10

Project Name, Location
Transport Statement

Appendix D

Paul Basham Associates Ltd
Report No. XXX.XXXX/TS/X

Calculation Reference: AUDIT-247601-211005-1038

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:**07 YORKSHIRE & NORTH LINCOLNSHIRE**

WY WEST YORKSHIRE

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: Gross floor area
 Actual Range: 442 to 442 (units: sqm)
 Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

*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:

Friday 1 days

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

Manual count 1 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

*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:

High Street 1

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

Not Known 1 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®.*Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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

5,001 to 10,000 1 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 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1

WY-02-A-04
BRADFORD ROAD
CLECKHEATON

INSURANCE COMPANY

WEST YORKSHIRE

Town Centre
High Street
Total Gross floor area: 442 sqm
Survey date: FRIDAY 23/09/16 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-02-A-01	##

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

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

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30									
07:30 - 08:00									
08:00 - 08:30	1	442	0.679	1	442	0.000	1	442	0.679
08:30 - 09:00	1	442	0.000	1	442	0.000	1	442	0.000
09:00 - 09:30	1	442	0.000	1	442	0.000	1	442	0.000
09:30 - 10:00	1	442	0.905	1	442	0.679	1	442	1.584
10:00 - 10:30	1	442	0.452	1	442	0.679	1	442	1.131
10:30 - 11:00	1	442	0.452	1	442	0.226	1	442	0.678
11:00 - 11:30	1	442	0.226	1	442	0.452	1	442	0.678
11:30 - 12:00	1	442	0.000	1	442	0.000	1	442	0.000
12:00 - 12:30	1	442	0.000	1	442	0.000	1	442	0.000
12:30 - 13:00	1	442	0.000	1	442	0.000	1	442	0.000
13:00 - 13:30	1	442	0.000	1	442	0.000	1	442	0.000
13:30 - 14:00	1	442	0.000	1	442	0.000	1	442	0.000
14:00 - 14:30	1	442	0.226	1	442	0.226	1	442	0.452
14:30 - 15:00	1	442	0.000	1	442	0.000	1	442	0.000
15:00 - 15:30	1	442	0.226	1	442	0.000	1	442	0.226
15:30 - 16:00	1	442	0.000	1	442	0.226	1	442	0.226
16:00 - 16:30	1	442	0.000	1	442	0.000	1	442	0.000
16:30 - 17:00	1	442	0.226	1	442	0.226	1	442	0.452
17:00 - 17:30	1	442	0.000	1	442	0.679	1	442	0.679
17:30 - 18:00	1	442	0.000	1	442	0.000	1	442	0.000
18:00 - 18:30									
18:30 - 19:00									
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.392			3.393			6.785

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:	442 - 442 (units: sqm)
Survey date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

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

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30									
07:30 - 08:00									
08:00 - 08:30	1	442	0.679	1	442	0.000	1	442	0.679
08:30 - 09:00	1	442	0.000	1	442	0.000	1	442	0.000
09:00 - 09:30	1	442	0.000	1	442	0.000	1	442	0.000
09:30 - 10:00	1	442	0.905	1	442	0.679	1	442	1.584
10:00 - 10:30	1	442	0.452	1	442	0.679	1	442	1.131
10:30 - 11:00	1	442	0.452	1	442	0.226	1	442	0.678
11:00 - 11:30	1	442	0.226	1	442	0.452	1	442	0.678
11:30 - 12:00	1	442	0.000	1	442	0.000	1	442	0.000
12:00 - 12:30	1	442	0.000	1	442	0.000	1	442	0.000
12:30 - 13:00	1	442	0.000	1	442	0.000	1	442	0.000
13:00 - 13:30	1	442	0.000	1	442	0.000	1	442	0.000
13:30 - 14:00	1	442	0.000	1	442	0.000	1	442	0.000
14:00 - 14:30	1	442	0.226	1	442	0.226	1	442	0.452
14:30 - 15:00	1	442	0.000	1	442	0.000	1	442	0.000
15:00 - 15:30	1	442	0.226	1	442	0.000	1	442	0.226
15:30 - 16:00	1	442	0.000	1	442	0.226	1	442	0.226
16:00 - 16:30	1	442	0.000	1	442	0.000	1	442	0.000
16:30 - 17:00	1	442	0.226	1	442	0.226	1	442	0.452
17:00 - 17:30	1	442	0.000	1	442	0.679	1	442	0.679
17:30 - 18:00	1	442	0.000	1	442	0.000	1	442	0.000
18:00 - 18:30									
18:30 - 19:00									
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.392			3.393			6.785

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.

Calculation Reference: AUDIT-247601-211005-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: Number of residents
 Actual Range: 197 to 350 (units:)
 Range Selected by User: 15 to 1612 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 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:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town 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	1
Built-Up Zone	2

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 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 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 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	DS-03-G-02	STUDENT ACCOMMODATION	DERBYSHIRE
	CATHEDRAL ROAD		
	DERBY		
	Town Centre		
	Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	DV-03-G-04	STUDENT ACCOMMODATION	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	241	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
3	WK-03-G-02	STUDENT FLATS	WARWICKSHIRE
	RAGLAN STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	197	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	263	0.001	3	263	0.000	3	263	0.001
08:00 - 09:00	3	263	0.004	3	263	0.001	3	263	0.005
09:00 - 10:00	3	263	0.003	3	263	0.001	3	263	0.004
10:00 - 11:00	3	263	0.005	3	263	0.006	3	263	0.011
11:00 - 12:00	3	263	0.003	3	263	0.000	3	263	0.003
12:00 - 13:00	3	263	0.001	3	263	0.005	3	263	0.006
13:00 - 14:00	3	263	0.005	3	263	0.004	3	263	0.009
14:00 - 15:00	3	263	0.003	3	263	0.003	3	263	0.006
15:00 - 16:00	3	263	0.004	3	263	0.004	3	263	0.008
16:00 - 17:00	3	263	0.003	3	263	0.004	3	263	0.007
17:00 - 18:00	3	263	0.000	3	263	0.006	3	263	0.006
18:00 - 19:00	3	263	0.000	3	263	0.000	3	263	0.000
19:00 - 20:00	3	263	0.004	3	263	0.004	3	263	0.008
20:00 - 21:00	3	263	0.005	3	263	0.005	3	263	0.010
21:00 - 22:00	2	219	0.007	2	219	0.011	2	219	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.054			0.102

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: 197 - 350 (units:)
 Survey date range: 01/01/13 - 25/09/19
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

TAXIS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	263	0.000	3	263	0.000	3	263	0.000
08:00 - 09:00	3	263	0.001	3	263	0.001	3	263	0.002
09:00 - 10:00	3	263	0.000	3	263	0.000	3	263	0.000
10:00 - 11:00	3	263	0.000	3	263	0.000	3	263	0.000
11:00 - 12:00	3	263	0.000	3	263	0.000	3	263	0.000
12:00 - 13:00	3	263	0.000	3	263	0.000	3	263	0.000
13:00 - 14:00	3	263	0.003	3	263	0.003	3	263	0.006
14:00 - 15:00	3	263	0.000	3	263	0.000	3	263	0.000
15:00 - 16:00	3	263	0.001	3	263	0.000	3	263	0.001
16:00 - 17:00	3	263	0.000	3	263	0.000	3	263	0.000
17:00 - 18:00	3	263	0.000	3	263	0.000	3	263	0.000
18:00 - 19:00	3	263	0.000	3	263	0.000	3	263	0.000
19:00 - 20:00	3	263	0.001	3	263	0.000	3	263	0.001
20:00 - 21:00	3	263	0.001	3	263	0.001	3	263	0.002
21:00 - 22:00	2	219	0.007	2	219	0.002	2	219	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.007			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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

CYCLISTS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	263	0.000	3	263	0.000	3	263	0.000
08:00 - 09:00	3	263	0.000	3	263	0.001	3	263	0.001
09:00 - 10:00	3	263	0.000	3	263	0.000	3	263	0.000
10:00 - 11:00	3	263	0.000	3	263	0.000	3	263	0.000
11:00 - 12:00	3	263	0.003	3	263	0.003	3	263	0.006
12:00 - 13:00	3	263	0.000	3	263	0.000	3	263	0.000
13:00 - 14:00	3	263	0.000	3	263	0.001	3	263	0.001
14:00 - 15:00	3	263	0.001	3	263	0.000	3	263	0.001
15:00 - 16:00	3	263	0.001	3	263	0.000	3	263	0.001
16:00 - 17:00	3	263	0.000	3	263	0.000	3	263	0.000
17:00 - 18:00	3	263	0.000	3	263	0.001	3	263	0.001
18:00 - 19:00	3	263	0.000	3	263	0.001	3	263	0.001
19:00 - 20:00	3	263	0.000	3	263	0.000	3	263	0.000
20:00 - 21:00	3	263	0.000	3	263	0.000	3	263	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

CARS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	263	0.001	3	263	0.000	3	263	0.001
08:00 - 09:00	3	263	0.003	3	263	0.000	3	263	0.003
09:00 - 10:00	3	263	0.001	3	263	0.001	3	263	0.002
10:00 - 11:00	3	263	0.005	3	263	0.005	3	263	0.010
11:00 - 12:00	3	263	0.003	3	263	0.000	3	263	0.003
12:00 - 13:00	3	263	0.001	3	263	0.005	3	263	0.006
13:00 - 14:00	3	263	0.001	3	263	0.000	3	263	0.001
14:00 - 15:00	3	263	0.003	3	263	0.003	3	263	0.006
15:00 - 16:00	3	263	0.001	3	263	0.003	3	263	0.004
16:00 - 17:00	3	263	0.003	3	263	0.004	3	263	0.007
17:00 - 18:00	3	263	0.000	3	263	0.005	3	263	0.005
18:00 - 19:00	3	263	0.000	3	263	0.000	3	263	0.000
19:00 - 20:00	3	263	0.003	3	263	0.004	3	263	0.007
20:00 - 21:00	3	263	0.004	3	263	0.004	3	263	0.008
21:00 - 22:00	2	219	0.000	2	219	0.009	2	219	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.043			0.072

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/G - STUDENT ACCOMMODATION

LGVS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	263	0.000	3	263	0.000	3	263	0.000
08:00 - 09:00	3	263	0.000	3	263	0.000	3	263	0.000
09:00 - 10:00	3	263	0.001	3	263	0.000	3	263	0.001
10:00 - 11:00	3	263	0.000	3	263	0.001	3	263	0.001
11:00 - 12:00	3	263	0.000	3	263	0.000	3	263	0.000
12:00 - 13:00	3	263	0.000	3	263	0.000	3	263	0.000
13:00 - 14:00	3	263	0.001	3	263	0.001	3	263	0.002
14:00 - 15:00	3	263	0.000	3	263	0.000	3	263	0.000
15:00 - 16:00	3	263	0.001	3	263	0.001	3	263	0.002
16:00 - 17:00	3	263	0.000	3	263	0.000	3	263	0.000
17:00 - 18:00	3	263	0.000	3	263	0.001	3	263	0.001
18:00 - 19:00	3	263	0.000	3	263	0.000	3	263	0.000
19:00 - 20:00	3	263	0.000	3	263	0.000	3	263	0.000
20:00 - 21:00	3	263	0.000	3	263	0.000	3	263	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

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.