



**UNIT 4, HAWTHORN ROAD,  
LITTLEHAMPTON**

**Prior Approval Application**

**Transport Statement**

**Prepared on behalf of Envision  
Contracting Ltd**

**KHAN/18/4405/TS01**

**December 2018**

## DOCUMENT CONTROL

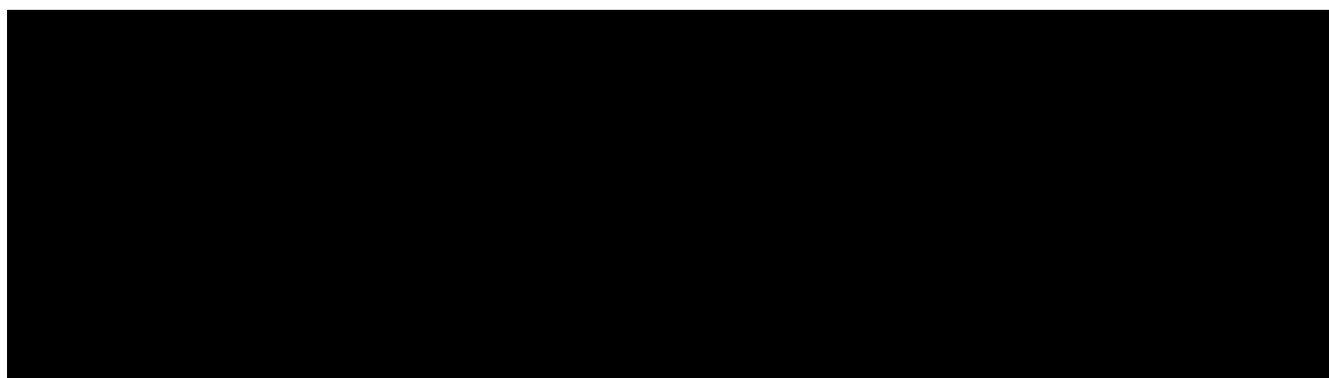
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Prior Approval Application

**Document:** Transport Statement

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## **1 INTRODUCTION**

1.1.1 RGP has been appointed by Envision Contracting Ltd to advise on highway and transport planning matters in relation to a change of use for Unit 4, Hawthorn Road, Littlehampton.

1.1.2 The site takes access from the northern side of Hawthorn Road, which is primarily the main vehicular access to Morrisons Supermarket but also serves several commercial units to the west of the supermarket, including the proposed development site. The location of the site is shown on **Plan 01**, attached hereto.

1.1.3 The site currently accommodates a unit with a gross floor area of 877sqm (excluding the first-floor plant room); which operates under a B1a Office land use. Off-street parking for approximately 50 vehicles is available within the boundary of the site accessed from Hawthorn Road.

1.1.4 The proposed scheme is for a change of use to provide 30 flatted units on the site, comprising the following mix:

(i) 14 x Studio flats; and

(ii) 16 x 1 bed flats.

1.1.5 No changes are proposed to the vehicular access arrangements for the site, whilst the car parking area will be reviewed to minimise over provision of parking.

1.1.6 As background to this application, the site was recently refused planning permission by Arun District Council for a similar Prior Approval scheme in December 2018 under planning reference: LU/286/18/PD. It is noteworthy however that the refused application was accepted by ADC on highway and transportation grounds and these proposed arrangements have therefore been retained for this application.

## **1.2 Report Scope**

1.2.1 This Transport Statement has been prepared in line with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016 (the 'Order') to support the Prior Approval (PA) application under Schedule 2, Part 3, Class O.

1.2.2 The remainder of the report is split into five sections as follows:

(i) Section 2: Policy Review;

- (ii) Section 3: Baseline Conditions;
- (iii) Section 4: Development Proposals;
- (iv) Section 5: Trip Generation; and
- (v) Section 6: Summary and Conclusions.

## 2 POLICY REVIEW

2.1.1 This section summarises the key transport policies in relation to the proposed change of use for part of the site.

### 2.2 The PA Application Order

2.2.1 A PA Application is to be determined against the background of the Town and County Planning (General Permitted Development) (England) Order 2015 and the Amended Orders 2016 and 2018.

2.2.2 The scheme would represent a Class O application under Schedule 2, Part 3 of the Order and as such shall be permitted subject to prior approval of the Local Planning Authority (LPA), Arun District Council in this instance. The application is required to demonstrate:

- (i) Transport and highways impacts of the development;
- (ii) Contamination risks on the site;
- (iii) Flooding risks on the site; and
- (iv) Impacts of noise from commercial premises on the intended occupiers of the development.

2.2.3 Paragraph W of the Order (2015) and the Amended Order (2018) provide more information regarding the procedure for application for prior approval, and confirm the following:

- (i) The LPA must consult the local highway authority, or any other authority where in the opinion of the LPA the development is "likely to result in a material increase or material change in the character of traffic in the vicinity of the site";
- (ii) The LPA may require:
  - a) assessment of impacts or risks;
  - b) statements setting out how impacts or risks are to be mitigated;
  - c) details of proposed building and other operations; and
  - d) impacts of noise.

- 2.2.4 This report seeks to provide the LPA with the necessary information required within item (i) above and also identify whether the change is material. By considering Paragraph W of the Order it is evident that in the event that there is no material change in traffic conditions as a result of the proposal, there would not be a need to mitigate any impact.

## 2.3 National Planning Policy Framework (NPPF)

- 2.3.1 When assessing applications for development, Paragraph 108 of the NPPF clarifies that the following should be ensured:

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. "*

- 2.3.2 Paragraph 109 goes onto state:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

- 2.3.3 With reference to the above paragraph, 'severe' is defined as critical or dangerous, and again should be considered in the context of the local area.

- 2.3.4 Paragraph 111 outlines the basic transport requirements that developments should provide, and states: *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."* Whilst this proposal does not generate 'significant' amounts of movements, this document has been provided to assess the impact of the proposed development.

- 2.3.5 The development site is situated close to a range of local amenities, including food stores and schools and public transport infrastructure, providing opportunities for travel by walking, cycling and public transport.

### 3 BASELINE CONDITIONS

#### 3.1 Site Details

- 3.1.1 As shown on **Plan 01**, attached hereto, the site is located on the northern side of Hawthorn Road, approximately 500m north of Wick village centre and 1.7 kilometres north of Littlehampton town centre.
- 3.1.2 The site is bound by Morrisons supermarket to the east, small industrial units to the north and office/commercial units with associated parking to the west. To the south of the site is Hawthorn Road, which runs parallel to A259.
- 3.1.3 Vehicle speeds are low in the vicinity of the site, due to the nature of the road: it is a no through road which terminates at a gated access to office/ commercial units. Unrestricted on-street parking was observed to the west of the site access along the northern side of the carriageway, whilst to the east of the access to the Morrisons delivery bay double yellow lines are in place on both sides of the carriageway.
- 3.1.4 Hawthorn Road divides as its south-eastern extent to serve the Morrisons supermarket to the north, and the units to the west, which includes the proposed development site (as shown in **Figure 3.1**).



**Figure 3.1: Hawthorn Road Access**

- 3.1.5 Hawthorn Road takes access from the wider highway network via a 5-arm roundabout junction with the A284 (travelling north/south) and the A259 (travelling east/west). The Hawthorn Road junction is the north-western arm of the roundabout.
- 3.1.6 The A259 travels between the Bognor Regis and Chichester, to the west and West Durrington/A2032 and onto Worthing in the east. The A284 meanwhile travels between Littlehampton (south) and the A27 to the north.

## 3.2 Existing Access Arrangements

- 3.2.1 The development site benefits from a single vehicular access, located at the south-eastern corner of the site (**Figure 3.2**). This access serves all of the parking afforded to the site, which is located to the front and rear of the main building via an internal access road which runs along the eastern boundary of the site.

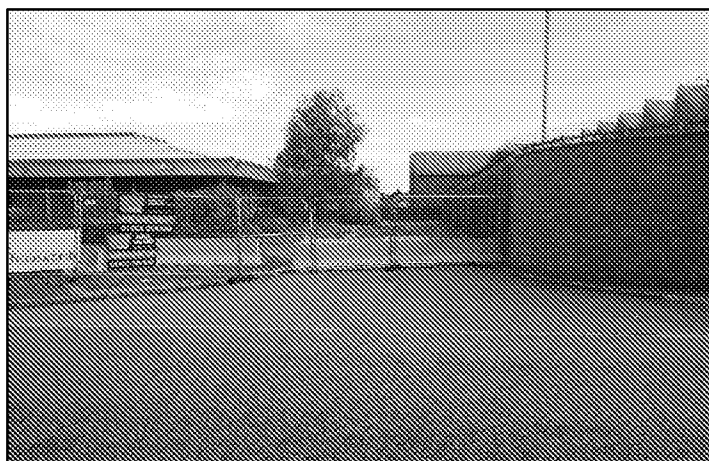


**Figure 3.2: Existing Vehicular Access**

- 3.2.2 No changes are proposed to the existing vehicular access to the site as a result of the change of use application.

## 3.3 Sustainable Transport Accessibility

- 3.3.1 The following considers the sustainable transport opportunities available to prospective residents and users of the site.

### *Walking and Cycling*

- 3.3.2 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively which are considered the preferred maximum distances as outlined in *Guidelines for Providing Journeys on Foot* (2000).
- 3.3.3 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Over short distances, especially in areas such as this, cycling is often quicker and cheaper than using a car and more flexible than public transport.
- 3.3.4 The existing pedestrian infrastructure in the vicinity of the site is of a good standard and provides access to a range of local amenities and public transport options.

- 3.3.5 The northern side of Hawthorn Road has a 2m wide footway, providing direct access to Morrisons site. There is a zebra crossing (Figure 3.3) located c75m east of the site, which in turn connects with a signalised crossing of the A259 (Figure 3.4).

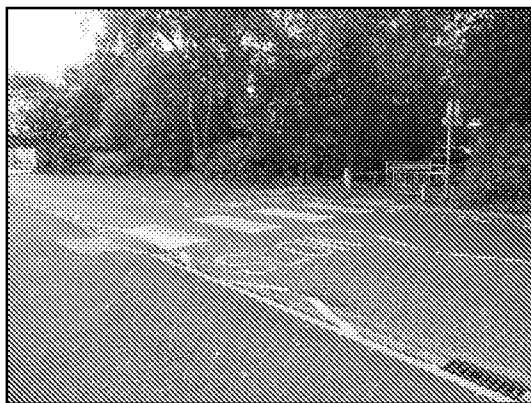


Figure 3.3: Zebra Crossing on Hawthorn Road

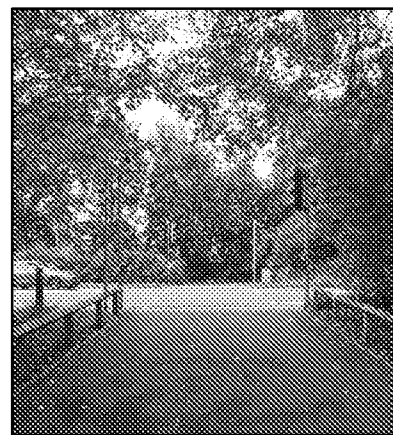


Figure 3.4: Signalised crossing of A259

- 3.3.6 Footways south of the site travel both west and south and operate as shared walking/cycling routes, as shown in Figure 3.5.



Figures 3.5 & 3.6: Shared Footway/Cycle ways south of the site

- 3.3.7 The shared walking/cycling route south-west of the site (shown in Figure 3.5), is part of the newly extended South Coast Cycle Route (SCCR) which will ultimately connect with both the National Cycle Route 2 (discussed below) and the existing SCCR through Worthing, Lancing and Shoreham by Sea. The local route is shown on Plan 01.
- 3.3.8 The National Cycle Route 2 is situated circa 1.8km to the south of the site, to the south-west of Littlehampton. The cycle route runs along the south coast, facilitating access to Bognor Regis and Chichester in the immediate locality, but providing access beyond to Portsmouth, Bournemouth and Exmouth. The cycle link to Worthing, Lancing and Shoreham-By-Sea is yet to be completed however confident cyclists could travel between the two locations with minimal issue, on-road.

3.3.9 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Worthing as well as Goring-by-Sea, Lancing, and Shoreham-by-Sea are therefore accessible by bicycle from the site.

3.3.10 The site is close to a number of key amenities, which can be accessed either by walking or cycling, as shown in **Figure 3.7**.

| Amenity                       | Location | Approximate walking / cycle journey time from site |
|-------------------------------|----------|----------------------------------------------------|
| Morrisons Supermarket         | 100m     | 1 minute                                           |
| Courtwick Road Bus Stops      | 300m     | 4 mins / 2 mins                                    |
| Littlehampton Post Office     | 320m     | 4 mins / 2 mins                                    |
| Pharmacy                      | 400m     | 5 mins / 2 mins                                    |
| Wick Parade Local Shops       | 400m     | 5 mins / 2 mins                                    |
| Wick Surgery                  | 1.3km    | 16 mins / 6 mins                                   |
| Littlehampton Railway Station | 1.7km    | 21 mins / 7 mins                                   |
| Littlehampton Centre          | 1.7km    | 21 mins / 7 mins                                   |

**Figure 3.7: Selection of Local Amenities in the Vicinity of the Site**

3.3.11 In view of the information in **Figure 3.7** it is considered that a proportion of trips to and from the site, made by future users of the site are likely to be made on foot or by bicycle.

#### Bus

3.3.12 The nearest bus stops to the site are the 'Courtwick Road' bus stops located approximately 300 metres (a 4-minute walk) south of the site on the A284 Wick Street.



**Figure 3.8: 'Courtwick Road' bus stops**

3.3.13 As shown in **Figure 3.8**, the bus stops are flag and pole bus stops with displayed timetable information.

3.3.14 These stops are served by several bus services: Route 9 is a longer distance route between Arundel and Worthing, which also includes stops at local hospitals, Route 15, is a looped route servicing the local area and Route 69 operates a local morning service. A summary of the bus routes serving the local bus stops, typical daytime frequency and the hours of operation are set out in **Figure 3.9**.

| Service | Route Summary                                                                                             | Typical Frequency         | Hours of Operation                                           |
|---------|-----------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------------------------|
| 9       | Mon-Sat: Arundel – Littlehampton – Angmering – Worthing – Shoreham-by-Sea<br>Sun: Arundel – Littlehampton | Mon-Sat: every hour       | Mon-Fri: 07:17-18:35<br>Sat: 07:33-18:28<br>Sun: 09:28-17:28 |
| 15      | Littlehampton Circular                                                                                    | Mon-Sat: every hour       | Mon-Sat: 08:45-17:45                                         |
| 69      | Wick – Littlehampton – Felpham – Bognor Regis – Aidwick – Selter Farm                                     | Mon-Sun: morning services | Mon-Sun: 05:00, 06:00                                        |

**Figure 3.9: Bus Service Summary for the Courtwick Road bus stops**

3.3.15 On the basis of the information above, it is apparent that there are a number of regular local bus services available within a reasonable walking distance of the site, enabling prospective residents to travel to/from the site by bus for some journeys. Additional bus services (665 and the 700 Coastliner), are available slightly further south at the Selwyn Avenue bus stops on Courtwick Road.

### **National Rail**

3.3.16 The nearest National Rail station to the site is Littlehampton railway station, which is located approximately 1.7 kilometres (a 21-minute walk or a 7-minute cycle) south of the site. The railway station is operated by Southern. **Figure 3.10** provides a summary of the available rail services.

| Destination                             | Frequency         | Duration       | Major Calling Points                                                                                        |
|-----------------------------------------|-------------------|----------------|-------------------------------------------------------------------------------------------------------------|
| London Victoria (Via Worthing and Hove) | 2 trains per hour | 1 hour 45 mins | Angmering, Worthing, Shoreham-by-Sea, Hove, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction |
| Bognor Regis                            | 1 train per hour  | 20 minutes     | Ford, Barnham                                                                                               |
| Portsmouth & Southsea                   | 1 train per hour  | 55 minutes     | Ford, Barnham, Chichester, Emsworth, Havant, Fratton                                                        |

**Figure 3.10: Summary of Local Rail Services from Littlehampton Railway Station**

3.3.17 In addition, direct services are available from Littlehampton to Brighton during the PM peak period and in the late evening.

3.3.18 Further details of routes and timetable information can be found at: [www.nationalrail.co.uk](http://www.nationalrail.co.uk).

3.3.19 As demonstrated in **Figure 3.10**, the large employment centres of Bognor Regis, Worthing and Chichester are accessible by train within half-an-hour, providing a suitable opportunity for future residents to travel to these locations for work.

### **3.4 Summary of Baseline Conditions**

3.4.1 The site has convenient access to local amenities, including retail, employment and leisure opportunities. The accessible nature of the site is such that future residents' day to day needs could be met within close proximity of the site.

3.4.2 In addition, the convenient location of the Courtwick Road bus stops and Littlehampton railway station provide future residents with opportunities to travel to destinations further afield. These offer practical alternatives to private car trips, supported by the low levels of car ownership in the area.

3.4.3 In conclusion, the site is reasonably located such that need for prospective residents to travel by private car is very low.

## 4 DEVELOPMENT PROPOSALS

4.1.1 The development proposal would see the 877sqm of B1a Office converted to provide 30 residential units (14 x studio flats and 16 x 1 bed flats).

4.1.2 Vehicular access to the site via Hawthorn Road would remain as existing.

### 4.2 Car Parking

4.2.1 The site has off-street parking provision for up to c. 50 vehicles, divided between the front and rear of the current office building.

4.2.2 To confirm whether this provision is sufficient the West Sussex County Council's (WSCC) Car Parking calculator has been reviewed, assuming 14 x 1 habitable room flats and 16 x 2 habitable room flats.

4.2.3 Full results of the assessment are attached at **Appendix A** however in summary the proposed scheme is required to provide a minimum of 36 unallocated parking spaces for use by the prospective residents of the site.

4.2.4 Since there is provision for c.50 vehicles to be accommodated on site it is considered that there is sufficient provision afforded for prospective residents.

### 4.3 Cycle Parking

4.3.1 To confirm the level of cycle parking required for the proposals, the WSCC parking guidance has been reviewed.

4.3.2 This confirms that 0.5 cycle spaces are required for all 1 and 2 bed flats. Accordingly, a total of 15 communal cycle parking spaces are required on-site.

4.3.3 These would be provided within the site boundary and would be covered, lit and secure; as required by WSCC guidance.

### 4.4 Servicing

4.4.1 As illustrated in **Drawing 2018/4405/001** the site benefits from adequate space internally to accommodate a refuse vehicle or a large delivery vehicle, permitting accessing, turning and egressing the site in a forward gear.

4.4.2 No changes are proposed to this arrangement therefore servicing of the site would continue to occur within the development, which is acceptable.

## 5 TRIP GENERATION

5.1.1 To establish both the existing and proposed traffic generation associated with the proposed change of use, the TRICS database (version 7.5.2) has been interrogated for comparable sites.

### 5.2 Existing Use

5.2.1 The site currently operates as B1a Office land use with a gross floor area of 877sqm. To establish the existing multimodal trip generation for this element of the site the TRICS assessment utilised the following criteria:

- (i) Use Class: B1a Office
- (ii) Regions: England excluding Greater London
- (iii) Locations: Suburban Area and Edge of Town
- (iv) Range: 186 to 2000 sqm
- (v) Days of the week: Monday – Friday

5.2.2 Full TRICS outputs from the assessment are attached hereto at **Appendix B** and are summarised below in **Figure 5.1**.

| Trip Rate – Per 100sqm of B1a Office     |          |            |               |
|------------------------------------------|----------|------------|---------------|
| Time Period                              | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)               | 2.916    | 0.187      | 3.103         |
| PM Peak Hour (17:00-18:00)               | 0.237    | 2.804      | 3.041         |
| Daily 12hr (07:00-19:00)                 | 10.856   | 11.331     | 22.187        |
| Traffic Generation for 877sqm B1a Office |          |            |               |
| Time Period                              | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)               | 26       | 2          | 27            |
| PM Peak Hour (17:00-18:00)               | 2        | 25         | 27            |
| Daily 12hr (07:00-19:00)                 | 95       | 99         | 195           |

**Figure 5.1: Existing Office Traffic Generation**

5.2.3 From the TRICS assessment the existing site is considered to generate 27 two-way vehicle trips during both the AM and PM peak hours, and a total of 195 two-way vehicle movements over the course of a typical day.

### 5.3 Proposed Traffic Generation

5.3.1 The development proposals are for 30 flats, therefore to establish the proposed traffic generation for the site, the TRICS Database (version 7.5.2) has therefore been interrogated again for comparable sites. The TRICS assessment comprised the following criteria:

- (i) Use Class: C3 (Residential)
- (ii) Sub Class: Flats Privately Owned
- (iii) Regions: England excluding Greater London
- (iv) Locations: Suburban Area and Edge of Town
- (v) Number of Units: 0 – 100
- (vi) Days of the week: Monday – Friday

5.3.2 All of the sites selected had some parking on site, however sites with fewer than 1 parking space per unit were removed.

5.3.3 Full TRICS outputs from the assessment are attached hereto at **Appendix B** and are summarised below in **Figure 5.2**.

| Trip Rate – Per Residential Unit            |          |            |               |
|---------------------------------------------|----------|------------|---------------|
| Time Period                                 | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)                  | 0.064    | 0.269      | 0.353         |
| PM Peak Hour (17:00-18:00)                  | 0.268    | 0.103      | 0.371         |
| Daily 12hr (07:00-19:00)                    | 1.397    | 1.517      | 2.914         |
| Traffic Generation for 30 Residential Units |          |            |               |
| Time Period                                 | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)                  | 2        | 9          | 11            |
| PM Peak Hour (17:00-18:00)                  | 8        | 3          | 11            |
| Daily 12hr (07:00-19:00)                    | 42       | 46         | 87            |

**Figure 5.2: Proposed Residential Traffic Generation**

5.3.4 From the TRICS assessment the proposed site is considered to generate 11 two-way vehicle trips during the AM and PM peak hours. A total of 87 two-way vehicle movements are anticipated over the course of a typical day.

## 5.4 Net Impact

5.4.1 Using the results set out in **Figures 5.1** and **5.2**, it is possible to establish the net impact of the development proposals against the existing use. The net impact is summarised in **Figure 5.3** below.

| Time Period                | Arrivals | Departures | Total Two-Way |
|----------------------------|----------|------------|---------------|
| AM Peak Hour (08:00-09:00) | -24      | 7          | -17           |
| PM Peak Hour (17:00-18:00) | 6        | -22        | -16           |
| Daily 12hr (07:00-19:00)   | -53      | -54        | -107          |

**Figure 5.3: Net Impact (figures are rounded)**

5.4.2 Based on the TRICS assessment the proposal would result in a reduction in vehicle movements compared to the current land use, with circa 17 fewer vehicle movements during the AM peak hour, 16 fewer vehicle movements during the PM peak hour and 107 fewer two-way vehicle movements over the course of a typical day.

5.4.3 In view of this assessment, the proposed change of use would result in a reduction in associated vehicle movements and therefore the submission is acceptable in terms of traffic generation.

## 6 SUMMARY AND CONCLUSIONS

6.1.1 RGP has been appointed by Envision Contracting Ltd to advise on highways and transportation matters in relation to the proposed change of use of Unit 4, Hawthorn Road, Littlehampton. This report demonstrates the following:

- (i) The development proposal is for the change of use of 877sqm of B1a Office to provide 30 flatted units (14 x studios and 16 x 1 bed);
- (ii) The site is accessible by a range of non-car modes of travel, with prospective residents able to access the site and a range of local amenities without the need for a car;
- (iii) The development proposal includes provision for 36 car parking spaces, in accordance with WSCC requirements for the site's proposed operation;
- (iv) Cycle parking, in accordance with the WSCC standards would be provided on-site;
- (v) No changes are proposed to the access or servicing arrangements for the site; and
- (vi) The proposed change of use would result in a reduction of 17 and 16 two-way vehicle movements during the AM and PM peak hours, respectively. A total reduction of 107 two-way vehicle movements is also expected over the course of a typical day, which represents a betterment to the local highway network.

6.1.2 In light of this report, Arun District Council is respectfully asked to confirm that the proposed change of use scheme meets the transport criteria for a Prior Approval application; as there is no material impact or change to the character of traffic in the vicinity of the site as a result of the proposed development.

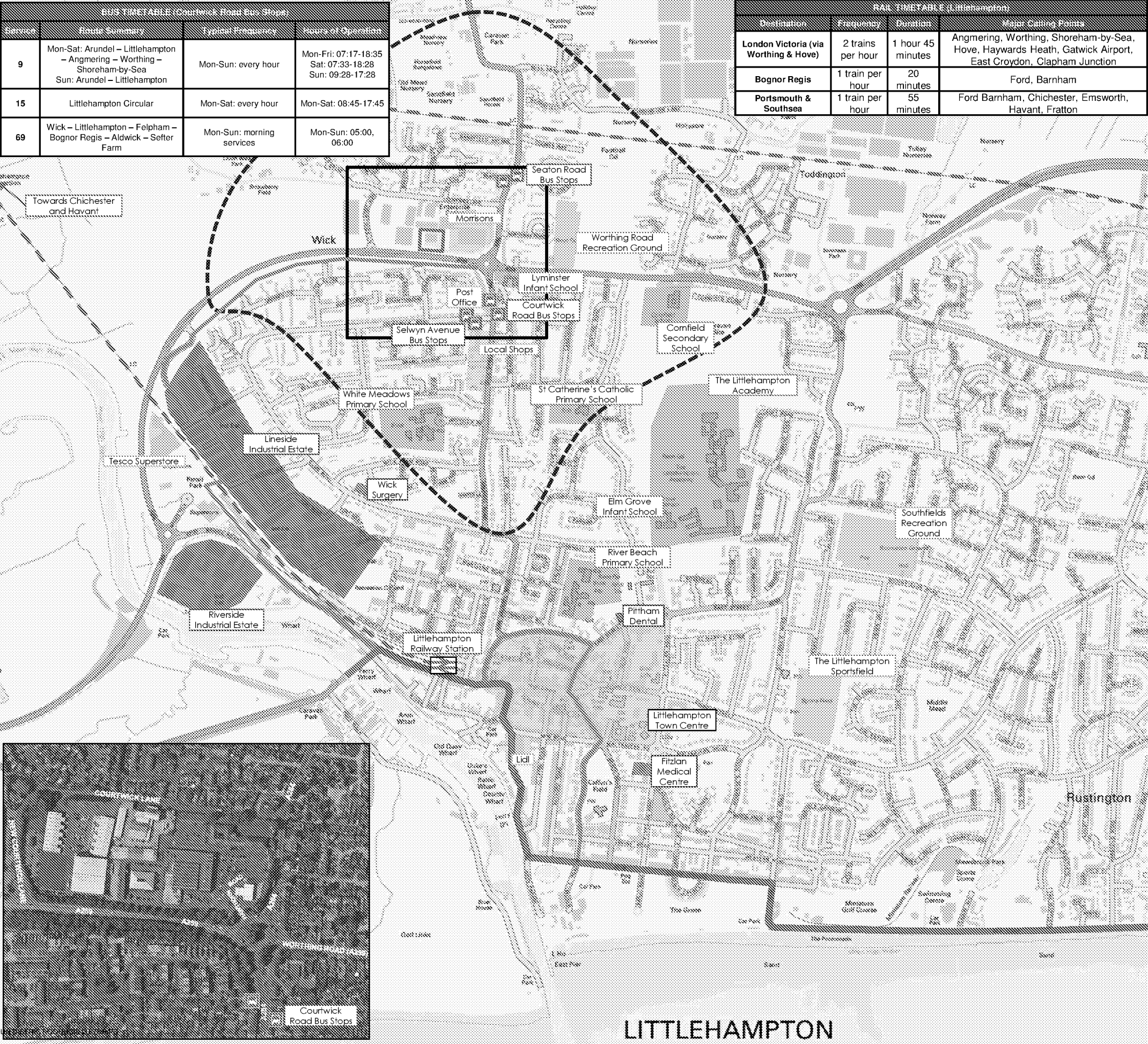
# PLANS

| BUS TIMETABLE (Courtwick Road Bus Stops) |                                                                                                           |                           |                                                              |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------------------------|
| Service                                  | Route Summary                                                                                             | Typical Frequency         | Hours of Operation                                           |
| 9                                        | Mon-Sat: Arundel – Littlehampton – Angmering – Worthing – Shoreham-by-Sea<br>Sun: Arundel – Littlehampton | Mon-Sun: every hour       | Mon-Fri: 07:17-18:35<br>Sat: 07:33-18:28<br>Sun: 09:28-17:28 |
| 15                                       | Littlehampton Circular                                                                                    | Mon-Sat: every hour       | Mon-Sat: 08:45-17:45                                         |
| 69                                       | Wick – Littlehampton – Felpham – Bognor Regis – Aldwick – Setter Farm                                     | Mon-Sun: morning services | Mon-Sun: 05:00, 06:00                                        |

| RAIL TIMETABLE (Littlehampton)        |                   |                   |                                                                                                             |
|---------------------------------------|-------------------|-------------------|-------------------------------------------------------------------------------------------------------------|
| Destination                           | Frequency         | Duration          | Major Calling Points                                                                                        |
| London Victoria (via Worthing & Hove) | 2 trains per hour | 1 hour 45 minutes | Angmering, Worthing, Shoreham-by-Sea, Hove, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction |
| Bognor Regis                          | 1 train per hour  | 20 minutes        | Ford, Barnham                                                                                               |
| Portsmouth & Southsea                 | 1 train per hour  | 55 minutes        | Ford Barnham, Chichester, Emsworth, Havant, Fratton                                                         |

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  CYCLE ROUTES
-  NATIONAL CYCLE ROUTE 2
-  S.C.C.R
-  1KM WALK ISOCHROME
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  INDUSTRIAL



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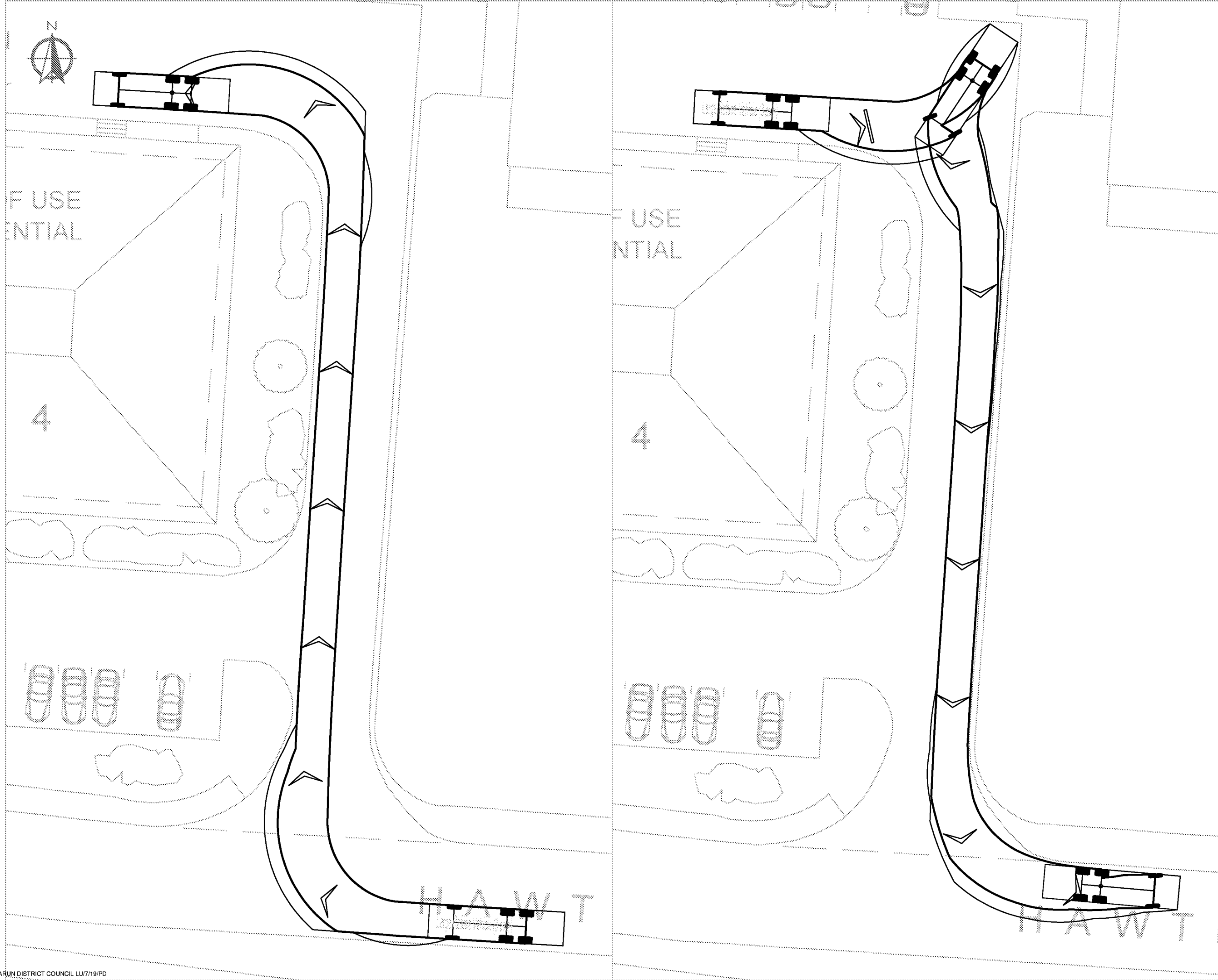
Client: Envision Contracting Ltd

Project: Unit 4, Hawthorn Road,  
Littlehampton

Title: Site Location and Accessibility Plan

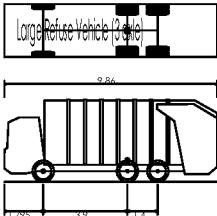
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|---------------------|--------------------|---------------------|-----------|
| Plan No:<br>Plan 01 | Job No:<br>18/4405 | Date:<br>Aug 2018   |           |
| Drawn By:<br>JLM    | Checked By:<br>RLR | Approved By:<br>CMB | Rev:<br>- |

# DRAWINGS



NOTES

A3



Large Refuse Vehicle (3 axle)  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

9.86m  
2.45m  
3.81m  
0.36m  
2.45m  
4.00s  
9.50m

RESIDUAL HAZARDS

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

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

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

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Transport Planning and Infrastructure Design Consultants  
Three Belvedere Drive, Mill Pond Avenue, Mill Lane, Gillingham, Kent ME13 9YU  
Tel: 01424 811161 Fax: 01424 811162 WWW.RGP.CO.UK

Envision Contracting Ltd

Unit 4, Hawthorn Road,  
Littlehampton

Refuse Vehicle  
Swept Path Analysis

|             |               |            |             |
|-------------|---------------|------------|-------------|
| Scale       | Drawn By      | Checked By | Approved By |
| 1:250       | GSE           | KCH        | CMB         |
| Date        | Drawing No    |            | Rev.        |
| August 2018 | 2018/4405/001 |            | -           |

## APPENDIX A

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

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

|                                  |                      |
|----------------------------------|----------------------|
| Ward 1                           | Wick with Toddington |
| District                         | Arun                 |
| Ward 2                           |                      |
| District                         |                      |
| Ward 3                           |                      |
| District                         |                      |
| Ward Tempro Factor 2009-2026     | 1.095580             |
| District Tempro Factor 2009-2026 | 1.067644             |



west  
sussex  
county  
council

Ward Finder

|          |         |      |                           |
|----------|---------|------|---------------------------|
| Postcode | BN177LT | Ward | Wick with Toddington Ward |
|----------|---------|------|---------------------------|

Note:

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

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

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

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

Garages will count as 1 space when allocating spaces.

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

Report Summary Table

| DEVELOPMENT MIX |           |             |                            |                      |
|-----------------|-----------|-------------|----------------------------|----------------------|
| Ref.            | Unit Type | Unit Tenure | Habitable Rooms (Per Unit) | No. of Units (Total) |
| A               | Flats     | Private     | 2                          | 16                   |
| B               | Flats     | Private     | 1                          | 14                   |
| C               |           |             |                            |                      |
| D               |           |             |                            |                      |
| E               |           |             |                            |                      |
| F               |           |             |                            |                      |
| G               |           |             |                            |                      |
| H               |           |             |                            |                      |
| I               |           |             |                            |                      |
| J               |           |             |                            |                      |
| K               |           |             |                            |                      |
| L               |           |             |                            |                      |
| M               |           |             |                            |                      |
| N               |           |             |                            |                      |
| O               |           |             |                            |                      |
| P               |           |             |                            |                      |
| Q               |           |             |                            |                      |
| R               |           |             |                            |                      |
| S               |           |             |                            |                      |
| Total           |           |             |                            | 30                   |

| ALLOCATED PARKING |
|-------------------|
| Spaces (Per Unit) |
| 0                 |
| 0                 |
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## APPENDIX B

Calculation Reference: AUDIT-728001-180806-0858

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

**VEHICLES**Selected regions and areas:

|                                              |        |
|----------------------------------------------|--------|
| <b>02 SOUTH EAST</b>                         |        |
| ES EAST SUSSEX                               | 1 days |
| KC KENT                                      | 1 days |
| SC SURREY                                    | 1 days |
| <b>06 WEST MIDLANDS</b>                      |        |
| WM WEST MIDLANDS                             | 1 days |
| <b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
| WY WEST YORKSHIRE                            | 1 days |
| <b>09 NORTH</b>                              |        |
| DH DURHAM                                    | 1 days |

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

**Secondary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 186 to 2000 (units: sqm)  
 Range Selected by User: 186 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/09/17

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

Selected survey days:

|         |        |
|---------|--------|
| Monday  | 1 days |
| Tuesday | 5 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 6 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town                       | 3 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 1 |
| Commercial Zone  | 1 |
| Residential Zone | 3 |
| No Sub Category  | 1 |

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

RGP Mill Pool House Godalming

Licence No: 728001

**Secondary Filtering selection:**Use Class:

|    |        |
|----|--------|
| B1 | 6 days |
|----|--------|

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

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 75,001 to 100,000  | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 2 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 2 days |
| No  | 4 days |

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 6 days |
|-----------------|--------|

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

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LIST OF SITES relevant to selection parameters

|          |                                    |                             |                       |
|----------|------------------------------------|-----------------------------|-----------------------|
| <b>1</b> | <b>DH-02-A-02</b>                  | <b>CONSTRUCTION COMPANY</b> | <b>DURHAM</b>         |
|          | DURHAM ROAD                        |                             |                       |
|          | NEAR DURHAM                        |                             |                       |
|          | BOWBURN                            |                             |                       |
|          | Edge of Town                       |                             |                       |
|          | Industrial Zone                    |                             |                       |
|          | Total Gross floor area:            | 2000 sqm                    |                       |
|          | Survey date: TUESDAY               | 27/11/12                    | Survey Type: MANUAL   |
| <b>2</b> | <b>ES-02-A-11</b>                  | <b>HOUSING COMPANY</b>      | <b>EAST SUSSEX</b>    |
|          | THE SIDINGS                        |                             |                       |
|          | HASTINGS                           |                             |                       |
|          | ORE VALLEY                         |                             |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |                       |
|          | Residential Zone                   |                             |                       |
|          | Total Gross floor area:            | 186 sqm                     |                       |
|          | Survey date: TUESDAY               | 17/11/15                    | Survey Type: MANUAL   |
| <b>3</b> | <b>KC-02-A-07</b>                  | <b>KCC HIGHWAYS REG.</b>    | <b>KENT</b>           |
|          | KAVELIN WAY                        |                             |                       |
|          | ASHFORD                            |                             |                       |
|          | HENWOOD IND. ESTATE                |                             |                       |
|          | Edge of Town                       |                             |                       |
|          | Commercial Zone                    |                             |                       |
|          | Total Gross floor area:            | 2525 sqm                    |                       |
|          | Survey date: MONDAY                | 05/12/11                    | Survey Type: MANUAL   |
| <b>4</b> | <b>SC-02-A-15</b>                  | <b>ACCOUNTANTS</b>          | <b>SURREY</b>         |
|          | BOXGROVE ROAD                      |                             |                       |
|          | GUILDFORD                          |                             |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |                       |
|          | Residential Zone                   |                             |                       |
|          | Total Gross floor area:            | 1896 sqm                    |                       |
|          | Survey date: TUESDAY               | 05/10/10                    | Survey Type: MANUAL   |
| <b>5</b> | <b>WM-02-A-04</b>                  | <b>OFFICE</b>               | <b>WEST MIDLANDS</b>  |
|          | BOURNVILLE LANE                    |                             |                       |
|          | BIRMINGHAM                         |                             |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |                       |
|          | Residential Zone                   |                             |                       |
|          | Total Gross floor area:            | 1800 sqm                    |                       |
|          | Survey date: TUESDAY               | 10/11/15                    | Survey Type: MANUAL   |
| <b>6</b> | <b>WY-02-A-05</b>                  | <b>OFFICES</b>              | <b>WEST YORKSHIRE</b> |
|          | PIONEER WAY                        |                             |                       |
|          | CASTLEFORD                         |                             |                       |
|          | WHITWOOD                           |                             |                       |
|          | Edge of Town                       |                             |                       |
|          | No Sub Category                    |                             |                       |
|          | Total Gross floor area:            | 1230 sqm                    |                       |
|          | Survey date: TUESDAY               | 23/05/17                    | Survey Type: MANUAL   |

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 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 | 6        | 1338        | 0.474        | 6          | 1338        | 0.087        | 6        | 1338        | 0.561        |
| 07:30 - 08:00 | 6        | 1338        | 0.748        | 6          | 1338        | 0.162        | 6        | 1338        | 0.910        |
| 08:00 - 08:30 | <b>6</b> | <b>1338</b> | <b>1.657</b> | 6          | 1338        | 0.125        | 6        | 1338        | 1.782        |
| 08:30 - 09:00 | 6        | 1338        | 1.259        | 6          | 1338        | 0.062        | 6        | 1338        | 1.321        |
| 09:00 - 09:30 | 6        | 1338        | 0.897        | 6          | 1338        | 0.224        | 6        | 1338        | 1.121        |
| 09:30 - 10:00 | 6        | 1338        | 0.361        | 6          | 1338        | 0.187        | 6        | 1338        | 0.548        |
| 10:00 - 10:30 | 6        | 1338        | 0.399        | 6          | 1338        | 0.274        | 6        | 1338        | 0.673        |
| 10:30 - 11:00 | 6        | 1338        | 0.361        | 6          | 1338        | 0.224        | 6        | 1338        | 0.585        |
| 11:00 - 11:30 | 6        | 1338        | 0.262        | 6          | 1338        | 0.262        | 6        | 1338        | 0.524        |
| 11:30 - 12:00 | 6        | 1338        | 0.274        | 6          | 1338        | 0.274        | 6        | 1338        | 0.548        |
| 12:00 - 12:30 | 6        | 1338        | 0.349        | 6          | 1338        | 0.548        | 6        | 1338        | 0.897        |
| 12:30 - 13:00 | 6        | 1338        | 0.573        | 6          | 1338        | 0.685        | 6        | 1338        | 1.258        |
| 13:00 - 13:30 | 6        | 1338        | 0.735        | 6          | 1338        | 0.312        | 6        | 1338        | 1.047        |
| 13:30 - 14:00 | 6        | 1338        | 0.498        | 6          | 1338        | 0.399        | 6        | 1338        | 0.897        |
| 14:00 - 14:30 | 6        | 1338        | 0.324        | 6          | 1338        | 0.224        | 6        | 1338        | 0.548        |
| 14:30 - 15:00 | 6        | 1338        | 0.324        | 6          | 1338        | 0.386        | 6        | 1338        | 0.710        |
| 15:00 - 15:30 | 6        | 1338        | 0.299        | 6          | 1338        | 0.486        | 6        | 1338        | 0.785        |
| 15:30 - 16:00 | 6        | 1338        | 0.212        | 6          | 1338        | 0.386        | 6        | 1338        | 0.598        |
| 16:00 - 16:30 | 6        | 1338        | 0.312        | 6          | 1338        | 0.997        | 6        | 1338        | 1.309        |
| 16:30 - 17:00 | 6        | 1338        | 0.212        | 6          | 1338        | 1.620        | 6        | 1338        | 1.832        |
| 17:00 - 17:30 | 6        | 1338        | 0.187        | <b>6</b>   | <b>1338</b> | <b>1.832</b> | <b>6</b> | <b>1338</b> | <b>2.019</b> |
| 17:30 - 18:00 | 6        | 1338        | 0.050        | 6          | 1338        | 0.972        | 6        | 1338        | 1.022        |
| 18:00 - 18:30 | 5        | 1359        | 0.074        | 5          | 1359        | 0.309        | 5        | 1359        | 0.383        |
| 18:30 - 19:00 | 5        | 1359        | 0.015        | 5          | 1359        | 0.294        | 5        | 1359        | 0.309        |
| 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:  |          |             | 10.856       |            |             | 11.331       |          |             | 22.187       |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\* FACT. Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 186 - 2000 (units: sqm) |
| Survey date range:                            | 01/01/10 - 11/09/17     |
| Number of weekdays (Monday-Friday):           | 6                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 1                       |
| Surveys manually removed from selection:      | 0                       |

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 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 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 07:30 - 08:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 08:00 - 08:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 08:30 - 09:00 | 6        | 1338        | 0.012        | 6          | 1338        | 0.012        | 6        | 1338        | 0.024        |
| 09:00 - 09:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 09:30 - 10:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 10:00 - 10:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 10:30 - 11:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 11:00 - 11:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 11:30 - 12:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 12:00 - 12:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 12:30 - 13:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 13:00 - 13:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 13:30 - 14:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 14:00 - 14:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 14:30 - 15:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 15:00 - 15:30 | 6        | 1338        | 0.012        | 6          | 1338        | 0.012        | 6        | 1338        | 0.024        |
| 15:30 - 16:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 16:00 - 16:30 | 6        | 1338        | 0.012        | 6          | 1338        | 0.012        | 6        | 1338        | 0.024        |
| 16:30 - 17:00 | 6        | 1338        | 0.012        | 6          | 1338        | 0.000        | 6        | 1338        | 0.012        |
| 17:00 - 17:30 | 6        | 1338        | 0.012        | <b>6</b>   | <b>1338</b> | <b>0.025</b> | <b>6</b> | <b>1338</b> | <b>0.037</b> |
| 17:30 - 18:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 18:00 - 18:30 | <b>5</b> | <b>1359</b> | <b>0.015</b> | 5          | 1359        | 0.015        | 5        | 1359        | 0.030        |
| 18:30 - 19:00 | 5        | 1359        | 0.000        | 5          | 1359        | 0.000        | 5        | 1359        | 0.000        |
| 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:  |          |             | 0.075        |            |             | 0.076        |          |             | 0.151        |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

RGP Mill Pool House Godalming

Licence No: 728001

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 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 | 6        | 1338        | 0.012        | 6          | 1338        | 0.000        | 6        | 1338        | 0.012        |
| 07:30 - 08:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.012        | 6        | 1338        | 0.012        |
| 08:00 - 08:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 08:30 - 09:00 | 6        | 1338        | 0.012        | 6          | 1338        | 0.000        | 6        | 1338        | 0.012        |
| 09:00 - 09:30 | 6        | 1338        | 0.012        | 6          | 1338        | 0.025        | 6        | 1338        | 0.037        |
| 09:30 - 10:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 10:00 - 10:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 10:30 - 11:00 | 6        | 1338        | 0.012        | 6          | 1338        | 0.000        | 6        | 1338        | 0.012        |
| 11:00 - 11:30 | 6        | 1338        | 0.012        | 6          | 1338        | 0.025        | 6        | 1338        | 0.037        |
| 11:30 - 12:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 12:00 - 12:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 12:30 - 13:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 13:00 - 13:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 13:30 - 14:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 14:00 - 14:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 14:30 - 15:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 15:00 - 15:30 | 6        | 1338        | 0.012        | 6          | 1338        | 0.012        | 6        | 1338        | 0.024        |
| 15:30 - 16:00 | 6        | 1338        | 0.037        | 6          | 1338        | 0.025        | 6        | 1338        | 0.062        |
| 16:00 - 16:30 | <b>6</b> | <b>1338</b> | <b>0.050</b> | <b>6</b>   | <b>1338</b> | <b>0.037</b> | <b>6</b> | <b>1338</b> | <b>0.087</b> |
| 16:30 - 17:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.012        | 6        | 1338        | 0.012        |
| 17:00 - 17:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.012        | 6        | 1338        | 0.012        |
| 17:30 - 18:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 18:00 - 18:30 | 5        | 1359        | 0.000        | 5          | 1359        | 0.000        | 5        | 1359        | 0.000        |
| 18:30 - 19:00 | 5        | 1359        | 0.000        | 5          | 1359        | 0.000        | 5        | 1359        | 0.000        |
| 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:  |          |             | 0.159        |            |             | 0.160        |          |             | 0.319        |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\* FACT. Trip rates are then rounded to 3 decimal places.

RGP Mill Pool House Godalming

Licence No: 728001

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 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 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 07:30 - 08:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 08:00 - 08:30 | <b>6</b> | <b>1338</b> | <b>0.012</b> | 6          | 1338        | 0.000        | <b>6</b> | <b>1338</b> | <b>0.012</b> |
| 08:30 - 09:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 09:00 - 09:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 09:30 - 10:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 10:00 - 10:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 10:30 - 11:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 11:00 - 11:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 11:30 - 12:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 12:00 - 12:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 12:30 - 13:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 13:00 - 13:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 13:30 - 14:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 14:00 - 14:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 14:30 - 15:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 15:00 - 15:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 15:30 - 16:00 | 6        | 1338        | 0.000        | <b>6</b>   | <b>1338</b> | <b>0.012</b> | 6        | 1338        | 0.012        |
| 16:00 - 16:30 | 6        | 1338        | 0.012        | 6          | 1338        | 0.000        | 6        | 1338        | 0.012        |
| 16:30 - 17:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 17:00 - 17:30 | 6        | 1338        | 0.000        | 6          | 1338        | 0.000        | 6        | 1338        | 0.000        |
| 17:30 - 18:00 | 6        | 1338        | 0.000        | 6          | 1338        | 0.012        | 6        | 1338        | 0.012        |
| 18:00 - 18:30 | 5        | 1359        | 0.000        | 5          | 1359        | 0.000        | 5        | 1359        | 0.000        |
| 18:30 - 19:00 | 5        | 1359        | 0.000        | 5          | 1359        | 0.000        | 5        | 1359        | 0.000        |
| 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:  |          |             | 0.024        |            |             | 0.024        |          |             | 0.048        |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\* FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-728001-180806-0837

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**VEHICLES**Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | ES EAST SUSSEX                            | 1 days |
|           | HC HAMPSHIRE                              | 1 days |
|           | OX OXFORDSHIRE                            | 1 days |
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
|           | DC DORSET                                 | 1 days |
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | CA CAMBRIDGESHIRE                         | 2 days |
|           | SF SUFFOLK                                | 1 days |
| <b>05</b> | <b>EAST MIDLANDS</b>                      |        |
|           | NT NOTTINGHAMSHIRE                        | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | RI EAST RIDING OF YORKSHIRE               | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | CB CUMBRIA                                | 1 days |
|           | TV TEES VALLEY                            | 1 days |

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

**Secondary Filtering selection:**

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

Parameter: Number of dwellings  
 Actual Range: 14 to 85 (units: )  
 Range Selected by User: 6 to 100 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/17

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 4 days |
| Wednesday | 4 days |
| Thursday  | 1 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 11 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 9 |
| Edge of Town                       | 2 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 7 |
| No Sub Category  | 4 |

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

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**Secondary Filtering selection:**Use Class:

C3 11 days

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

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 3 days |
| 10,001 to 15,000  | 4 days |
| 20,001 to 25,000  | 1 days |
| 25,001 to 50,000  | 2 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 50,001 to 75,000   | 3 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 3 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 8 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 11 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 11 days

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

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LIST OF SITES relevant to selection parameters

|          |                                    |                                  |  |                                 |
|----------|------------------------------------|----------------------------------|--|---------------------------------|
| <b>1</b> | <b>CA-03-C-02</b>                  | <b>BLOCK OF FLATS</b>            |  | <b>CAMBRIDGESHIRE</b>           |
|          | WESTFIELD ROAD                     |                                  |  |                                 |
|          | PETERBOROUGH                       |                                  |  |                                 |
|          | NETHERTON                          |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | No Sub Category                    |                                  |  |                                 |
|          | Total Number of dwellings:         | 44                               |  |                                 |
|          | Survey date: TUESDAY               | 18/10/11                         |  | Survey Type: MANUAL             |
| <b>2</b> | <b>CA-03-C-03</b>                  | <b>BLOCKS OF FLATS</b>           |  | <b>CAMBRIDGESHIRE</b>           |
|          | CROMWELL ROAD                      |                                  |  |                                 |
|          | CAMBRIDGE                          |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | No Sub Category                    |                                  |  |                                 |
|          | Total Number of dwellings:         | 82                               |  |                                 |
|          | Survey date: MONDAY                | 18/09/17                         |  | Survey Type: MANUAL             |
| <b>3</b> | <b>CB-03-C-02</b>                  | <b>BLOCK OF FLATS</b>            |  | <b>CUMBRIA</b>                  |
|          | BRIDGE LANE                        |                                  |  |                                 |
|          | PENRITH                            |                                  |  |                                 |
|          | Edge of Town                       |                                  |  |                                 |
|          | No Sub Category                    |                                  |  |                                 |
|          | Total Number of dwellings:         | 35                               |  |                                 |
|          | Survey date: WEDNESDAY             | 11/06/14                         |  | Survey Type: MANUAL             |
| <b>4</b> | <b>DC-03-C-02</b>                  | <b>FLATS IN BLOCKS</b>           |  | <b>DORSET</b>                   |
|          | PALM COURT                         |                                  |  |                                 |
|          | WEYMOUTH                           |                                  |  |                                 |
|          | SPA ROAD                           |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Number of dwellings:         | 14                               |  |                                 |
|          | Survey date: FRIDAY                | 28/03/14                         |  | Survey Type: MANUAL             |
| <b>5</b> | <b>ES-03-C-01</b>                  | <b>BLOCK OF FLATS</b>            |  | <b>EAST SUSSEX</b>              |
|          | OLD SHOREHAM RD                    |                                  |  |                                 |
|          | BRIGHTON                           |                                  |  |                                 |
|          | HOVE                               |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Number of dwellings:         | 71                               |  |                                 |
|          | Survey date: TUESDAY               | 26/09/17                         |  | Survey Type: MANUAL             |
| <b>6</b> | <b>HC-03-C-02</b>                  | <b>FLATS</b>                     |  | <b>HAMPSHIRE</b>                |
|          | WORTING ROAD                       |                                  |  |                                 |
|          | BASINGSTOKE                        |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Number of dwellings:         | 16                               |  |                                 |
|          | Survey date: THURSDAY              | 21/10/10                         |  | Survey Type: MANUAL             |
| <b>7</b> | <b>NT-03-C-01</b>                  | <b>HOUSES (SPLIT INTO FLATS)</b> |  | <b>NOTTINGHAMSHIRE</b>          |
|          | LAWRENCE WAY                       |                                  |  |                                 |
|          | NOTTINGHAM                         |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | No Sub Category                    |                                  |  |                                 |
|          | Total Number of dwellings:         | 56                               |  |                                 |
|          | Survey date: TUESDAY               | 08/11/16                         |  | Survey Type: MANUAL             |
| <b>8</b> | <b>OX-03-C-01</b>                  | <b>BLOCK OF FLATS</b>            |  | <b>OXFORDSHIRE</b>              |
|          | OXFORD ROAD                        |                                  |  |                                 |
|          | OXFORD                             |                                  |  |                                 |
|          | COWLEY                             |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Number of dwellings:         | 14                               |  |                                 |
|          | Survey date: WEDNESDAY             | 20/10/10                         |  | Survey Type: MANUAL             |
| <b>9</b> | <b>RI-03-C-01</b>                  | <b>FLATS</b>                     |  | <b>EAST RIDING OF YORKSHIRE</b> |
|          | 465 PRIORY ROAD                    |                                  |  |                                 |
|          | HULL                               |                                  |  |                                 |
|          | Edge of Town                       |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Number of dwellings:         | 20                               |  |                                 |
|          | Survey date: TUESDAY               | 13/05/14                         |  | Survey Type: MANUAL             |

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LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                        |                     |
|-----------|------------------------------------|------------------------|---------------------|
| <b>10</b> | <b>SF-03-C-03</b>                  | <b>BLOCKS OF FLATS</b> | <b>SUFFOLK</b>      |
|           | TOLLGATE LANE                      |                        |                     |
|           | BURY ST EDMUNDS                    |                        |                     |
|           | Suburban Area (PPS6 Out of Centre) |                        |                     |
|           | Residential Zone                   |                        |                     |
|           | Total Number of dwellings:         | 30                     |                     |
|           | Survey date: WEDNESDAY             | 03/12/14               | Survey Type: MANUAL |
| <b>11</b> | <b>TV-03-C-02</b>                  | <b>FLATS</b>           | <b>TEES VALLEY</b>  |
|           | ACKLAM ROAD                        |                        |                     |
|           | MIDDLESBROUGH                      |                        |                     |
|           | LINTHORPE                          |                        |                     |
|           | Suburban Area (PPS6 Out of Centre) |                        |                     |
|           | Residential Zone                   |                        |                     |
|           | Total Number of dwellings:         | 85                     |                     |
|           | Survey date: WEDNESDAY             | 29/06/11               | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| CB-03-C-03 | Too little parking     |

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 11       | 42          | 0.066        | 11         | 42          | 0.180        | 11       | 42          | 0.246        |
| 08:00 - 09:00 | 11       | 42          | 0.064        | <b>11</b>  | <b>42</b>   | <b>0.289</b> | 11       | 42          | 0.353        |
| 09:00 - 10:00 | 11       | 42          | 0.105        | 11         | 42          | 0.173        | 11       | 42          | 0.278        |
| 10:00 - 11:00 | 11       | 42          | 0.086        | 11         | 42          | 0.103        | 11       | 42          | 0.189        |
| 11:00 - 12:00 | 11       | 42          | 0.088        | 11         | 42          | 0.088        | 11       | 42          | 0.176        |
| 12:00 - 13:00 | 11       | 42          | 0.092        | 11         | 42          | 0.071        | 11       | 42          | 0.163        |
| 13:00 - 14:00 | 11       | 42          | 0.084        | 11         | 42          | 0.103        | 11       | 42          | 0.187        |
| 14:00 - 15:00 | 11       | 42          | 0.109        | 11         | 42          | 0.103        | 11       | 42          | 0.212        |
| 15:00 - 16:00 | 11       | 42          | 0.137        | 11         | 42          | 0.094        | 11       | 42          | 0.231        |
| 16:00 - 17:00 | 11       | 42          | 0.131        | 11         | 42          | 0.109        | 11       | 42          | 0.240        |
| 17:00 - 18:00 | 11       | 42          | 0.268        | 11         | 42          | 0.103        | 11       | 42          | 0.371        |
| 18:00 - 19:00 | 11       | 42          | 0.167        | 11         | 42          | 0.101        | 11       | 42          | 0.268        |
| 19:00 - 20:00 | <b>2</b> | <b>15</b>   | <b>0.333</b> | 2          | 15          | 0.200        | <b>2</b> | <b>15</b>   | <b>0.533</b> |
| 20:00 - 21:00 | 2        | 15          | 0.100        | 2          | 15          | 0.033        | 2        | 15          | 0.133        |
| 21:00 - 22:00 | 2        | 15          | 0.133        | 2          | 15          | 0.100        | 2        | 15          | 0.233        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.963        |            |             | 1.850        |          |             | 3.813        |

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:           | 14 - 85 (units: )   |
| Survey date range:                            | 01/01/10 - 26/09/17 |
| Number of weekdays (Monday-Friday):           | 11                  |
| 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.*

RGP Mill Pool House Godalming

Licence No: 728001

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

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

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | <b>11</b> | <b>42</b>   | <b>0.006</b> | <b>11</b>  | <b>42</b>   | <b>0.006</b> | <b>11</b> | <b>42</b>   | <b>0.012</b> |
| 08:00 - 09:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 09:00 - 10:00 | 11        | 42          | 0.006        | 11         | 42          | 0.004        | 11        | 42          | 0.010        |
| 10:00 - 11:00 | 11        | 42          | 0.004        | 11         | 42          | 0.006        | 11        | 42          | 0.010        |
| 11:00 - 12:00 | 11        | 42          | 0.006        | 11         | 42          | 0.006        | 11        | 42          | 0.012        |
| 12:00 - 13:00 | 11        | 42          | 0.002        | 11         | 42          | 0.000        | 11        | 42          | 0.002        |
| 13:00 - 14:00 | 11        | 42          | 0.000        | 11         | 42          | 0.002        | 11        | 42          | 0.002        |
| 14:00 - 15:00 | 11        | 42          | 0.006        | 11         | 42          | 0.006        | 11        | 42          | 0.012        |
| 15:00 - 16:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 16:00 - 17:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 17:00 - 18:00 | 11        | 42          | 0.004        | 11         | 42          | 0.004        | 11        | 42          | 0.008        |
| 18:00 - 19:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 19:00 - 20:00 | 2         | 15          | 0.000        | 2          | 15          | 0.000        | 2         | 15          | 0.000        |
| 20:00 - 21:00 | 2         | 15          | 0.000        | 2          | 15          | 0.000        | 2         | 15          | 0.000        |
| 21:00 - 22:00 | 2         | 15          | 0.000        | 2          | 15          | 0.000        | 2         | 15          | 0.000        |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.042        |            |             | 0.042        |           |             | 0.084        |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

RGP Mill Pool House Godalming

Licence No: 728001

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

**OGVS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 11        | 42          | 0.002        | <b>11</b>  | <b>42</b>   | <b>0.004</b> | <b>11</b> | <b>42</b>   | <b>0.006</b> |
| 08:00 - 09:00 | 11        | 42          | 0.000        | 11         | 42          | 0.000        | 11        | 42          | 0.000        |
| 09:00 - 10:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 10:00 - 11:00 | 11        | 42          | 0.000        | 11         | 42          | 0.000        | 11        | 42          | 0.000        |
| 11:00 - 12:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 12:00 - 13:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 13:00 - 14:00 | 11        | 42          | 0.000        | 11         | 42          | 0.000        | 11        | 42          | 0.000        |
| 14:00 - 15:00 | <b>11</b> | <b>42</b>   | <b>0.004</b> | 11         | 42          | 0.002        | 11        | 42          | 0.006        |
| 15:00 - 16:00 | 11        | 42          | 0.002        | 11         | 42          | 0.002        | 11        | 42          | 0.004        |
| 16:00 - 17:00 | 11        | 42          | 0.000        | 11         | 42          | 0.000        | 11        | 42          | 0.000        |
| 17:00 - 18:00 | 11        | 42          | 0.000        | 11         | 42          | 0.000        | 11        | 42          | 0.000        |
| 18:00 - 19:00 | 11        | 42          | 0.000        | 11         | 42          | 0.000        | 11        | 42          | 0.000        |
| 19:00 - 20:00 | 2         | 15          | 0.000        | 2          | 15          | 0.000        | 2         | 15          | 0.000        |
| 20:00 - 21:00 | 2         | 15          | 0.000        | 2          | 15          | 0.000        | 2         | 15          | 0.000        |
| 21:00 - 22:00 | 2         | 15          | 0.000        | 2          | 15          | 0.000        | 2         | 15          | 0.000        |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.014        |            |             | 0.014        |           |             | 0.028        |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

RGP Mill Pool House Godalming

Licence No: 728001

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

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

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 11       | 42          | 0.004     | 11         | 42          | 0.011     | 11       | 42          | 0.015     |
| 08:00 - 09:00 | 11       | 42          | 0.002     | 11         | 42          | 0.013     | 11       | 42          | 0.015     |
| 09:00 - 10:00 | 11       | 42          | 0.000     | 11         | 42          | 0.004     | 11       | 42          | 0.004     |
| 10:00 - 11:00 | 11       | 42          | 0.000     | 11         | 42          | 0.004     | 11       | 42          | 0.004     |
| 11:00 - 12:00 | 11       | 42          | 0.004     | 11         | 42          | 0.006     | 11       | 42          | 0.010     |
| 12:00 - 13:00 | 11       | 42          | 0.004     | 11         | 42          | 0.002     | 11       | 42          | 0.006     |
| 13:00 - 14:00 | 11       | 42          | 0.002     | 11         | 42          | 0.004     | 11       | 42          | 0.006     |
| 14:00 - 15:00 | 11       | 42          | 0.002     | 11         | 42          | 0.002     | 11       | 42          | 0.004     |
| 15:00 - 16:00 | 11       | 42          | 0.009     | 11         | 42          | 0.004     | 11       | 42          | 0.013     |
| 16:00 - 17:00 | 11       | 42          | 0.011     | 11         | 42          | 0.002     | 11       | 42          | 0.013     |
| 17:00 - 18:00 | 11       | 42          | 0.009     | 11         | 42          | 0.004     | 11       | 42          | 0.013     |
| 18:00 - 19:00 | 11       | 42          | 0.011     | 11         | 42          | 0.000     | 11       | 42          | 0.011     |
| 19:00 - 20:00 | 2        | 15          | 0.000     | 2          | 15          | 0.000     | 2        | 15          | 0.000     |
| 20:00 - 21:00 | 2        | 15          | 0.000     | 2          | 15          | 0.000     | 2        | 15          | 0.000     |
| 21:00 - 22:00 | 2        | 15          | 0.000     | 2          | 15          | 0.000     | 2        | 15          | 0.000     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.058     |            |             | 0.056     |          |             | 0.114     |

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.