

**GUERNSEY FARM, YAPTON ROAD,  
YAPTON**

**Proposed Change of Use**

**Transport Statement**

**Prepared on behalf of West Sussex County  
Council**

**20/5650/TS01**

**May 2021**

## DOCUMENT CONTROL

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## 1 INTRODUCTION

- 1.1.1 RGP is instructed by West Sussex County Council to provide highway and transport planning consultancy services in relation to the proposed change of use at Guernsey Farm, Yapton Road, Middleton-on-Sea. The site is located in Arun District Council (ADC) within the administrative boundary of West Sussex County Council (WSCC).
- 1.1.2 Throughout this report 'the site' refers to the land located at the aforementioned address and the 'development' refers to the buildings that are proposed to be converted.
- 1.1.3 The site is situated on the eastern side of Yapton Road located on the northern periphery of Middleton-on-Sea which is a residential town on England's South Coast. The existing site consists of a farm shop (A1 Land Use) and agricultural buildings. The development proposals consist of the change of use of existing buildings to light industrial (Use Class E(g)) and storage and distribution use (Use Class B8). The Architect's site layout plan is attached at **Appendix A**.

## 1.2 Report Structure

- 1.2.1 The main purpose of this Transport Statement (TS) is to assess the impact of the development proposals to provide light industrial (Use Class E(g)) and storage and distribution use (Use Class B8). The report comprises the following section:
- (i) Section 2: Baseline Conditions – Site location and description as to the accessibility credentials of the site and analysis of local accidents;
  - (ii) Section 3: Proposed Development– A review of the proposed scheme including parking requirements;
  - (iii) Section 4: Traffic Generation and Impact – Assess the forecast impact of the development proposals; and
  - (iv) Section 5: Summary and Conclusions.

## 2 BASELINE CONDITIONS

### 2.1 Site Details

2.1.1 The site is situated on the eastern side of Yapton Road which is a semi-rural road located on the northern periphery of Middleton-on-Sea which is a residential town on England's South Coast.

2.1.2 The site is surrounded by undeveloped land, fields and a few residential dwellings situated either side of Yapton Road.

### 2.2 Current Access Arrangements

2.2.1 The site currently comprises a single vehicle access on the eastern side of Yapton Road which provides direct access to the existing on-site car park west of the farm shop frontage. This access is 6m in width allowing two-way vehicle flow. **Photographs 1-3** below show the existing access point as well as demonstrating the clear visibility from the access.



Photograph 1. Existing Vehicle Access



Photograph 2. Visibility to the south at a 2.4m set back from Yaptan Road Carriageway



Photograph 3. Visibility to the north at a 2.4m set back from Yaptan Road Carriageway

## 2.3 Local Highway Network

- 2.3.1 Yapton Road is a semi-rural road that is subject to a speed limit of 30mph in the vicinity of the site and provides access north to Worms Lane (A259) approximately 260m from the site, as well as Silver Birch Drive, Ancion Lane and the continuation of Yapton Road (B2132) via a 4-arm roundabout situated approximately 290m south of the site.
- 2.3.2 Yapton Road (B2132) continues south and provides direct access to Middleton-on-Sea town centre approximately 700m south of the site where a variety of retail facilities and amenities can be found including One Stop Convenience Store, The Beresford Public House, Ye Olde Fish & Chippe Shoppe, Middleton Café and Middleton Sports Club.
- 2.3.3 The A259 comprises a 50mph speed limit and provides access to a wide range of coastal towns and major roads including Littlehampton, Armering, Worthing, Shoreham-by-Sea, Brighton travelling east, as well as north-west to Chichester, Emsworth and the A27.

## 2.4 Accident Data Review

- 2.4.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data was obtained from Sussex Police for the most recent 5-year period from 2016-2021. As shown in **Figure 2.1** overleaf, the study area consists of a 550m section of Yapton Road (B2132), a 150m section of Worms Lane including the following junctions: Yapton Road/Worms Lane (A259), Worms Lane/Worms Lane (A259), Yapton Road (A2132)/Silver Birch Drive/Ancion Lane. **Appendix B** contains the detailed accident report.

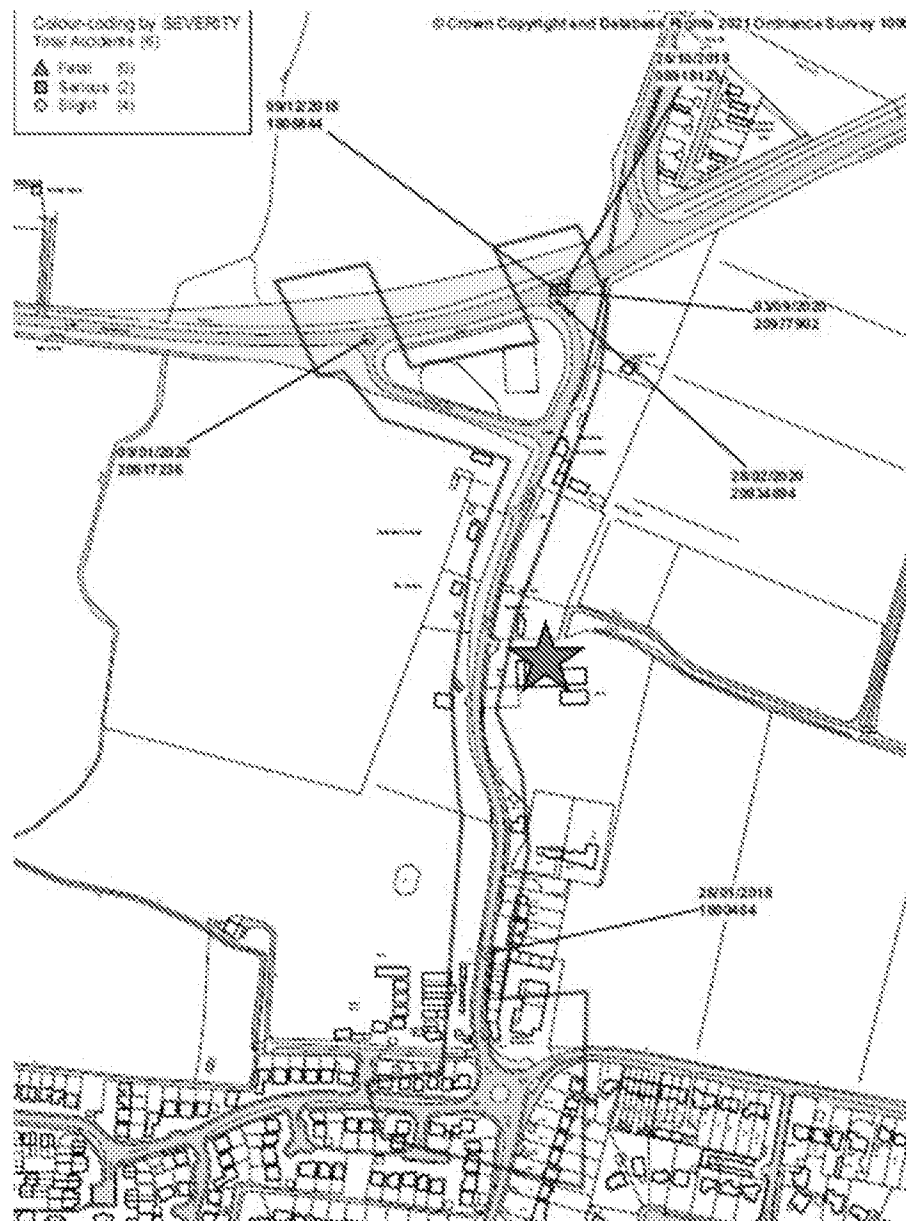


Figure 2.1. Accident Study Area

- 2.4.2 As shown in **Figure 2.1**, there were 2 'serious' and 4 'slight accidents' that occurred within the study area, with the closest accident occurring approximately 230m south of the site access on Yorton Road. Four further accidents occurred at the Yorton Road/Worms Lane (A259) junction approximately 260m north of the site access, and the last accident occurred at the Worms Lane/Worms Lane (A259) junction.

- 2.4.3 The closest accident was recorded as a 'slight' accident (ref: 1800464) consisted of a single vehicle travelling south on Yapton Road that was negotiating a right-hand bend and lost control.
- 2.4.4 The second accident was 'slight' in severity (Ref: 20917236) and occurred at the Yapton Road/Worms Lane (A259) junction. The accident consisted of one car and a motorcycle (>500cc), with the car turning left into the A259 from Worms Lane colliding with a motorcycle travelling west on the A259. The cause of the accident was attributed to the car driver failing to look properly resulting in the motorcyclist sustaining slight injuries.
- 2.4.5 The third accident was 'serious' in severity (Ref: 1806844) and consisted of three cars. The first vehicle was waiting in the right turn lane on Worms Lane (A259) to turn right into Yapton Lane and vehicle two was travelling west; vehicle one turned right into the path of vehicle two causing a collision resulting in vehicle one to spin off into the path of a third vehicle travelling on Yapton Road causing a secondary collision. Causation factors of this accident consisted of a poor turn or manoeuvre and failing to look properly associated with the driver of vehicle one. The driver/passenger of vehicle two sustained serious injuries.
- 2.4.6 The fourth accident (Ref: 20977902) also occurred at the Yapton Road/Worms Lane (A259) junction and was 'serious' in severity. The accident consisted of two cars, with the first car travelling east on the A259 and the second vehicle travelling west-bound on the A259. The first vehicle pulled across the path of vehicle two believing that they were slowing to give-way, however the front of vehicle two collided with vehicle one resulting in the driver of vehicle two sustaining serious injuries. The causes of the accident were associated with vehicle one being careless/reckless/in a hurry, and disobeying give way signs/markings.
- 2.4.7 The fifth accident (Ref: 0891812) consisted of two cars and occurred at the Yapton Road/Worms Lane (A259) junction. One vehicle pulled out of Yapton Road at speed causing another vehicle travelling on Worms Lane (A259) to collide into the emerging vehicle. Both vehicle drivers sustained slight injuries and the cause of the accident was due to the emerging vehicle drive being careless/reckless/in a hurry.
- 2.4.8 The final accident (Ref: 20934894) occurred at the Yapton Road (travelling north)/Worms Lane (A259) junction and consisted of two cars. One vehicle was exiting the A259 on to Yapton Road (travelling north) and collided with a second vehicle. The driver of the second vehicle sustained slight injuries with the accident cause associated with the driver of vehicle one failing to look properly.
- 2.4.9 In summary, it has been identified that four of the six accidents occurred at the Yapton Road/Worms Lane (A259) junction, however, all accidents were due to driver error with no highway hazard/layout issue stated within the Police report.

- 2.4.10 Based on the above assessment, given the number, severity, vehicle types and possible causation factors for the identified accidents it is not considered that there are any underlying road safety issues relating to the condition or layout of the highway that would be exacerbated by the development proposals.

## 2.5 Walking and Cycling

- 2.5.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys for up to 2 kilometres and 5 kilometres respectively.
- 2.5.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenience and safe links are available there is a significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.
- 2.5.3 Yapton Road comprises footways on both sides of the carriageway, with the site access providing direct access to the eastern footway that continues 80m south and travels north to Worms Lane (A259)/bus stops on Yapton Road (B2132). A footway on the western side of Yapton Road begins at the eastern footway terminus where dropped kerbing is present enabling pedestrians to cross Yapton Road and continue travelling south on Yapton Road (B2132) to Middleton-on-Sea town centre via pedestrian crossing facilities at the previously mentioned 4-arm Yapton Road roundabout situated approximately 290m south of the site. All four arms of the roundabout comprise pedestrian crossing facilities that consist of dropped kerbing and central pedestrian refuge.
- 2.5.4 With regard to cycling, National Cycle Route 2 (NCR2) can be accessed approximately 260m north of the site on the A259. NCR2 is a long-distanced on/off-road cycle route that provides access to Littlehampton town centre/railway station c.6km (an 18-minute cycle) east of the site, and travelling west NCR2 provides the route to Bognor Regis seafront.

## 2.6 Bus

- 2.6.1 The closest bus stops to the site are the 'Comet Corner' bus stop located approximately 420m north of the site on Yapton Road (B2132). Bus service 700 can be accessed from these bus stops which provide frequent services to Littlehampton and Chichester.
- 2.6.2 **Figure 2.2** overleaf summarises the typical frequency and hours of operation for bus service 700 that calls at the Comet Corner bus stops. Notably, both bus stops benefit from bus signs and displayed timetable information.

| Service | Route Summary                             | Typical frequency                          | Hours of Operation                                           |
|---------|-------------------------------------------|--------------------------------------------|--------------------------------------------------------------|
| 700     | Littlehampton – Bognor Regis – Chichester | Mon-Fri: 20 minutes<br>Sat-Sun: 30 minutes | Mon-Fri: 05:34-22:46<br>Sat: 06:13-22:46<br>Sun: 07:59-21:08 |

**Figure 2.2. Bus Timetable Summary**

2.6.3 Further details of bus services in Middleton-on-Sea can be found at [www.traveline.info](http://www.traveline.info).

## 2.7 Rail

2.7.1 The nearest railway station to the site is Bognor Regis railway station approximately 6km (an 18-minute cycle) south-west of the site can be accessed by HCR2. Bognor Regis Station is managed by Southern and provides access to a good range of destinations including London Victoria, Horsham, Littlehampton and Barnham.

2.7.2 Figure 2.3 below provides a summary of services from Bognor Regis railway station.

| Destination                 | Typical Frequency | Journey Time      |
|-----------------------------|-------------------|-------------------|
| Barnham                     | 1 train per hour  | 6 minutes         |
| Littlehampton               | 1 train per hour  | 18 minutes        |
| London Victoria via Horsham | 2 trains per hour | 1 hour 46 minutes |

**Figure 2.3. Rail services from Bognor Regis Station**

2.7.3 As mentioned previously, bus service 700 provides access to Littlehampton railway station (a 13-minute journey from the site) facilitating access to additional trains travelling to Brighton and Portsmouth & Southsea. Further information regarding route and timetable information can be found at: [www.nationalrail.co.uk](http://www.nationalrail.co.uk).

## 2.8 Summary of Baseline Conditions

2.8.1 The above review demonstrates that the site is accessible by modes of travel other than the private car. In particular, cycling and bus travel what has the potential to reduce reliance upon the private car.

2.8.2 It is therefore considered that the site's location accords with the guiding principles of the NPPF as well as WSCC's Local Transport Plan 3 (2011-2026).

## 3 DEVELOPMENT PROPOSALS

- 3.1.1 The development proposals consist of the change of use of the site from 117sqm of A1 Land Use (existing farm shop) and 746sqm of existing agricultural buildings, to 863sqm of light industrial (Use Class E(g)) and storage and distribution use (Use Class B8).

### 3.2 Site Access

- 3.2.1 The existing site access is 6m in width with a 10.1m bellmouth radii. The access currently enables simultaneous two-way vehicle flow onto Yapton Road and has the potential for a 7.5t panel van (2.2m in width) and a refuse vehicle (2.5m in width) to enter the access as a car is exiting the site. Notably, it is considered that an articulated vehicle would not visit the site and the largest delivery vehicle regularly accessing the site would be a 7.5t panel van which can easily access and egress the site.

- 3.2.2 As such, it is considered that the proposed access arrangements are appropriate to serve the development proposals.

### 3.3 Speed Survey and Visibility

- 3.3.1 In order to establish baseline speeds on Yapton Road, a 7-day Automatic Traffic Count (ATC) speed survey was conducted on 6<sup>th</sup> March – 12<sup>th</sup> March 2021 (inclusive) in order to ascertain the 85<sup>th</sup> percentile speeds on Yapton Road. Unfortunately, the ATC obtained a puncture in the afternoon of March 10<sup>th</sup> 2021, producing three full days of reliable data inclusive of two weekdays (Monday 7<sup>th</sup> and Tuesday 8<sup>th</sup> March 2021). Guidance outlined in Design Manual for Roads and Bridges: CA 185 Vehicle Speed Measurement (2019) document specifies the following: “2.7. Spot speed and journey speed measurements shall comprise a minimum of two individual speed measurement periods, undertaken on different days of the week, and at different times of the day.” As such, the two weekdays (Monday 7<sup>th</sup> and Tuesday 8<sup>th</sup> March 2021) is appropriate be used to assess vehicle speeds on Yapton Road.

- 3.3.2 Furthermore, whilst the survey has been undertaken during national travel restrictions, the speed data is considered to be representative assessment of the upper end of the normal traffic speeds on Yapton Road and therefore its use in deriving visibility splays is appropriate.

- 3.3.3 Survey results of Monday 7<sup>th</sup> and Tuesday 8<sup>th</sup> March 2021 are presented in **Appendix C** to this report and a summary of the results are shown in **Figure 3.1** overleaf.

| Direction of Travel | Recorded 85 <sup>th</sup> percentile speed | MfS required visibility (adjusted for bonnet length) |
|---------------------|--------------------------------------------|------------------------------------------------------|
| Northbound          | 35.8 mph                                   | 55.4m                                                |
| Southbound          | 35.8 mph                                   | 55.4m                                                |

**Figure 3.1. Yaptan Road ATC Summary (March 2021)**

3.3.4 The information in **Figure 3.1** indicated that the 85<sup>th</sup> percentile speeds recorded on Yaptan Road equates to 35.8mph in both directions. The 85<sup>th</sup> percentile speeds are below 40mph and therefore Manual for Streets (MfS) formulae are appropriate to determine the stopping distances required.

3.3.5 As shown in **Drawing 2020/5650/001** attached hereto, the visibility requirement of 55.4m north and south on Yaptan Road is achievable to the nearside kerb at a 2.4m set back at the site access with no obstruction.

3.3.6 Within the visibility splays, all landscaping would be maintained at a maximum height of 600mm so as not to obstruct sightlines. All of the land within the visibility splays is within the publicly maintained highway as confirmed by WSCC (an extract plan is contained within **Appendix D**).

### 3.4 Parking Provision

3.4.1 Arun District Council's (ADC) Parking Standards Supplementary Planning Document (SPD) was published in January 2020, providing the overarching guidance for the District. The ADC parking standards draws upon guidance published by WSCC within its 2019 parking standards. The following parking requirements would be appropriate for the development proposals.

| Land Use      | Vehicular Parking Standards                                            | Cycle Parking Standards                                           | No. Spaces Recommended                               |
|---------------|------------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------|
| B1 (Business) | 1 space per 30sqm. Up to threshold of 500sqm in less accessible areas. | 1 space per 150sqm for staff and 1 space per 500sqm for visitors  | 17 vehicle parking spaces and 8 cycle parking spaces |
| B8 (Storage)  | 1 space per 100sqm                                                     | 1 space per 500sqm for staff and 1 space per 1000sqm for visitors | 9 vehicle parking spaces and 3 cycle parking spaces  |

**Figure 3.2. Recommended Car Parking Provision (ADC Parking Standards)**

3.4.2 As shown in **Figure 3.2**, it is recommended that the proposed site comprising 863sqm of B1c/B8 Land Use provides the requirement of between 9 and 17 vehicle parking spaces, and 3 and 8 cycle parking spaces.

- 3.4.3 It is notable that the car parking standards for B1 (Business) land use generalised the provision for offices, research and development centres as well as light industrial land use. It is typically known that offices produce a higher trip rate than a light industrial land use and therefore it is considered appropriate that a car parking provision between 9 and 17 car parking spaces is provided to accommodate for a vehicle trip rate more suited to an industrial land use. As such, the provision of 13 car parking spaces would be provided on-site.
- 3.4.4 With regard to cycle parking provision, the higher provision of 8 cycle parking spaces is considered appropriate for the development proposals due to the short distance of the site to National Cycle Route 2.

## 4 TRIP GENERATION & TRAFFIC IMPACT

- 4.1.1 The development proposals consist of the change of use of the site from 117sqm of A1 Land Use (existing farm shop) and 746sqm of existing agricultural buildings, to 863sqm of light industrial (Use Class E(g)) and storage and distribution use (Use Class B8).

### 4.2 Existing Traffic Generation

- 4.2.1 With regard to the 746sqm of existing agricultural buildings, it is not considered that many vehicle trips would arrive and depart the site on a regular basis, though it is acknowledged that the land use would still produce traffic. As such, it is considered appropriate that the existing agricultural buildings would produce a maximum of up to 4 two-way vehicle movements per day which would consist of one delivery vehicle and one car/van.

- 4.2.2 In terms of calculating the traffic impact for the existing farm shop, the TRICS Database (industry standard tool for deriving trip generation) has been interrogated to forecast a trip rate comparable to the existing uses on site.

- 4.2.3 Notably, TRICS separates retail land use into sub-categories that produce a trip rate similar to the development proposals including examples such as 'Food Superstore', 'DIY Superstore – With Garden Centre', 'Garden Centre', 'Shopping Centre – Local Shops', 'Convenience Store' and more. Amongst the provided sub-categories, it is considered that a 'Garden Centre' land use is the most relevant land use producing the most accurate trip rate in terms of opening hours and frequency of customer visitations. As such, the following filtering parameters were used to develop a relevant trip rate (Full TRICS Outputs are attached at **Appendix E**):

- (i) Land Use – Retail (Garden Centre);
- (ii) Regions – England (excluding Greater London, Ireland, Wales and Scotland);
- (iii) Scale – up to 10,000sqm.
- (iv) Date Range – 2012 Onwards.
- (v) Count Type – Manual.
- (vi) Selected Days – Weekdays.

- (vii) Selected Locations – Suburban Area, Edge of Town, Neighbourhood Centre, Free Standing.

| Trip Rate – Per 100sqm                     |          |            |               |
|--------------------------------------------|----------|------------|---------------|
| Time Period                                | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)                 | 0.258    | 0.077      | 0.335         |
| PM Peak Hour (17:00-18:00)                 | 0.264    | 0.471      | 0.735         |
| Daily 12hr (07:00-19:00)                   | 9.270    | 9.391      | 18.661        |
| Traffic Generation – 117sqm of A1 Land Use |          |            |               |
| Time Period                                | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)                 | 0        | 0          | 0             |
| PM Peak Hour (17:00-18:00)                 | 0        | 1          | 1             |
| Daily 12hr (07:00-19:00)                   | 11       | 11         | 22            |

**Figure 4.1. Existing Traffic Generation (117sqm farm shop)**

- 4.2.4 As shown in **Figure 4.1**, a 117sqm farm shop is could produce no two-way vehicle movements in the AM peak hour, 1 two-way vehicle movements in the PM peak hour, and 22 two-way vehicle movements over the course of a typical day.
- 4.2.5 Combining the daily vehicle trip generations for the existing agricultural buildings and farm shop, the existing total traffic generation would be 26 two-way vehicle trips over the course of a typical day.

### 4.3 Proposed Traffic Generation

- 4.3.1 With regard to the proposed trip generation and traffic impact, a traffic generation assessment has been undertaken to understand the impact the proposed development could have on the local highway network.
- 4.3.2 Notably, the TRICS database refers to light industrial land use as the formerly known B1c land use, as such, the following section will refer to B1c (light industrial) land use.
- 4.3.3 The following filtering parameters were used to develop a relevant trip rate (Full TRICS Outputs are attached at **Appendix F**):

- (i) Land Use – Employment (Industrial Unit)
- (ii) Regions – England (excluding Greater London, Ireland, Wales and Scotland).
- (iii) Scale – up to 10,000sqm.
- (iv) Date Range – 2013 Onwards.

- (v) Count Type – Manual.
- (vi) Selected Days – Weekdays.
- (vii) Selected Locations – Suburban Area, Edge of Town, Neighbourhood Centre.

| Trip Rate – Per 100sqm                                                                           |          |            |               |
|--------------------------------------------------------------------------------------------------|----------|------------|---------------|
| Time Period                                                                                      | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)                                                                       | 0.533    | 0.198      | 0.731         |
| PM Peak Hour (17:00-18:00)                                                                       | 0.168    | 0.420      | 0.588         |
| Daily 12hr (07:00-19:00)                                                                         | 3.952    | 4.050      | 8.002         |
| Traffic Generation – 863sqm of B1c (light industrial) and B8 (Storage and Distribution) Land Use |          |            |               |
| Time Period                                                                                      | Arrivals | Departures | Total Two-Way |
| AM Peak Hour (08:00-09:00)                                                                       | 5 (1)    | 2          | 7 (1)         |
| PM Peak Hour (17:00-18:00)                                                                       | 1        | 4          | 5             |
| Daily 12hr (07:00-19:00)                                                                         | 34 (5)   | 35 (6)     | 69 (11)       |
| Numbers within brackets are other goods vehicle trips                                            |          |            |               |

**Figure 4.2. Proposed TRICS Outputs (863sqm of B1c light industrial and B8 Storage and Distribution Land Use)**

- 4.3.4 As shown in **Figure 4.2**, 863sqm of light industrial and B8 Storage and Distribution Land Use is forecast to produce 7 two-way vehicle movements in the AM peak hour, 5 two-way vehicle trips in the PM peak hour, and 69 two-way vehicle movements over the course of a typical day. With regard to other goods vehicle trips, the development proposals would produce 1 two-way other goods vehicle trips in the AM peak hour and 11 two-way other goods vehicle trips over the course of a typical day. Notably, the other good vehicle trips are included within the forecast traffic generation of 69 daily two-way trips (i.e. 58 car trips and 11 others goods vehicle trips).

#### 4.4 Net Traffic Impact

- 4.4.1 To determine if the proposed site could have any material impact on the local highway network, it is considered appropriate to compare the previously permitted use and proposed site uses in terms of traffic generation as shown in **Figure 4.3**.

| Time Period                                           | Arrivals | Departures | Total Two-Way |
|-------------------------------------------------------|----------|------------|---------------|
| AM Peak Hour (08:00-09:00)                            | +5 (+1)  | +2         | +7 (+1)       |
| PM Peak Hour (17:00-18:00)                            | +1       | +3         | +5            |
| Daily 12hr (07:00-19:00)                              | +23 (+5) | +24 (+6)   | +47 (+11)     |
| Numbers within brackets are other goods vehicle trips |          |            |               |

**Figure 4.3. Net Traffic Impact**

- 4.4.2 As shown in **Figure 4.3**, it is predicted that the proposed development would produce a net increase of 7 two-way vehicle movements in the AM peak hour, a net increase of 5 two-way vehicle movements in the PM peak hour, and a net increase of 47 two-way vehicle movements over the course of a typical day. With regard to other goods vehicle trips, the development proposals would produce 1 two-way other goods vehicle trips in the AM peak hour and 11 two-way other goods vehicle trips over the course of a typical day.
- 4.4.3 Due to the site's excellent connection to the local highway network including direct access to the A259, it is considered that the proposed level of traffic increase would not result in a discernible material impact, and it is likely that other goods vehicles travelling to/from the site would travel on the A259 dissipating the larger vehicles away from the residents in Middleton-on-Sea located south of the site and would certainly not amount to a severe impact as defined by the NPPF.

## 5 SUMMARY AND CONCLUSIONS

5.1.1 RGP is commissioned by West Sussex County Council to advise on highway and transportation matters in relation to the proposed change of use at Guernsey Farm, Yapton Road, Middleton-on-Sea. The site is located within the administrative boundaries of West Sussex County Council (WSCC) as Highway Authority and Arun District Council (ADC) as Local Planning Authority. The following conclusions have been made:

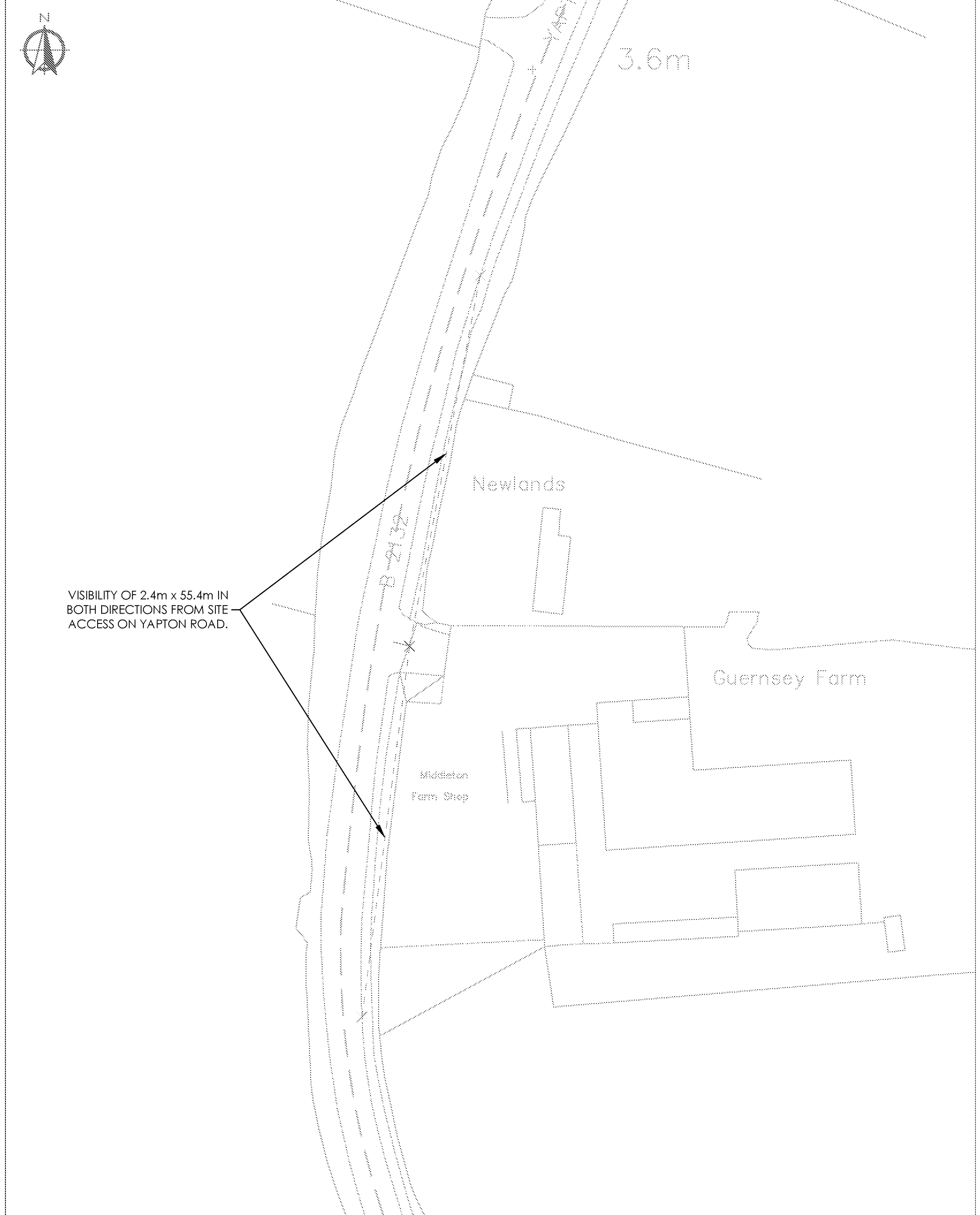
- (i) The site is located on the northern periphery of Middleton-on-Sea town with good accessibility credentials including sustainable travel modes such as walking, cycling and rail;
- (ii) The current access arrangements are considered appropriate to serve the proposed development;
- (iii) The proposed parking provision for the site is in accordance with the recommended 13 car parking spaces and 8 cycle parking spaces as specified by ADC's parking standards; and
- (iv) The development proposals are likely to generate an additional 47 two-way vehicle movements (inclusive of 11 other goods vehicle trips) over the course of a typical day. This increase in vehicles is considered minimal and would not make a material impact on the local highway conditions.

### 5.2 Concluding Remarks

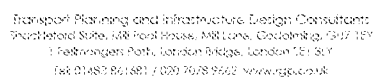
5.2.1 In conclusion, the National Planning Policy Framework (February 2019) Section 109 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." This report has established that the development would not result in a significant impact on the surrounding highway network.

5.2.2 In light of the above and the preceding assessment, it is therefore reasonable to conclude that the transport network servicing the site is appropriate, subject to the measure put forward in this document and others to support sustainable travel. The Development can therefore be considered appropriate with reference to policies provided at a local, regional and national level, including those within the NPPF.

## DRAWINGS



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



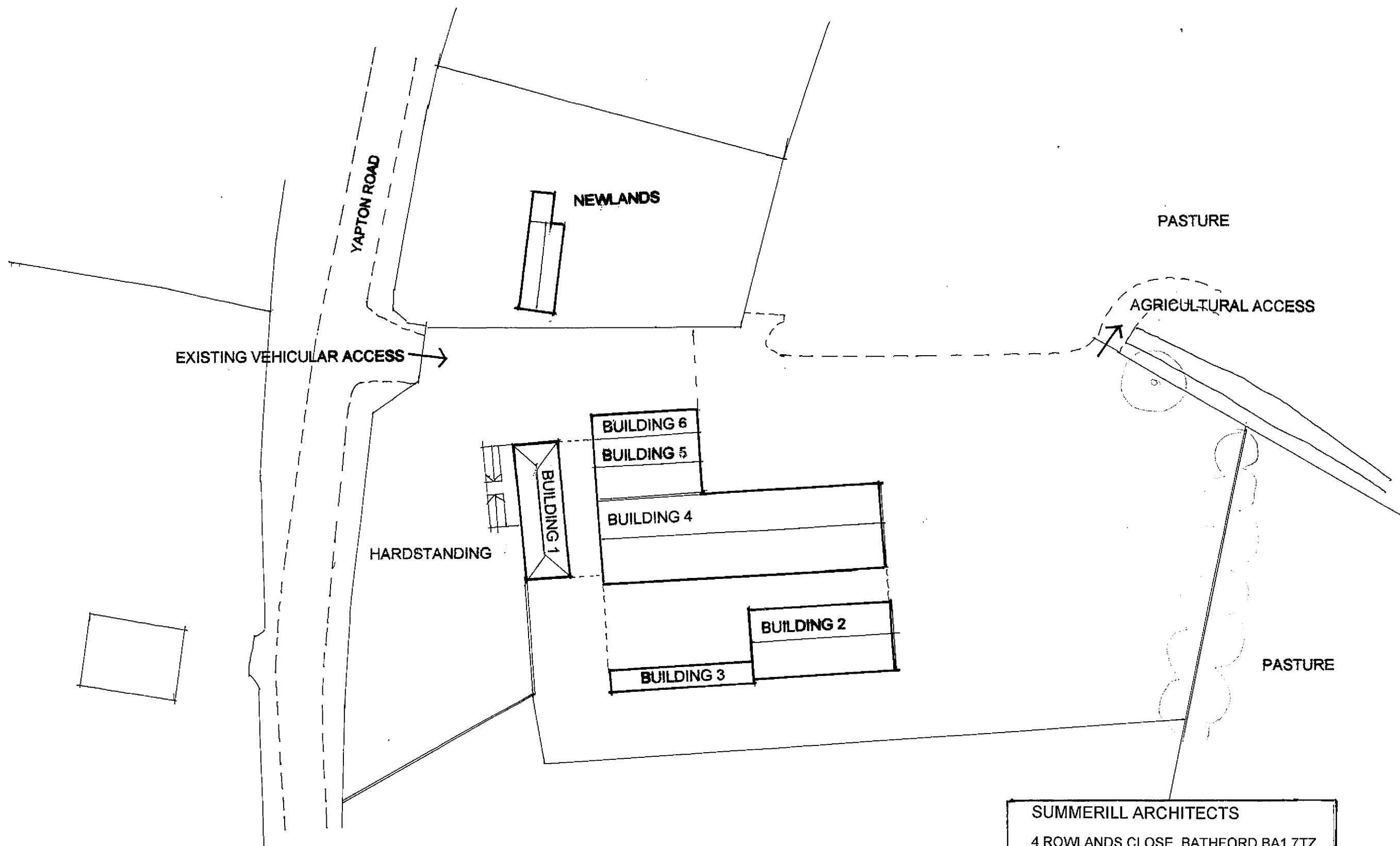
in addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

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

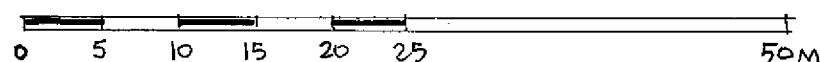
[illegible]

|                                                            |                |                  |                                                                                       |
|------------------------------------------------------------|----------------|------------------|---------------------------------------------------------------------------------------|
| Client<br>Sturt & Parker                                   |                |                  |                                                                                       |
| Project<br>Guernsey Farm, Yapton Road,<br>Middleton-on-Sea |                |                  |                                                                                       |
| Drawing Title<br>Viability Studies                         |                |                  |                                                                                       |
| Drawing No.<br>2020/5450/001                               |                |                  | Rev.<br>P1                                                                            |
| Scale<br>1:500                                             | Drawn by<br>GE | Checked by<br>JM |  |

## APPENDIX A



**BLOCK PLAN** SCALE 1:500 @ A3



SUMMERILL ARCHITECTS

4 ROWLANDS CLOSE, BATHFORD BA1 7TZ

[vivienne@summerill.com](mailto:vivienne@summerill.com)

Drawing Ref: 2056- Pol

Date: March 2021

**PROPOSED CHANGE OF USE OF EXISTING BUILDINGS  
TO STORAGE, DISTRIBUTION & LIGHT INDUSTRIAL AT  
GUERNSEY FARM, YAPTON ROAD, MIDDLETON ON SEA**

## APPENDIX B

# Yapton Road – Middleton-on-Sea – RGP

Collision report 01/02/2016 – 31/01/2021

Date produced  
03 March 2021

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

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

**Sussex Safer Roads**  
**PARTNERSHIP**

Safer Roads  
Safer Communities  
Sharing the Responsibility

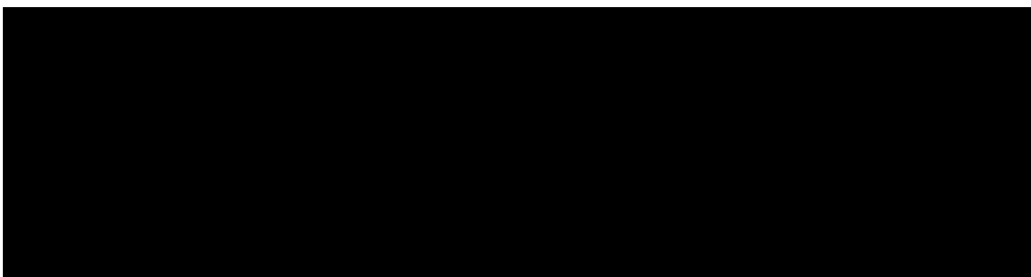
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

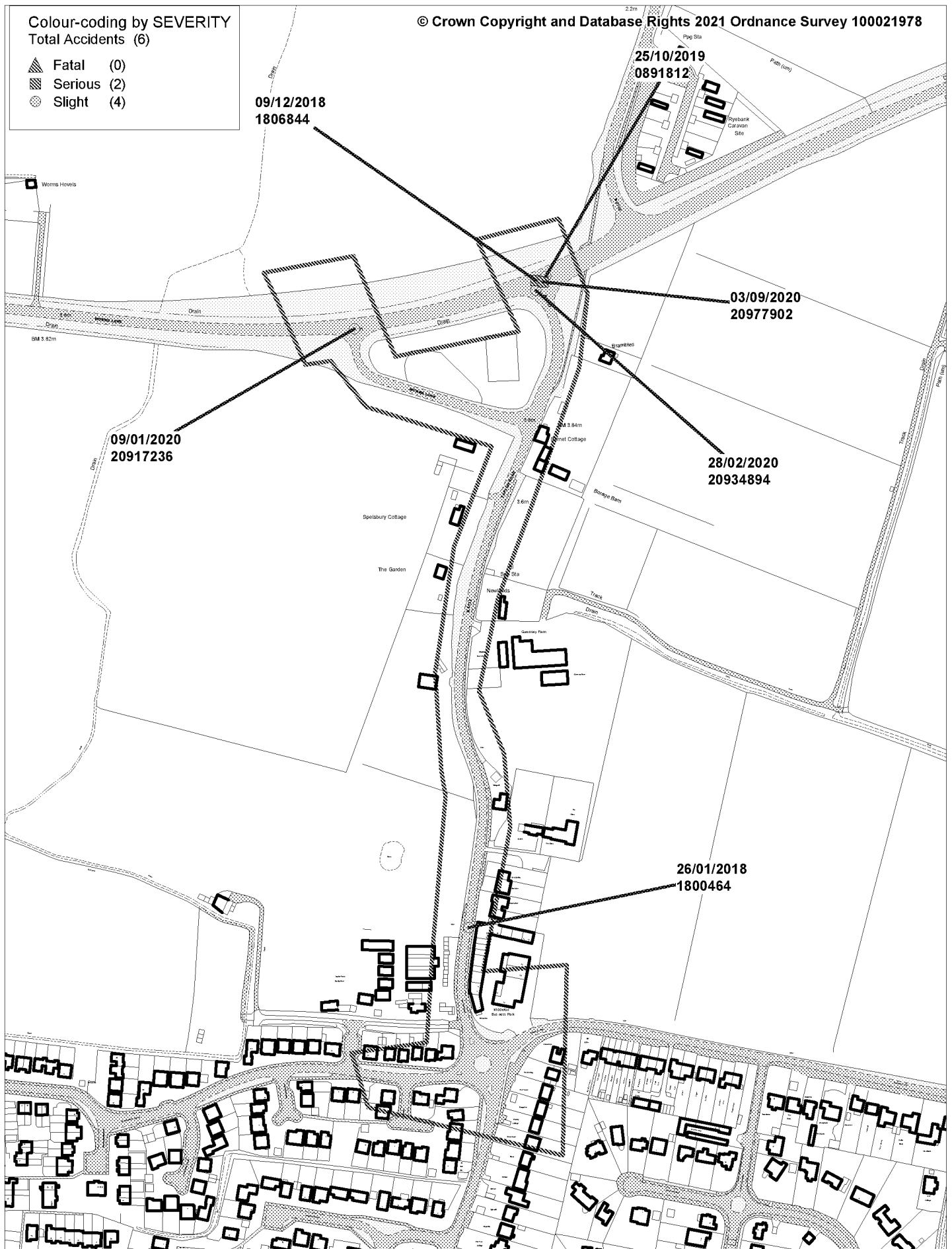
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:



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- |                                                                                   |         |     |
|-----------------------------------------------------------------------------------|---------|-----|
|  | Fatal   | (0) |
|  | Serious | (2) |
|  | Slight  | (4) |



Her Majesty's Office (c) Crown Copyright

**Surex Safe Road**

**Yapton Road, Middleton-on-Sea**  
**Collision Dates 01/02/2016 - 31/01/2021**  
**RGP**

|             |            |
|-------------|------------|
| SCALE       | 1 : 3500   |
| DATE        | 03/03/2021 |
| DRAWING No. |            |
| DRAWN BY    |            |
|             |            |

Details of Personal Injury Accidents for Period - 01/02/2016 to 31/01/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1800464 Friday B2132 YAPTON ROAD MIDDLETON Veh 1 Car Going ahead RH bend N to SW Dri M 23 Slight  
26/01/2018 66M NORTH OF U ANCTON LANE  
R1: B 2132 1954hrs  
Darkness: street lights present a  
E 497,431 Dry  
N 100,785 Fine without high winds  
30 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

SINGLE VEHICLE TRAVELLING SOUTH ALONG YAPTON ROAD, NEGOTIATED A SLIGHT RIGHT HAND BEND AND LOST CONTROL.

0891812 Friday GREVATTS LANE (A259) AT Veh 1 Car Turning right S to NE Dri F 73 Slight  
25/10/2019 JUNCTION WITH YAPTON ROAD Veh 2 Car Going ahead NE to SW Dri M 32 Slight  
R1: A 259 1708hrs (B2132)  
R2: B 2132 Darkness: street lights present a  
E 497,485 Wet/Damp  
N 101,241 Fine with high winds  
50 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

V1 PULLED OUT FROM YAPTON RD ONTO WORMS LANE (A259) AT SPEED DIRECTLY INTO THE PATH OF ONCOMING V2. V2 ATTEMPTED TO AVOID V1 BY PULLING TO THE RIGHT BUT A COLLISION WAS UNAVOIDABLE. BOTH DRIVERS COMPLAINED OF LEG PAIN.

20917236 Thursday WORMS LANE (A259) AT JUNCTION Veh 1 Car Turning left S to W  
09/01/2020 WITH YAPTON ROAD Veh 2 M/C > 500 cc Going ahead E to W Dri M 40 Slight  
R1: A 259 0846hrs  
R2: U Daylight: street lights present  
E 497,351 Wet/Damp  
N 101,204 Raining without high winds  
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 APPROACHED JUNCTION FROM WORMS LANE, MIDDLETON, ONTO MAIN A259 LITTLEHAMPTON ROAD. V1 TURNED LEFT TOWARDS BOGNOR COLLIDING WITH V2 WHICH WAS TRAVELLING WEST CAUSING V2 TO CROSS THE CARRIAGEWAY ONTO THE VERGE.

Details of Personal Injury Accidents for Period - 01/02/2016 to 31/01/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20934894 Friday YAPTON ROAD (B2132) NEAR Junction with Worms Lane (A259) Veh 1 Car Turning right S to NE  
28/02/2020 Junction with Worms Lane (A259) Veh 2 Car Going ahead SW to NE Dri F 24 Slight  
R1: B 2132 0825hrs  
R2: A 259 Daylight:street lights present  
E 497,478 Wet/Damp  
N 101,231 Raining without high winds  
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLE 1 WAS PULLING OUT OF A JUNCTION A259 V YAPTON ROAD ( COMMETS CORNER ) WHEN SHE COLLIDED WITH VEHICLE 2

1806844 Sunday A259 WORMS LANE YAPTON AT Junction of B2132 YAPTON ROAD Veh 1 Car Turning right W to S Dri F 23 Slight  
09/12/2018 Junction of B2132 YAPTON ROAD Veh 2 Car Going ahead E to W Dri M 78 Slight  
R1: A 259 1445hrs Veh 2 Car Going ahead E to W FSP F 83 Serious  
R2: B 2132 Daylight:street lights present Veh 3 Car Going ahead W to E FSP F 63 Slight  
E 497,478 Wet/Damp Veh 3 Car Going ahead W to E Dri F 35 Slight  
N 101,238 Fine without high winds  
50 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

VEHICLE ONE WENT INTO JUNCTION FILTER LANE TO TURN RIGHT. VEHICLE TWO HEADING WEST. UNKNOWN REASON VEHICLE ONE TURNED RIGHT INFRONT OF VEHICLE TWO CAUSING COLLISION. VEHICLE ONE SPUN NORTH CAUSING VEHICLE THREE TO BRAKE HARD AND COLLIDE WITH VEHICLE ONE.

20977902 Thursday GREVATTS LANE (A259) AT Junction with YAPTON ROAD Veh 1 Car Turning right W to S  
03/09/2020 Junction with YAPTON ROAD Veh 2 Car Going ahead NE to SW Dri M 71 Serious  
R1: A 259 1507hrs  
R2: B 2132 Daylight:street lights present  
E 497,483 Dry  
N 101,237 Fine without high winds  
50 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Disobeyed Give Way or Stop sign or markings

Vehicle 1

Very Likely

V1 IS TRAVELLING EB ON THE A259, BOGNOR REGIS WITHIN PROXIMITY OF A JUNCTION KNOWN COLLOQUIALLY AS 'COMET CORNER'. V2 IS TRAVELLING WB. BOTH VEHICLES ARE DRIVING WITHIN THE SPEED LIMIT AND THE DRIVING CONDITIONS ARE GOOD. V1 INDICATES AND PULLS IN TO A TURN OFF LANE ON THE OFFSIDE. V1 SLOWS DOWN TO APPROXIMATELY 10MPH. THE DRIVER OF V1 LOOKS INTO THE OPPOSING CARRIAGEWAY AND OBSERVES ONE VEHICLE SLOWING IN PREPARATION TO GIVE WAY. DRIVER OF V1 BELIEVES THE CARRIAGEWAY TO BE CLEAR. V1 PULLS CROSS THE CARRIAGEWAY. V2 MAKES FRONTAL CONTACT TO THE NEARSIDE OF V1. V2 COMPLETES A 270 DEGREE SPIN, V1 ROCKS AND MOVES SLIGHTLY. SIDE AIRBAGS IN V1 DEPLOY, FRONT AIRBAGS DEPLOY IN V2. BOTH DRIVERS EXIT THE VEHICLES. THE DRIVER OF V2 ALLEGED TENDERNESS AND SUSPECTED BRUISING TO RIGHT SIDE OF CHEST. CONVEYED TO HOSPITAL AS A PRECAUTIONARY MEASURE.

## APPENDIX C

YAPTON ROAD, MIDDLETON-ON-SEA NORTHBOUND



modaldata.com

Globals

|                     |                                     |
|---------------------|-------------------------------------|
| Report ID           | CustomList-35                       |
| Descriptor          | Modal Dir2                          |
| Created by          | MetroCount Traffic Executive        |
| Creation Time (UTC) | 2021-03-15T09:17:25                 |
| Legal               | Copyright (c)1997 - 2019 MetroCount |
| Graphic             |                                     |
| Language            | English                             |
| Country             | United Kingdom                      |
| Time                | UTC + 0 min                         |
| Create Version      | 5.0.7.0                             |
| Metric              | Part metric                         |
| Speed Unit          | mph                                 |
| Length Unit         | metre                               |
| Mass Unit           | tonne                               |

Dataset

|                |                                                                                               |
|----------------|-----------------------------------------------------------------------------------------------|
| Site Name      | Middleton-on-Sea                                                                              |
| Site Attribute | ATC 9                                                                                         |
| File Name      | C:\Users\richardmoore\Desktop\ATC 9 - Middleton-on-Sea\Middleton-on-Sea 0 2021-03-15 0913.EC0 |
| File Type      | Plus                                                                                          |
| Algorithm      | Factory default axle                                                                          |
| Descriptor     | Yapton Road                                                                                   |
| Lane           | 0                                                                                             |
| Direction      | 7                                                                                             |
| Direction Text | 7 - North bound A B, South bound B A.                                                         |
| Layout Text    | Axle sensors - Paired (Class/Speed/Count)                                                     |
| Setup Time     | 2021-03-05T09:02:45                                                                           |
| Start Time     | 2021-03-05T09:02:45                                                                           |
| End Time       | 2021-03-15T09:12:45                                                                           |
| Operator       | RM                                                                                            |
| Configuration  | 80 00 14 6a 6a 00 00 00 00 00                                                                 |

Profile

|                   |                                                                         |
|-------------------|-------------------------------------------------------------------------|
| Name              | Default Profile                                                         |
| Title             | MetroCount Traffic Executive                                            |
| Graphic Logo      |                                                                         |
| Header            |                                                                         |
| Footer            |                                                                         |
| Percentile 1      | 85                                                                      |
| Percentile 2      | 95                                                                      |
| Face              | 10                                                                      |
| Filter Start      | 2021-03-06T00:00:00                                                     |
| Filter End        | 2021-03-13T00:00:00                                                     |
| Class Scheme      | VRX                                                                     |
| Class             | Cls(1-12, 14-15) Dir(AB) Sp(5,100) Headway(J0) Span(0 - 100) Lane(0-16) |
| Low Speed         | 5                                                                       |
| High Speed        | 100                                                                     |
| Project Code      | \$\$\$                                                                  |
| Speed Units       |                                                                         |
| Separation        | 0.000                                                                   |
| Separation Type   | Headway                                                                 |
| Direction         | AB                                                                      |
| Encoded Direction | 15                                                                      |

**NORTHBOUND**

# MODAL

Monday, 08 March 2021

[illegible]

**NORTHBOUND**

# MODAL

modaldata.com

[illegible]

YAPTON ROAD, MIDDLETON-ON-SEA

NORTHBOUND

Report Id - CustomList-35  
Site Name - Middleton-on-Sea  
Description - Yapton Road  
Direction - AB



Grand Total

| Time | Cls  | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Cls | Total | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Mean | Vpp |
|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| [--  | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15    |      | 5    | 10   | 15   | 20   | 25   | 30   | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | 75   |      |      | 85  |
|      |      |     |     |     |     |     |     |     |     |     |     |     |     |     |       | 10   | 15   | 20   | 25   | 30   | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | 75   | 80   |      |      |      |     |
| --   | 7875 | 35  | 679 | 16  | 24  | 2   | 2   | 0   | 2   | 0   | 0   | 0   | 51  | 133 | 8819  | 10   | 115  | 123  | 499  | 2560 | 3780 | 1434 | 237  | 48   | 8    | 4    | 1    | 0    | 0    | 0    | 31.2 | 35.8 |      |     |

YAPTON ROAD, MIDDLETON-ON-SEA

SOUTHBOUND



Globals

|                     |                                     |
|---------------------|-------------------------------------|
| Report ID           | CustomList-35                       |
| Descriptor          | Modal Dir2                          |
| Created by          | MetroCount Traffic Executive        |
| Creation Time (UTC) | 2021-03-15T09:20:57                 |
| Legal               | Copyright (c)1997 - 2019 MetroCount |
| Graphic             |                                     |
| Language            | English                             |
| Country             | United Kingdom                      |
| Time                | UTC + 0 min                         |
| Create Version      | 5.0.7.0                             |
| Metric              | Part metric                         |
| Speed Unit          | mph                                 |
| Length Unit         | metre                               |
| Mass Unit           | tonne                               |

Dataset

|                |                                                                                               |
|----------------|-----------------------------------------------------------------------------------------------|
| Site Name      | Middleton-on-Sea                                                                              |
| Site Attribute | ATC 9                                                                                         |
| File Name      | C:\Users\richardmoore\Desktop\ATC 9 - Middleton-on-Sea\Middleton-on-Sea 0 2021-03-15 0913.EC0 |
| File Type      | Plus                                                                                          |
| Algorithm      | Factory default axle                                                                          |
| Description    | Yapton Road                                                                                   |
| Lane           | 0                                                                                             |
| Direction      | 7                                                                                             |
| Direction Text | 7 - North bound A B, South bound B A.                                                         |
| Layout Text    | Axle sensors - Paired (Class/Speed/Count)                                                     |
| Setup Time     | 2021-03-05T09:02:45                                                                           |
| Start Time     | 2021-03-05T09:02:45                                                                           |
| End Time       | 2021-03-15T09:12:45                                                                           |
| Operator       | RM                                                                                            |
| Configuration  | 80 00 14 6a 6a 00 00 00 00 00                                                                 |

Profile

|                   |                                                                         |
|-------------------|-------------------------------------------------------------------------|
| Name              | Default Profile                                                         |
| Title             | MetroCount Traffic Executive                                            |
| Graphic Logo      |                                                                         |
| Header            |                                                                         |
| Footer            |                                                                         |
| Percentile 1      | 85                                                                      |
| Percentile 2      | 95                                                                      |
| Face              | 10                                                                      |
| Filter Start      | 2021-03-06T00:00:00                                                     |
| Filter End        | 2021-03-13T00:00:00                                                     |
| Class Scheme      | VRX                                                                     |
| Class             | Cls(1-12, 14-15) Dir(BA) Sp(5,100) Headway(J0) Span(0 - 100) Lane(0-16) |
| Low Speed         | 5                                                                       |
| High Speed        | 100                                                                     |
| Project Code      | \$\$\$                                                                  |
| Speed Units       |                                                                         |
| Separation        | 0.000                                                                   |
| Separation Type   | Headway                                                                 |
| Direction         | BA                                                                      |
| Encoded Direction | 15                                                                      |

**SOUTHBOUND**

# MODAL

modaldata.com

| Time | C1s | C2s | C3s | C4s | C5s | C6s | C7s | C8s | C9s | C10s | C11s | C12s | C13s | C14s | C15s | Total | V1m | V2m | V3m | V4m | V5m | V6m | V7m | V8m | V9m | V10m | V11m | V12m | V13m | V14m | V15m | Mean | Vpp  |    |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|----|
| [    | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10   | 11   | 12   | 13   | 14   | 15   |       | 5   | 10  | 15  | 20  | 25  | 30  | 35  | 40  | 45  | 50   | 55   | 60   | 65   | 70   | 75   | 80   |      | 85 |
|      |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |       | 10  | 15  | 20  | 25  | 30  | 35  | 40  | 45  | 50  | 55   | 60   | 65   | 70   | 75   | 80   |      |      |    |
| 0000 | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 0   | 0   | 0   | 2   | 1   | 3   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30   | -  |
| 0100 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | -    | -  |
| 0200 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | -    | -  |
| 0300 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | -    | -  |
| 0400 | 3   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 4     | 0   | 0   | 1   | 0   | 1   | 1   | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 30.3 | -    | -  |
| 0500 | 5   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 6     | 0   | 0   | 0   | 1   | 1   | 0   | 2   | 2   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 35   | -    | -  |
| 0600 | 21  | 0   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 24    | 0   | 0   | 0   | 0   | 4   | 12  | 5   | 3   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 33.8 | 29.4 | -  |
| 0700 | 63  | 0   | 15  | 0   | 2   | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 2    | 83    | 0   | 2   | 0   | 0   | 28  | 32  | 19  | 2   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 31.7 | 16.9 | -  |
| 0800 | 125 | 1   | 23  | 0   | 0   | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 151   | 1   | 0   | 0   | 4   | 49  | 73  | 24  | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 31.3 | 15.1 | -  |
| 0900 | 115 | 1   | 19  | 1   | 1   | 0   | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 2    | 140   | 1   | 0   | 3   | 5   | 35  | 75  | 17  | 3   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 31.3 | 15.2 | -  |
| 1000 | 112 | 1   | 23  | 1   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 138   | 0   | 0   | 1   | 4   | 50  | 62  | 19  | 2   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 31.2 | 15.3 | -  |
| 1100 | 167 | 2   | 16  | 0   | 0   | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 1    | 187   | 0   | 2   | 0   | 5   | 64  | 87  | 26  | 2   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 31.5 | 15.1 | -  |
| 1200 | 166 | 2   | 24  | 0   | 0   | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 2    | 195   | 0   | 3   | 2   | 3   | 55  | 92  | 38  | 2   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 31.5 | 16.2 | -  |
| 1300 | 152 | 0   | 20  | 0   | 1   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 3    | 4    | 180   | 0   | 1   | 4   | 12  | 43  | 96  | 22  | 2   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 30.9 | 14.8 | -  |
| 1400 | 177 | 2   | 21  | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 1    | 0    | 0    | 201   | 0   | 1   | 0   | 9   | 61  | 94  | 29  | 6   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 31.6 | 36   | -  |
| 1500 | 211 | 1   | 17  | 1   | 1   | 0   | 0   | 0   | 0   | 0    |      |      |      |      |      |       |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |    |

**SOUTHBOUND**

# MODAL

Tuesday, 09 March 2021

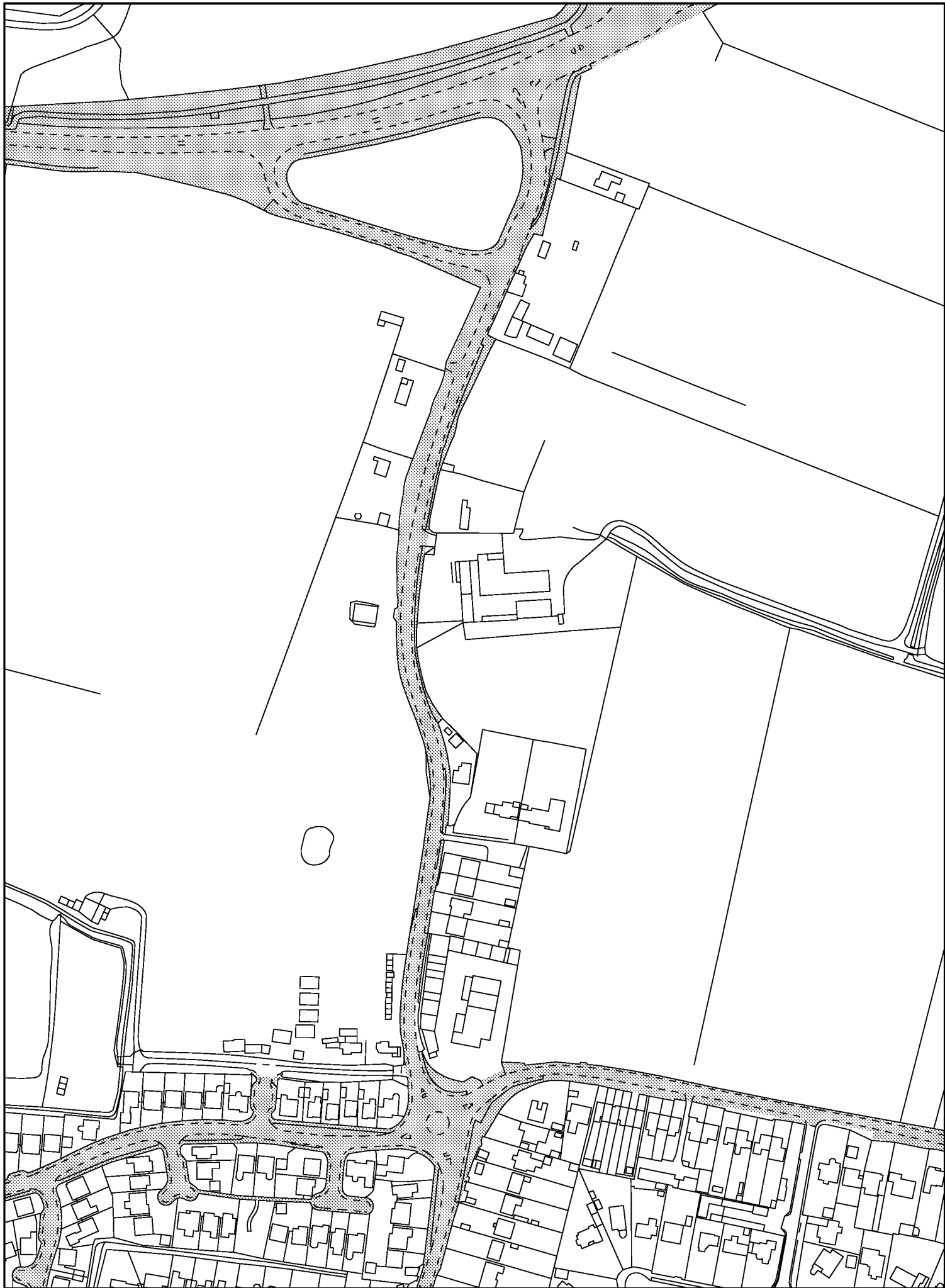
| Time | C1s | C2s | C3s | C4s | C5s | C6s | C7s | C8s | C9s | C10s | C11s | C12s | C13s | C14s | C15s | Total | V1m | V2m | V3m | V4m | V5m | V6m | V7m | V8m | V9m | V10m | V11m | V12m | V13m | V14m | V15m | V16m | V17m | V18m | V19m | V20m | V21m | V22m | V23m | V24m | V25m | V26m | V27m | V28m | V29m | V30m | V31m | V32m | V33m | V34m | V35m | V36m | V37m | V38m | V39m | V40m | V41m | V42m | V43m | V44m | V45m | V46m | V47m | V48m | V49m | V50m | V51m | V52m | V53m | V54m | V55m | V56m | V57m | V58m | V59m | V60m | V61m | V62m | V63m | V64m | V65m | V66m | V67m | V68m | V69m | V70m | V71m | V72m | V73m | V74m | V75m | V76m | V77m | V78m | V79m | V80m | V81m | V82m | V83m | V84m | V85m | V86m | V87m | V88m | V89m | V90m | V91m | V92m | V93m | V94m | V95m | V96m | V97m | V98m | V99m | V100m | Mean | Vpp |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| [s]  | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10   | 11   | 12   | 13   | 14   | 15   |       | 5   | 10  | 15  | 20  | 25  | 30  | 35  | 40  | 45  | 50   | 55   | 60   | 65   | 70   | 75   | 80   |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## SOUTHBOUND

MODAL  
modaldata.com

| Time | Chs  | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Chs | Total | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Mean | Vpp  |      |    |
|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 1--  | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15    |      | 5    | 10   | 15   | 20   | 25   | 30   | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | 75   |      | 85 |
|      |      |     |     |     |     |     |     |     |     |     |     |     |     |     |       | 10   | 15   | 20   | 25   | 30   | 35   | 40   | 45   | 50   | 55   | 60   | 65   | 70   | 75   | 80   |      |      |    |
| ~    | 7852 | 29  | 786 | 21  | 18  | 4   | 4   | 1   | 3   | 0   | 0   | 0   | 47  | 83  | 8848  | 4    | 78   | 85   | 343  | 2414 | 4165 | 1498 | 220  | 31   | 8    | 2    | 0    | 0    | 0    | 0    | 31.6 | 35.8 |    |

## APPENDIX D



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ARJIN WEST SUSSEX COUNTY COUNCIL Licence No. 100023447

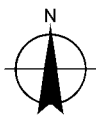
## Planning Services

Highways Transport and Planning Place Services

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

Date: 08/03/2021

Scale: 1:2,500



## APPENDIX E

Calculation Reference: AUDIT-728001-210420-0422

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 01 - RETAIL  
 Category : H - GARDEN CENTRE

**TOTAL VEHICLES**Selected regions and areas:

|           |                       |        |
|-----------|-----------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>     |        |
|           | EX ESSEX              | 1 days |
|           | SC SURREY             | 1 days |
| <b>08</b> | <b>NORTH WEST</b>     |        |
|           | GM GREATER MANCHESTER | 1 days |
| <b>09</b> | <b>NORTH</b>          |        |
|           | DH DURHAM             | 1 days |

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 1600 to 5831 (units: sqm)  
 Range Selected by User: 744 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/06/19

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 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)       | 1 |
| Edge of Town                             | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |
| Free Standing (PPS6 Out of Town)         | 1 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 1 |
| Village          | 1 |
| Out of Town      | 1 |
| 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.*

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**Secondary Filtering selection:**Use Class:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 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  | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 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 | 1 days |
| 1.1 to 1.5 | 3 days |

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

Petrol filling station:

|                                           |        |
|-------------------------------------------|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 4 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

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 4 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-01-H-01</b>                        | <b>GARDEN CENTRE</b> | <b>DURHAM</b>             |
|          | STOCKTON ROAD                            |                      |                           |
|          | NEAR SEAHAM                              |                      |                           |
|          | COLD HESLEDON                            |                      |                           |
|          | Free Standing (PPS6 Out of Town)         |                      |                           |
|          | Out of Town                              |                      |                           |
|          | Total Gross floor area:                  | 3060 sqm             |                           |
|          | Survey date: SATURDAY                    | 25/05/19             | Survey Type: MANUAL       |
| <b>2</b> | <b>EX-01-H-01</b>                        | <b>GARDEN CENTRE</b> | <b>ESSEX</b>              |
|          | STRAIGHT ROAD                            |                      |                           |
|          | NEAR COLCHESTER                          |                      |                           |
|          | BOXTED                                   |                      |                           |
|          | Neighbourhood Centre (PPS6 Local Centre) |                      |                           |
|          | Village                                  |                      |                           |
|          | Total Gross floor area:                  | 5831 sqm             |                           |
|          | Survey date: SATURDAY                    | 19/05/18             | Survey Type: MANUAL       |
| <b>3</b> | <b>GM-01-H-06</b>                        | <b>GARDEN CENTRE</b> | <b>GREATER MANCHESTER</b> |
|          | CHURCH STREET                            |                      |                           |
|          | BOLTON                                   |                      |                           |
|          | WESTHOUGHTON                             |                      |                           |
|          | Edge of Town                             |                      |                           |
|          | No Sub Category                          |                      |                           |
|          | Total Gross floor area:                  | 1600 sqm             |                           |
|          | Survey date: SATURDAY                    | 08/06/13             | Survey Type: MANUAL       |
| <b>4</b> | <b>SC-01-H-01</b>                        | <b>GARDEN CENTRE</b> | <b>SURREY</b>             |
|          | BURWOOD ROAD                             |                      |                           |
|          | HERSHAM                                  |                      |                           |
|          | Suburban Area (PPS6 Out of Centre)       |                      |                           |
|          | Residential Zone                         |                      |                           |
|          | Total Gross floor area:                  | 5020 sqm             |                           |
|          | Survey date: SATURDAY                    | 08/06/19             | 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 01 - RETAIL/H - GARDEN CENTRE

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 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 | 1        | 3060        | 0.065        | 1          | 3060        | 0.065        | 1        | 3060        | 0.130        |
| 08:00 - 09:00 | 4        | 3878        | 0.258        | 4          | 3878        | 0.077        | 4        | 3878        | 0.335        |
| 09:00 - 10:00 | 4        | 3878        | 0.716        | 4          | 3878        | 0.322        | 4        | 3878        | 1.038        |
| 10:00 - 11:00 | 4        | 3878        | 0.974        | 4          | 3878        | 0.825        | 4        | 3878        | 1.799        |
| 11:00 - 12:00 | 4        | 3878        | 1.160        | 4          | 3878        | 1.064        | 4        | 3878        | 2.224        |
| 12:00 - 13:00 | <b>4</b> | <b>3878</b> | <b>1.457</b> | 4          | 3878        | 1.315        | <b>4</b> | <b>3878</b> | <b>2.772</b> |
| 13:00 - 14:00 | 4        | 3878        | 1.257        | 4          | 3878        | 1.367        | 4        | 3878        | 2.624        |
| 14:00 - 15:00 | 4        | 3878        | 1.315        | <b>4</b>   | <b>3878</b> | <b>1.444</b> | 4        | 3878        | 2.759        |
| 15:00 - 16:00 | 4        | 3878        | 1.122        | 4          | 3878        | 1.225        | 4        | 3878        | 2.347        |
| 16:00 - 17:00 | 4        | 3878        | 0.670        | 4          | 3878        | 1.006        | 4        | 3878        | 1.676        |
| 17:00 - 18:00 | 4        | 3878        | 0.264        | 4          | 3878        | 0.471        | 4        | 3878        | 0.735        |
| 18:00 - 19:00 | 2        | 4040        | 0.012        | 2          | 4040        | 0.210        | 2        | 4040        | 0.222        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 9.270        |            |             | 9.391        |          |             | 18.661       |

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:           | 1600 - 5831 (units: sqm) |
| Survey date range:                            | 01/01/13 - 08/06/19      |
| Number of weekdays (Monday-Friday):           | 0                        |
| Number of Saturdays:                          | 4                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE

**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 - 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 | 1        | 3060        | 0.000        | 1          | 3060        | 0.000        | 1        | 3060        | 0.000        |
| 08:00 - 09:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 09:00 - 10:00 | <b>4</b> | <b>3878</b> | <b>0.006</b> | <b>4</b>   | <b>3878</b> | <b>0.006</b> | <b>4</b> | <b>3878</b> | <b>0.012</b> |
| 10:00 - 11:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 11:00 - 12:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 12:00 - 13:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 13:00 - 14:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 14:00 - 15:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 15:00 - 16:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 16:00 - 17:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 17:00 - 18:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 18:00 - 19:00 | 2        | 4040        | 0.000        | 2          | 4040        | 0.000        | 2        | 4040        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.006        |            |             | 0.006        |          |             | 0.012        |

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

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE

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 - 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 | 1        | 3060        | 0.000        | 1          | 3060        | 0.000        | 1        | 3060        | 0.000        |
| 08:00 - 09:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 09:00 - 10:00 | <b>4</b> | <b>3878</b> | <b>0.006</b> | 4          | 3878        | 0.000        | <b>4</b> | <b>3878</b> | <b>0.006</b> |
| 10:00 - 11:00 | 4        | 3878        | 0.000        | <b>4</b>   | <b>3878</b> | <b>0.006</b> | 4        | 3878        | 0.006        |
| 11:00 - 12:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 12:00 - 13:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 13:00 - 14:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 14:00 - 15:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 15:00 - 16:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 16:00 - 17:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 17:00 - 18:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 18:00 - 19:00 | 2        | 4040        | 0.000        | 2          | 4040        | 0.000        | 2        | 4040        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.006        |            |             | 0.006        |          |             | 0.012        |

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

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE

**PSVS****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 - 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 | 1        | 3060     | 0.000     | 1          | 3060        | 0.000        | 1        | 3060        | 0.000        |
| 08:00 - 09:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 09:00 - 10:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 10:00 - 11:00 | 4        | 3878     | 0.000     | <b>4</b>   | <b>3878</b> | <b>0.006</b> | <b>4</b> | <b>3878</b> | <b>0.006</b> |
| 11:00 - 12:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 12:00 - 13:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 13:00 - 14:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 14:00 - 15:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 15:00 - 16:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 16:00 - 17:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 17:00 - 18:00 | 4        | 3878     | 0.000     | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 18:00 - 19:00 | 2        | 4040     | 0.000     | 2          | 4040        | 0.000        | 2        | 4040        | 0.000        |
| 19:00 - 20:00 |          |          |           |            |             |              |          |             |              |
| 20:00 - 21:00 |          |          |           |            |             |              |          |             |              |
| 21:00 - 22:00 |          |          |           |            |             |              |          |             |              |
| 22:00 - 23:00 |          |          |           |            |             |              |          |             |              |
| 23:00 - 24:00 |          |          |           |            |             |              |          |             |              |
| Total Rates:  |          |          | 0.000     |            |             | 0.006        |          |             | 0.006        |

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 01 - RETAIL/H - GARDEN CENTRE

**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 - 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 | 1        | 3060        | 0.000        | 1          | 3060        | 0.000        | 1        | 3060        | 0.000        |
| 08:00 - 09:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 09:00 - 10:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 10:00 - 11:00 | <b>4</b> | <b>3878</b> | <b>0.290</b> | 4          | 3878        | 0.000        | 4        | 3878        | 0.290        |
| 11:00 - 12:00 | 4        | 3878        | 0.026        | <b>4</b>   | <b>3878</b> | <b>0.297</b> | <b>4</b> | <b>3878</b> | <b>0.323</b> |
| 12:00 - 13:00 | 4        | 3878        | 0.019        | 4          | 3878        | 0.039        | 4        | 3878        | 0.058        |
| 13:00 - 14:00 | 4        | 3878        | 0.045        | 4          | 3878        | 0.045        | 4        | 3878        | 0.090        |
| 14:00 - 15:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 15:00 - 16:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 16:00 - 17:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 17:00 - 18:00 | 4        | 3878        | 0.000        | 4          | 3878        | 0.000        | 4        | 3878        | 0.000        |
| 18:00 - 19:00 | 2        | 4040        | 0.000        | 2          | 4040        | 0.000        | 2        | 4040        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.380        |            |             | 0.381        |          |             | 0.761        |

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 01 - RETAIL/H - GARDEN CENTRE

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 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 | 1        | 3060        | 0.033        | 1          | 3060        | 0.033        | 1        | 3060        | 0.066        |
| 08:00 - 09:00 | 4        | 3878        | 0.226        | 4          | 3878        | 0.052        | 4        | 3878        | 0.278        |
| 09:00 - 10:00 | 4        | 3878        | 0.658        | 4          | 3878        | 0.277        | 4        | 3878        | 0.935        |
| 10:00 - 11:00 | 4        | 3878        | 0.819        | 4          | 3878        | 0.651        | 4        | 3878        | 1.470        |
| 11:00 - 12:00 | 4        | 3878        | 1.025        | 4          | 3878        | 0.948        | 4        | 3878        | 1.973        |
| 12:00 - 13:00 | <b>4</b> | <b>3878</b> | <b>1.322</b> | 4          | 3878        | 1.180        | <b>4</b> | <b>3878</b> | <b>2.502</b> |
| 13:00 - 14:00 | 4        | 3878        | 1.122        | <b>4</b>   | <b>3878</b> | <b>1.270</b> | 4        | 3878        | 2.392        |
| 14:00 - 15:00 | 4        | 3878        | 1.154        | 4          | 3878        | 1.238        | 4        | 3878        | 2.392        |
| 15:00 - 16:00 | 4        | 3878        | 0.961        | 4          | 3878        | 1.077        | 4        | 3878        | 2.038        |
| 16:00 - 17:00 | 4        | 3878        | 0.567        | 4          | 3878        | 0.877        | 4        | 3878        | 1.444        |
| 17:00 - 18:00 | 4        | 3878        | 0.245        | 4          | 3878        | 0.451        | 4        | 3878        | 0.696        |
| 18:00 - 19:00 | 2        | 4040        | 0.012        | 2          | 4040        | 0.210        | 2        | 4040        | 0.222        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 8.144        |            |             | 8.264        |          |             | 16.408       |

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 01 - RETAIL/H - GARDEN CENTRE

LGVS

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 - 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 | 1        | 3060        | 0.033        | 1          | 3060        | 0.033        | 1        | 3060        | 0.066        |
| 08:00 - 09:00 | 4        | 3878        | 0.006        | 4          | 3878        | 0.006        | 4        | 3878        | 0.012        |
| 09:00 - 10:00 | 4        | 3878        | 0.026        | 4          | 3878        | 0.013        | 4        | 3878        | 0.039        |
| 10:00 - 11:00 | <b>4</b> | <b>3878</b> | <b>0.064</b> | <b>4</b>   | <b>3878</b> | <b>0.071</b> | <b>4</b> | <b>3878</b> | <b>0.135</b> |
| 11:00 - 12:00 | 4        | 3878        | 0.032        | 4          | 3878        | 0.019        | 4        | 3878        | 0.051        |
| 12:00 - 13:00 | 4        | 3878        | 0.045        | 4          | 3878        | 0.045        | 4        | 3878        | 0.090        |
| 13:00 - 14:00 | 4        | 3878        | 0.006        | 4          | 3878        | 0.019        | 4        | 3878        | 0.025        |
| 14:00 - 15:00 | 4        | 3878        | 0.032        | 4          | 3878        | 0.039        | 4        | 3878        | 0.071        |
| 15:00 - 16:00 | 4        | 3878        | 0.052        | 4          | 3878        | 0.045        | 4        | 3878        | 0.097        |
| 16:00 - 17:00 | 4        | 3878        | 0.032        | 4          | 3878        | 0.045        | 4        | 3878        | 0.077        |
| 17:00 - 18:00 | 4        | 3878        | 0.013        | 4          | 3878        | 0.006        | 4        | 3878        | 0.019        |
| 18:00 - 19:00 | 2        | 4040        | 0.000        | 2          | 4040        | 0.000        | 2        | 4040        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.341        |            |             | 0.341        |          |             | 0.682        |

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.

## APPENDIX F

Calculation Reference: AUDIT-728001-210504-0508

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT

**TOTAL VEHICLES**Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | BD BEDFORDSHIRE                           | 1 days |
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
|           | BR BRISTOL CITY                           | 1 days |
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | NF NORFOLK                                | 2 days |
|           | SF SUFFOLK                                | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | WY WEST YORKSHIRE                         | 1 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | CH CHESHIRE                               | 1 days |
|           | LC LANCASHIRE                             | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | CB CUMBRIA                                | 1 days |

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 150 to 8100 (units: sqm)  
 Range Selected by User: 150 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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

Selected survey days:

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

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 2 |
| Edge of Town                             | 6 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 8 |
| Village         | 1 |

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

RGP Mill Pool House Godalming

Licence No: 728001

**Secondary Filtering selection:**Use Class:

Not Known

9 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 6 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

9 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

9 days

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

Covid-19 Restrictions

Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

|          |                                          |                                       |                       |
|----------|------------------------------------------|---------------------------------------|-----------------------|
| <b>1</b> | <b>BD-02-C-01</b>                        | <b>PUMPS, MOTORS &amp; FANS</b>       | <b>BEDFORDSHIRE</b>   |
|          | POSTLEY ROAD                             |                                       |                       |
|          | BEDFORD                                  |                                       |                       |
|          | KEMPSTON                                 |                                       |                       |
|          | Edge of Town                             |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 1045 sqm                              |                       |
|          | Survey date: THURSDAY                    | 15/10/20                              | Survey Type: MANUAL   |
| <b>2</b> | <b>BR-02-C-02</b>                        | <b>STAINLESS FITTINGS</b>             | <b>BRISTOL CITY</b>   |
|          | SOUTH LIBERTY LANE                       |                                       |                       |
|          | BRISTOL                                  |                                       |                       |
|          | Edge of Town                             |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 1475 sqm                              |                       |
|          | Survey date: TUESDAY                     | 22/09/15                              | Survey Type: MANUAL   |
| <b>3</b> | <b>CB-02-C-01</b>                        | <b>DOMINO'S PIZZA</b>                 | <b>CUMBRIA</b>        |
|          | COWPER ROAD                              |                                       |                       |
|          | PENRITH                                  |                                       |                       |
|          | GILWILLY IND. ESTATE                     |                                       |                       |
|          | Edge of Town                             |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 2950 sqm                              |                       |
|          | Survey date: TUESDAY                     | 10/06/14                              | Survey Type: MANUAL   |
| <b>4</b> | <b>CH-02-C-02</b>                        | <b>INDUSTRIAL MATERIALS</b>           | <b>CHESHIRE</b>       |
|          | JUPITER DRIVE                            |                                       |                       |
|          | CHESTER                                  |                                       |                       |
|          | CHESTER W. EMP. PARK                     |                                       |                       |
|          | Edge of Town                             |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 8100 sqm                              |                       |
|          | Survey date: WEDNESDAY                   | 19/11/14                              | Survey Type: MANUAL   |
| <b>5</b> | <b>LC-02-C-03</b>                        | <b>TIMBER SUPPLIES</b>                | <b>LANCASHIRE</b>     |
|          | GOLDEN HILL LANE                         |                                       |                       |
|          | LEYLAND                                  |                                       |                       |
|          | Suburban Area (PPS6 Out of Centre)       |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 150 sqm                               |                       |
|          | Survey date: TUESDAY                     | 06/11/18                              | Survey Type: MANUAL   |
| <b>6</b> | <b>NF-02-C-03</b>                        | <b>SHEET METAL CONTRACTOR</b>         | <b>NORFOLK</b>        |
|          | ELVIN WAY                                |                                       |                       |
|          | NORWICH                                  |                                       |                       |
|          | HELLESDON                                |                                       |                       |
|          | Edge of Town                             |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 260 sqm                               |                       |
|          | Survey date: THURSDAY                    | 07/11/19                              | Survey Type: MANUAL   |
| <b>7</b> | <b>NF-02-C-04</b>                        | <b>EXHIBITION DESIGN &amp; MANUF.</b> | <b>NORFOLK</b>        |
|          | FLETCHER WAY                             |                                       |                       |
|          | NORWICH                                  |                                       |                       |
|          | UPPER HELLESDON                          |                                       |                       |
|          | Suburban Area (PPS6 Out of Centre)       |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 690 sqm                               |                       |
|          | Survey date: THURSDAY                    | 14/11/19                              | Survey Type: MANUAL   |
| <b>8</b> | <b>SF-02-C-01</b>                        | <b>JOINERY</b>                        | <b>SUFFOLK</b>        |
|          | ANSON ROAD                               |                                       |                       |
|          | IPSWICH                                  |                                       |                       |
|          | MARTLESHAM HEATH                         |                                       |                       |
|          | Edge of Town                             |                                       |                       |
|          | Industrial Zone                          |                                       |                       |
|          | Total Gross floor area:                  | 1100 sqm                              |                       |
|          | Survey date: FRIDAY                      | 12/07/13                              | Survey Type: MANUAL   |
| <b>9</b> | <b>WY-02-C-03</b>                        | <b>COMPUTER MANUFACTURER</b>          | <b>WEST YORKSHIRE</b> |
|          | INMOOR ROAD                              |                                       |                       |
|          | NEAR BRADFORD                            |                                       |                       |
|          | BIRKENSHAW                               |                                       |                       |
|          | Neighbourhood Centre (PPS6 Local Centre) |                                       |                       |
|          | Village                                  |                                       |                       |
|          | Total Gross floor area:                  | 1890 sqm                              |                       |
|          | Survey date: WEDNESDAY                   | 10/10/18                              | 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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| CH-02-C-03 | majority B1a land use  |
| DS-02-C-02 | majority B2 land use   |
| DV-02-C-02 | majority B2 land use   |
| HC-02-C-01 | majority B1a land use  |
| HE-02-C-02 | majority B2 land use   |
| LC-02-C-04 | B1b land use           |
| NR-02-C-02 | majority B2 land use   |
| TV-02-C-02 | majority B2 land use   |
| WM-02-C-04 | majority B2 land use   |

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.099        | 2          | 1511        | 0.000        | 2        | 1511        | 0.099        |
| 06:00 - 07:00 | 2        | 1511        | 0.166        | 2          | 1511        | 0.132        | 2        | 1511        | 0.298        |
| 07:00 - 08:00 | 8        | 1850        | 0.243        | 8          | 1850        | 0.041        | 8        | 1850        | 0.284        |
| 08:00 - 09:00 | <b>9</b> | <b>1854</b> | <b>0.533</b> | 9          | 1854        | 0.198        | <b>9</b> | <b>1854</b> | <b>0.731</b> |
| 09:00 - 10:00 | 9        | 1854        | 0.390        | 9          | 1854        | 0.264        | 9        | 1854        | 0.654        |
| 10:00 - 11:00 | 9        | 1854        | 0.324        | 9          | 1854        | 0.318        | 9        | 1854        | 0.642        |
| 11:00 - 12:00 | 9        | 1854        | 0.234        | 9          | 1854        | 0.306        | 9        | 1854        | 0.540        |
| 12:00 - 13:00 | 9        | 1854        | 0.300        | 9          | 1854        | 0.330        | 9        | 1854        | 0.630        |
| 13:00 - 14:00 | 9        | 1854        | 0.378        | 9          | 1854        | 0.342        | 9        | 1854        | 0.720        |
| 14:00 - 15:00 | 9        | 1854        | 0.300        | 9          | 1854        | 0.282        | 9        | 1854        | 0.582        |
| 15:00 - 16:00 | 9        | 1854        | 0.198        | 9          | 1854        | 0.258        | 9        | 1854        | 0.456        |
| 16:00 - 17:00 | 9        | 1854        | 0.222        | <b>9</b>   | <b>1854</b> | <b>0.420</b> | 9        | 1854        | 0.642        |
| 17:00 - 18:00 | 9        | 1854        | 0.168        | 9          | 1854        | 0.420        | 9        | 1854        | 0.588        |
| 18:00 - 19:00 | 9        | 1854        | 0.066        | 9          | 1854        | 0.342        | 9        | 1854        | 0.408        |
| 19:00 - 20:00 | 2        | 1511        | 0.232        | 2          | 1511        | 0.265        | 2        | 1511        | 0.497        |
| 20:00 - 21:00 | 2        | 1511        | 0.099        | 2          | 1511        | 0.132        | 2        | 1511        | 0.231        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.952        |            |             | 4.050        |          |             | 8.002        |

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

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

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#### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 150 - 8100 (units: sqm) |
| Survey date range:                            | 01/01/13 - 22/10/20     |
| Number of weekdays (Monday-Friday):           | 9                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 9                       |

*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/C - INDUSTRIAL UNIT

**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 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 07:00 - 08:00 | 8        | 1850        | 0.000        | 8          | 1850        | 0.000        | 8        | 1850        | 0.000        |
| 08:00 - 09:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 09:00 - 10:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 10:00 - 11:00 | <b>9</b> | <b>1854</b> | <b>0.006</b> | <b>9</b>   | <b>1854</b> | <b>0.006</b> | <b>9</b> | <b>1854</b> | <b>0.012</b> |
| 11:00 - 12:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 12:00 - 13:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 13:00 - 14:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 14:00 - 15:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 15:00 - 16:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 16:00 - 17:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 17:00 - 18:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 18:00 - 19:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 19:00 - 20:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.006        |            |             | 0.006        |          |             | 0.012        |

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

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

**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 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | 2        | 1511        | 0.066        | 2          | 1511        | 0.000        | 2        | 1511        | 0.066        |
| 07:00 - 08:00 | 8        | 1850        | 0.020        | 8          | 1850        | 0.020        | 8        | 1850        | 0.040        |
| 08:00 - 09:00 | 9        | 1854        | 0.072        | 9          | 1854        | 0.030        | 9        | 1854        | 0.102        |
| 09:00 - 10:00 | 9        | 1854        | 0.066        | 9          | 1854        | 0.072        | 9        | 1854        | 0.138        |
| 10:00 - 11:00 | <b>9</b> | <b>1854</b> | <b>0.078</b> | 9          | 1854        | 0.066        | 9        | 1854        | 0.144        |
| 11:00 - 12:00 | 9        | 1854        | 0.042        | 9          | 1854        | 0.066        | 9        | 1854        | 0.108        |
| 12:00 - 13:00 | 9        | 1854        | 0.036        | 9          | 1854        | 0.036        | 9        | 1854        | 0.072        |
| 13:00 - 14:00 | 9        | 1854        | 0.072        | 9          | 1854        | 0.036        | 9        | 1854        | 0.108        |
| 14:00 - 15:00 | 9        | 1854        | 0.030        | 9          | 1854        | 0.024        | 9        | 1854        | 0.054        |
| 15:00 - 16:00 | 9        | 1854        | 0.018        | 9          | 1854        | 0.030        | 9        | 1854        | 0.048        |
| 16:00 - 17:00 | 9        | 1854        | 0.012        | 9          | 1854        | 0.024        | 9        | 1854        | 0.036        |
| 17:00 - 18:00 | 9        | 1854        | 0.018        | 9          | 1854        | 0.012        | 9        | 1854        | 0.030        |
| 18:00 - 19:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.012        | 9        | 1854        | 0.012        |
| 19:00 - 20:00 | 2        | 1511        | 0.000        | <b>2</b>   | <b>1511</b> | <b>0.199</b> | <b>2</b> | <b>1511</b> | <b>0.199</b> |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.099        | 2        | 1511        | 0.099        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.530        |            |             | 0.726        |          |             | 1.256        |

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/C - INDUSTRIAL UNIT

**PSVS****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 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 07:00 - 08:00 | 8        | 1850        | 0.000        | 8          | 1850        | 0.000        | 8        | 1850        | 0.000        |
| 08:00 - 09:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 09:00 - 10:00 | <b>9</b> | <b>1854</b> | <b>0.006</b> | <b>9</b>   | <b>1854</b> | <b>0.006</b> | <b>9</b> | <b>1854</b> | <b>0.012</b> |
| 10:00 - 11:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.000        | 9        | 1854        | 0.006        |
| 11:00 - 12:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.006        | 9        | 1854        | 0.006        |
| 12:00 - 13:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.006        | 9        | 1854        | 0.012        |
| 13:00 - 14:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 14:00 - 15:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 15:00 - 16:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 16:00 - 17:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 17:00 - 18:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 18:00 - 19:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 19:00 - 20:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.018        |            |             | 0.018        |          |             | 0.036        |

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/C - INDUSTRIAL UNIT

**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 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | <b>2</b> | <b>1511</b> | <b>0.033</b> | 2          | 1511        | 0.000        | 2        | 1511        | 0.033        |
| 07:00 - 08:00 | 8        | 1850        | 0.020        | 8          | 1850        | 0.000        | 8        | 1850        | 0.020        |
| 08:00 - 09:00 | 9        | 1854        | 0.012        | 9          | 1854        | 0.000        | 9        | 1854        | 0.012        |
| 09:00 - 10:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.000        | 9        | 1854        | 0.006        |
| 10:00 - 11:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 11:00 - 12:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 12:00 - 13:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 13:00 - 14:00 | 9        | 1854        | 0.012        | 9          | 1854        | 0.012        | 9        | 1854        | 0.024        |
| 14:00 - 15:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.012        | 9        | 1854        | 0.012        |
| 15:00 - 16:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.006        | 9        | 1854        | 0.006        |
| 16:00 - 17:00 | 9        | 1854        | 0.000        | <b>9</b>   | <b>1854</b> | <b>0.030</b> | 9        | 1854        | 0.030        |
| 17:00 - 18:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.030        | <b>9</b> | <b>1854</b> | <b>0.036</b> |
| 18:00 - 19:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.012        | 9        | 1854        | 0.012        |
| 19:00 - 20:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.089        |            |             | 0.102        |          |             | 0.191        |

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/C - INDUSTRIAL UNIT

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | 2        | 1511        | 0.033        | 2          | 1511        | 0.000        | 2        | 1511        | 0.033        |
| 07:00 - 08:00 | 8        | 1850        | 0.115        | 8          | 1850        | 0.014        | 8        | 1850        | 0.129        |
| 08:00 - 09:00 | <b>9</b> | <b>1854</b> | <b>0.366</b> | 9          | 1854        | 0.072        | <b>9</b> | <b>1854</b> | <b>0.438</b> |
| 09:00 - 10:00 | 9        | 1854        | 0.222        | 9          | 1854        | 0.114        | 9        | 1854        | 0.336        |
| 10:00 - 11:00 | 9        | 1854        | 0.090        | 9          | 1854        | 0.108        | 9        | 1854        | 0.198        |
| 11:00 - 12:00 | 9        | 1854        | 0.144        | 9          | 1854        | 0.144        | 9        | 1854        | 0.288        |
| 12:00 - 13:00 | 9        | 1854        | 0.132        | 9          | 1854        | 0.180        | 9        | 1854        | 0.312        |
| 13:00 - 14:00 | 9        | 1854        | 0.186        | 9          | 1854        | 0.168        | 9        | 1854        | 0.354        |
| 14:00 - 15:00 | 9        | 1854        | 0.168        | 9          | 1854        | 0.180        | 9        | 1854        | 0.348        |
| 15:00 - 16:00 | 9        | 1854        | 0.084        | 9          | 1854        | 0.144        | 9        | 1854        | 0.228        |
| 16:00 - 17:00 | 9        | 1854        | 0.174        | 9          | 1854        | 0.264        | 9        | 1854        | 0.438        |
| 17:00 - 18:00 | 9        | 1854        | 0.126        | <b>9</b>   | <b>1854</b> | <b>0.294</b> | 9        | 1854        | 0.420        |
| 18:00 - 19:00 | 9        | 1854        | 0.030        | 9          | 1854        | 0.276        | 9        | 1854        | 0.306        |
| 19:00 - 20:00 | 2        | 1511        | 0.033        | 2          | 1511        | 0.066        | 2        | 1511        | 0.099        |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.903        |            |             | 2.024        |          |             | 3.927        |

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/C - INDUSTRIAL UNIT

**LGVS****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 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | 2        | 1511        | 0.033        | 2          | 1511        | 0.099        | 2        | 1511        | 0.132        |
| 07:00 - 08:00 | 8        | 1850        | 0.034        | 8          | 1850        | 0.000        | 8        | 1850        | 0.034        |
| 08:00 - 09:00 | 9        | 1854        | 0.060        | 9          | 1854        | 0.084        | 9        | 1854        | 0.144        |
| 09:00 - 10:00 | 9        | 1854        | 0.060        | 9          | 1854        | 0.048        | 9        | 1854        | 0.108        |
| 10:00 - 11:00 | <b>9</b> | <b>1854</b> | <b>0.120</b> | <b>9</b>   | <b>1854</b> | <b>0.102</b> | <b>9</b> | <b>1854</b> | <b>0.222</b> |
| 11:00 - 12:00 | 9        | 1854        | 0.036        | 9          | 1854        | 0.072        | 9        | 1854        | 0.108        |
| 12:00 - 13:00 | 9        | 1854        | 0.120        | 9          | 1854        | 0.084        | 9        | 1854        | 0.204        |
| 13:00 - 14:00 | 9        | 1854        | 0.072        | 9          | 1854        | 0.102        | 9        | 1854        | 0.174        |
| 14:00 - 15:00 | 9        | 1854        | 0.084        | 9          | 1854        | 0.072        | 9        | 1854        | 0.156        |
| 15:00 - 16:00 | 9        | 1854        | 0.084        | 9          | 1854        | 0.072        | 9        | 1854        | 0.156        |
| 16:00 - 17:00 | 9        | 1854        | 0.036        | 9          | 1854        | 0.072        | 9        | 1854        | 0.108        |
| 17:00 - 18:00 | 9        | 1854        | 0.024        | 9          | 1854        | 0.036        | 9        | 1854        | 0.060        |
| 18:00 - 19:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.012        | 9        | 1854        | 0.018        |
| 19:00 - 20:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.033        | 2        | 1511        | 0.033        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.769        |            |             | 0.888        |          |             | 1.657        |

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/C - INDUSTRIAL UNIT

**MOTOR CYCLES****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 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 06:00 - 07:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 07:00 - 08:00 | <b>8</b> | <b>1850</b> | <b>0.014</b> | 8          | 1850        | 0.000        | 8        | 1850        | 0.014        |
| 08:00 - 09:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.006        | 9        | 1854        | 0.012        |
| 09:00 - 10:00 | 9        | 1854        | 0.012        | 9          | 1854        | 0.000        | 9        | 1854        | 0.012        |
| 10:00 - 11:00 | 9        | 1854        | 0.012        | 9          | 1854        | 0.006        | <b>9</b> | <b>1854</b> | <b>0.018</b> |
| 11:00 - 12:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.000        | 9        | 1854        | 0.006        |
| 12:00 - 13:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.006        | 9        | 1854        | 0.006        |
| 13:00 - 14:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 14:00 - 15:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.000        | 9        | 1854        | 0.000        |
| 15:00 - 16:00 | 9        | 1854        | 0.006        | 9          | 1854        | 0.000        | 9        | 1854        | 0.006        |
| 16:00 - 17:00 | 9        | 1854        | 0.000        | <b>9</b>   | <b>1854</b> | <b>0.012</b> | 9        | 1854        | 0.012        |
| 17:00 - 18:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.012        | 9        | 1854        | 0.012        |
| 18:00 - 19:00 | 9        | 1854        | 0.000        | 9          | 1854        | 0.006        | 9        | 1854        | 0.006        |
| 19:00 - 20:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 20:00 - 21:00 | 2        | 1511        | 0.000        | 2          | 1511        | 0.000        | 2        | 1511        | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.056        |            |             | 0.048        |          |             | 0.104        |

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.