

Highgate*Transportation*

**Proposed Residential Development
Land East of Sefter School House,
Sefter Road, Bognor Regis**

**Technical Note on Access Following Comments from the
Highway Officer and the Parish Council
(TN/02)**

LPA REF: P/116/19/OUT

April 2020

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Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL



Contents	Page
1.0 Introduction and Background	1
2.0 The Existing Situation and Transport Network	3
3.0 Development Proposals	6
4.0 Issues Arising	8
5.0 Conclusions	11

Figures

Figure 1.1	Site location and surrounding area
Figure 2.1	Existing site and immediate area
Figure 3.1	Extract of plan showing the Architect's proposed illustrative site layout
Figure 3.2	Proposed site access arrangements
Figure 4.1	Extract of TD 9/93

Appendices

Appendix 1	Highway Authority's Comments
Appendix 2	Parish Council's Consultation Response
Appendix 3	Highway Ownership Details
Appendix 4	Road Traffic Accident Data
Appendix 5	Architect's Proposed Illustrative Site Layout Plan
Appendix 6	Proposed Site Access Arrangements
Appendix 7	Proposed Site Access Visibility Splays
Appendix 8	Swept Path Analysis – Two Cars Passing at the Site Access
Appendix 9	TRICS Output
Appendix 10	Swept Path Analysis – 11.2 Metre Refuse Collection Vehicle

1.0 Introduction and Background

- 1.1 Planning application (ref: P/116/19/OUT) for six residential dwellings on land to the east of Sefter School House, Sefter Road, Bognor Regis was submitted by Basing Partners Limited in December 2019. The site is currently an unused builders yard and access is via a gate from Sefter Road. This access will be stopped up and a new simple priority junction created with Sefter Road.
- 1.2 The planning application was originally submitted with all matters reserved including access and was supported by the Architect's illustrative layout plan. The application was also supported by Highgate Transportation's Technical Note (HTp/19134/TN/01) and this document confirmed the 85th percentile approach speeds to the east of the proposed site access to be 38.6mph which equates to a visibility splay of 2.4 by 98m.
- 1.3 As part of their initial consultation response dated 30th January 2020, the highway authority provided some general guidance on the 'Development Control Scheme protocol for small scale proposals'. This is provided at **Appendix 1** and referred to the visibility 'Y-distance' as follows:

"For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres"

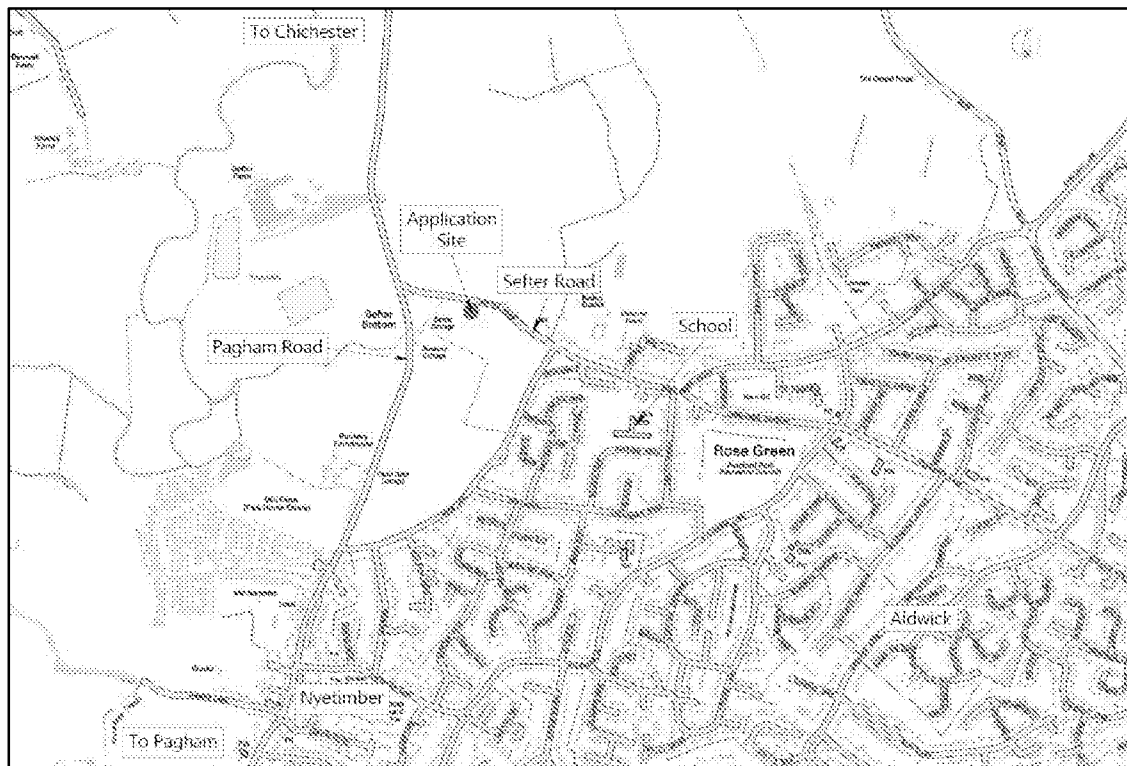
- 1.4 In addition, the Parish Council's consultation response dated 5th February 2020 objected to the proposals and this is provided at **Appendix 2**. In highway terms they stated:

"The proposed access is not safe as it is located too close to the Sefter Road/Pagham Road junction. Development at the strategic sites in Pagham North will significantly increase the traffic on Sefter Road and Pagham Road and there should be no further increase on safety grounds."

- 1.5 This Technical Note (HTp/19134/TN/02) updates TN/01 to take account of the highway authority's comments and Parish Council's consultation response. As a result, the application proposals have been amended as follows:
 - i. Access is no longer a reserved matter.
 - ii. The proposed site access moved to the west (to maximise the visibility splay to the east).
 - iii. The adjacent access on Sefter Road which currently serves one dwelling on the former Sefter School House site will be stopped up and access taken through the application site. It should be noted that the visibility splay for the existing Sefter School House access with Sefter Road is poor and stopping up this access will result in a highway safety benefit due to the consolidation of two points of access into one.

1.6 **Figure 1.1** shows the site location and surrounding area.

Figure 1.1 – Site location and surrounding area



1.7 The issues that are addressed within this Technical Note on Access are:

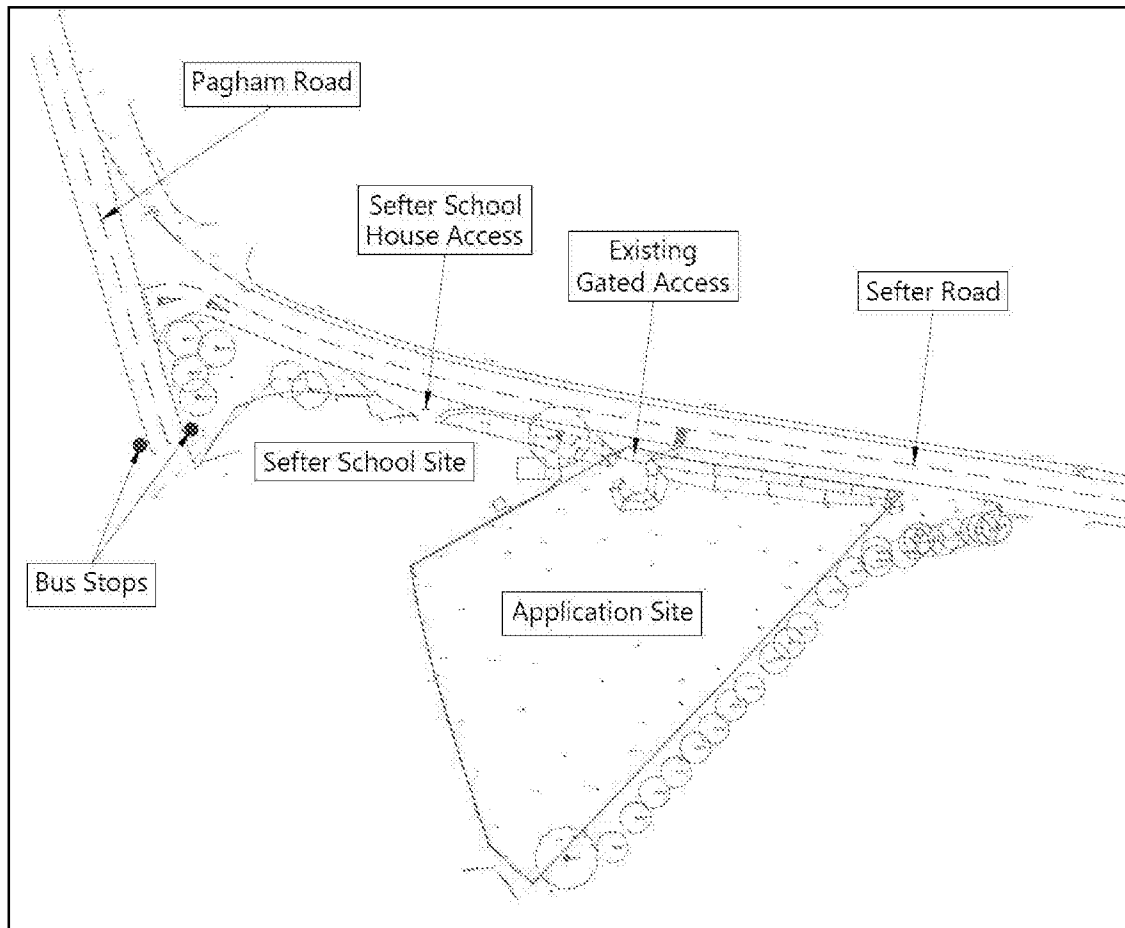
- i. The quantity of development traffic flows associated with the proposed use and if this is likely to have a noticeable adverse on highway capacity or safety.
- ii. The appropriateness of the site access arrangements to serve the application proposals including in terms of visibility and safety.
- iii. The appropriateness of the proposed parking provision for cars and cycles in terms of numbers of spaces and convenience of access.
- iv. The strategy for the collection of waste and recycling.

1.8 This report concludes that the proposed development is acceptable in highway terms.

2.0 The Existing Situation and Transport Network

- 2.1 The application site is currently an unused builders yard and served by a gated access from Sefter Road. **Figure 2.1** shows the existing site and immediate area.

Figure 2.1 – Existing site and immediate area



- 2.2 Sefter Road in the vicinity of the application site is a circa 6.0 metre wide two lane carriageway without footways or street lighting and is subject to the national speed limit of 60mph. However, given the site's location of circa 100 metres from the priority junction of Pagham Road (B2166) and Sefter Road, speeds are well below the national speed limit. This has been further confirmed by a speed survey which is discussed in detail at **paragraph 2.16**.
- 2.3 The former Sefter School House is located to east the application site and comprises a single dwelling. The car parking for one of the dwellings is taken from Sefter Road while the other dwellings have vehicular access from Pagham Road to the south of the bus stops.
- 2.4 The visibility splay for the existing Sefter School House access with Sefter Road is poor and stopping up this access will result in a highway safety benefit due to the consolidation of two points of access into one.

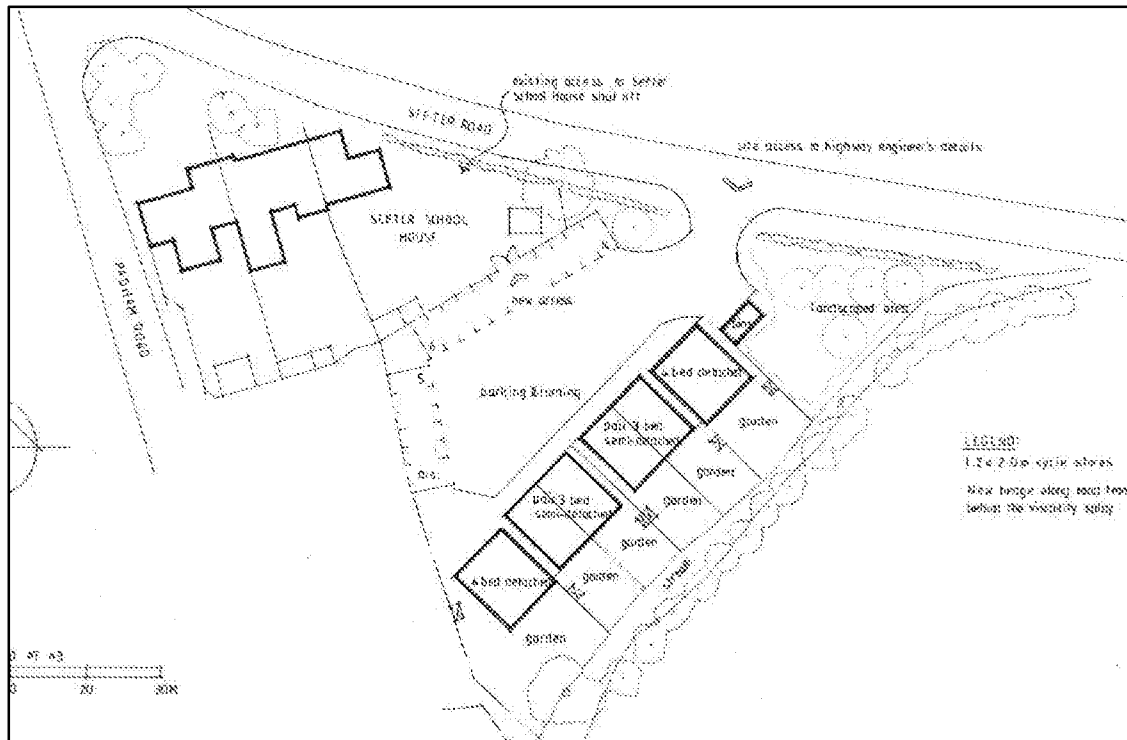
- 2.5 Sefter Road provides a route to central Bognor Regis to the east and has a priority junction with Pagham Road to the west. Pagham Road leads to the A27(T) to the north where it forms the Chichester Bypass and to the south with Pagham and Nyetimber.
- 2.6 The site is located approximately 5 kilometres cycle distance south east of National Cycle Network Route 2 which is a leisure walking and cycling route. When complete this route will connect St Austell in Cornwall with Dover in Kent along the South Coast.
- 2.7 The nearest bus stops to the application site are on Pagham Road immediately to the south of its junction with Sefter Road, these bus stops are approximately 100m walk distance from the proposed site access. The southbound bus stop is marked by a flag and timetable information while the northbound bus stop is unmarked. It is likely that users of northbound services will hail a bus from the southbound bus stop and cross the road to board, with similar arrangements for alighting.
- 2.8 The Pagham Road bus stops are served by the number 600 bus service between Chichester and central Bognor Regis. The bus service operates approximately every 20 minutes Monday-Saturday and hourly on Sundays.
- 2.9 Bognor Regis Railway Station is located in central Bognor Regis approximately 4.7km cycle distance west of the site. This terminus station is served by trains operating to/from locations including London Victoria, Horsham, Littlehampton, Gatwick Airport and Clapham Junction.
- 2.10 **Appendix 3** contains a plan showing highway ownership details which confirms that Sefter Road, including its verges, form part of the public highway.
- 2.11 **Appendix 4** contains details of personal injury road traffic accidents (PIAs) in the local area for the period 1st January 2014 to 31st December 2018. From this it can be seen that a total of three PIAs occurred within the study area during the five-year period.
- 2.12 All three of the accidents occurred at, or in the immediate vicinity of, the Sefter Road/Pagham Road priority junction. No PIAs were recorded in the vicinity of the proposed site access junction.
- 2.13 Of the three accidents, none were classified as 'fatal', two were classified as 'serious' and the remaining one was classified as 'slight'.
- 2.14 The two 'serious' accidents can be classified as follows:
 - 2016471604729 – An eastbound vehicle who was turning left collided with a pedestrian. Based on the location of the accident it is considered likely that the vehicle was turning into the School House access that is proposed to be stopped up and the pedestrian was walking along the verge/edge of carriageway.
 - 2017471705351 – A southbound motorcycle took avoiding action of a vehicle that turned left out of Sefter Road, and in doing so collided with a kerb.
- 2.15 The accident rate for the local area is clearly very low and no underlying road safety issues have been identified in the vicinity of the application site.

- 2.16 Speed surveys were undertaken along Sefter Road in the vicinity of the site access. The survey identified 85th percentile design speeds of 38.6mph (62.1 kph) and 38.5mph (62.0 kph) eastbound and westbound approaching the site access respectively. From observation vehicle speeds are lower where vehicles turn into Sefter Road from Pagham Road to the west. Visibility splays will be discussed in more detail in **Section 4.0** under Issues Arising,

3.0 Development Proposals

- 3.1 The development proposals include six residential dwellings, comprising four 3-bedroomed houses and two 4-bedroomed houses.
- 3.2 The Architect's illustrative site layout plan (ref: 2019/26/01 rev. A) forms **Appendix 5** and an extract is shown in **Figure 3.1**.

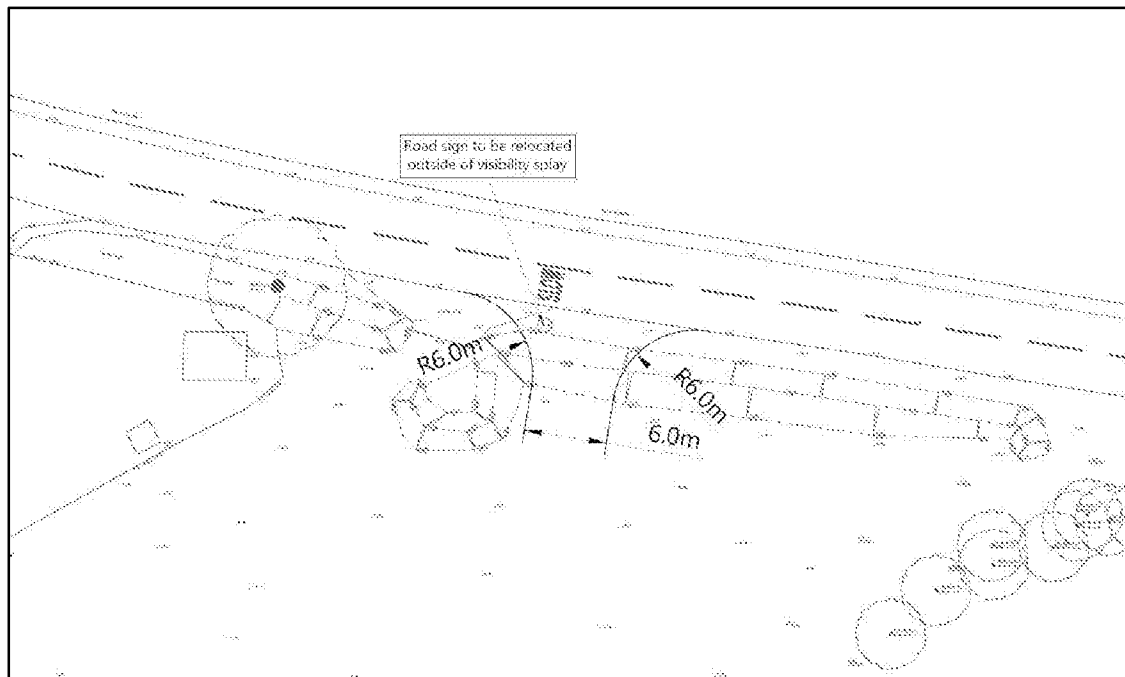
Figure 3.1 – Extract of plan showing the Architect's proposed illustrative site layout



- 3.3 From this it can be seen that:
- A total of 15 car parking spaces will be provided, of which one will be enlarged and demarcated for the use of blue badge holders
 - Cycle stores suitable for two cycles will be provided within each garden.
 - A bin collection area will be provided in the northern area of the site.
 - Access to the Sefter School House will be taken from within the application site with the existing access stopped up.
- 3.4 It should be noted that the internal access road will not be offered for adoption and as such the refuse collection will be via a private collection. Car and cycle parking provision are considered in detail in **Section 4.0** under Issues Arising.

- 3.5 As a result of the consultation response, the proposed location of the site access has been relocated approximately seven metres to the west and the existing School House access with Sefter Road, which has poor visibility, being stopped up. Access for the single dwelling on the School House site will be taken through the application site. The existing gated access to the proposal site will also be stopped up with the inherent safety benefits of consolidating two points of access into one. The modified access is shown on drawing HTp/19134/05 contained in **Appendix 6** with an extract provided at **Figure 3.2**.

Figure 3.2 – Proposed site access arrangements



- 3.6 A 2.4 by 120 metre visibility splay to the east and 2.4 by 94 metre visibility splay to the junction to the west are shown on drawing HTp/19134/06. These visibility splay Y distances equate to the Sight Stopping Distances for vehicles travelling at 43.9 mph westbound and 37.7 mph eastbound.
- 3.7 The visibility splays for this access are shown on drawing HTp/19134/06 provided at **Appendix 7**.
- 3.8 The site access has also been designed to allow two cars to pass. This is shown on swept path analysis drawing HTp/19134/TR04/A provided at **Appendix 8**.

4.0 Issues Arising

4.1 This section of the report addresses the issues identified in **paragraph 1.7**.

What is the likely quantity of development traffic arising from the proposed development and is this likely to have noticeable adverse impact on highway capacity or safety?

4.2 The TRICS database has been used to quantify the development traffic arising from the proposed development. The TRICS parameters used are as follows:

- i. TRICS category '03 – Residential'
- ii. TRICS subcategory 'A – Houses Privately Owned'
- iii. Multimodal surveys
- iv. All regions within Great Britain excluding Greater London
- v. Site with fewer than 20 houses
- vi. Weekday surveys only
- vii. Edge of town locations

4.3 The full TRICS outputs are provided at **Appendix 9**.

4.4 The vehicle trip rates (per dwelling) and resultant trip generation of six dwellings is are set out at **Table 4.1**.

Table 4.1 – Trip Rate and Trip Generation of Six Dwellings

	08:00-09:00		17:00-18:00		Daily Total
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate (per dwelling)	0.192	0.274	0.205	0.096	4.300
Vehicle Trip Generation (six dwellings)	1	2	1	1	26

4.5 As shown above, the development is expected to generate up to three vehicle movements per hour at peak times and 26 vehicle movements per day. It is concluded that the quantity of trips generated by the development proposals are too low as to have an impact on highway safety or capacity.

Are the proposed access arrangements appropriate to serve the proposed development including the associated visibility splays?

4.6 As set out at **paragraphs 3.5** and **3.6**, the development proposals include a simple priority junction with Sefter Road with a 2.4 by 120 metre visibility splay to the east and 2.4 by 94 metre visibility splay to the junction to the west. These visibility splay Y distances equate to the Sight Stopping Distances for vehicles travelling at 43.9 mph westbound and 37.7 mph eastbound.

- 4.7 The highway authority has however requested that visibility splays based on the now superseded DMRB TD 9/93 be considered. Whilst superseded by DMRB CD 109, an extract of Table 2 of TD 9/93 is set out at **Figure 4.2** which sets out that for vehicle speeds in the 60-70kph band, the 'desirable minimum' Stopping Sight Distance is 120m, with a 'one step below desirable minimum' distance of 90m.

Figure 4.1 – Extract of TD 9/93

DESIGN SPEED kph	120	100	85	70	60	50	V/R
STOPPING SIGHT DISTANCE m							
Desirable Minimum	295	215	160	120	90	70	
One Step below Desirable Minimum	215	160	120	90	70	50	
HORIZONTAL CURVATURE m							

- 4.8 It is therefore concluded that the calculated visibility splay of 2.4 by 98 metres is appropriate, however, a 2.4 by 120 metre visibility splay to the east and 2.4 by 94 metre visibility splay to the junction to the west are proposed for the site access in line with the highway authority's request.
- 4.9 The visibility splay for the existing Sefter School House access with Sefter Road is poor and stopping up this access will result in a highway safety benefit due to the consolidation of two points of access into one.

Is the proposed parking provision appropriate?

- 4.10 West Sussex County Council set out their parking standards within their document titled 'Guidance on Parking at New Developments' dated August 2019.

Cycle Parking

- 4.11 Table 1 of the Council's parking standards sets out that for dwellings with three or more bedrooms, storage for a minimum of two cycles should be provided.
- 4.12 Each dwelling will be provided with cycle storage sufficient for two cycles within the gardens.

Car Parking

- 4.13 Appendix A of the Council's parking standards sets out that the site lies within Zone 2.
- 4.14 Table 2 of the Council's parking standards sets out the target parking provision per dwelling depending on parking behaviour zone. The table sets out that for Zone 2:
- 2.1 spaces should be provided for each three bedroom dwelling
 - 2.7 spaces should be provided for each three bedroom dwelling
- 4.15 For the proposed four 3-bedroomed and two 4-bedroomed dwellings a total of $((4 \times 2.1) + (2 \times 2.7)) = 13.8$ spaces should be provided.

- 4.16 The proposed 15 spaces, including one dedicated disabled car parking space is considered appropriate to ensure that the car parking is entirely contained within the site.

What is the strategy for the collection of waste and recycling?

- 4.17 Each property will be provided with the appropriate refuse and recycling bins. These will be transported by residents to the collection area shown on the Architect's plan for collection.
- 4.18 Refuse and recycling will be collected by means of a private collection. It is expected that a Waste Management Plan will be required and secured by means of a planning condition.
- 4.19 The swept path analysis drawings provided at **Appendix 10**, demonstrate that it is possible for a 11.2m refuse collection vehicle to:
- i. Enter the site in a forward gear
 - ii. Travel to the through the site and stop close to the bin store for loading
 - iii. Turn within the site
 - iv. Exit the site in a forward gear
- 4.20 It is concluded that the strategy for refuse collection is appropriate.

5.0 Conclusions

- 5.1 Planning application (ref: P/116/19/OUT) in respect of land to the east of Sefter School House, Sefter Road, Bognor Regis was submitted by Basing Partners Limited in December 2019. The planning application is supported by a Technical Note (HTp/19134/TN/01) dated which has been updated by this report.
- 5.2 The application was originally submitted with all matters reserved including access. The Highway Officer provided some general guidance on the 'Development Control Scheme protocol for small scale proposals'. This included a comment regarding the visibility 'Y-distance'.
- 5.3 In addition to this, the Parish Council's consultation response objected to the proposals for various reasons including the location and safety of the proposed site access junction.
- 5.4 The development proposals include six residential dwellings, comprising four 3-bedroomed houses and two 4-bedroomed houses. This will be supported by 15 car parking spaces and secure covered cycle parking.
- 5.5 The site will be accessed via a simple priority junction with Sefter Road with the existing gated access to the site being stopped. The Sefter School House access with Sefter Road, which has poor visibility, will also be stopped up. This will result in a highway safety benefit due to the consolidation of two points of access into one.
- 5.6 This Transport Note has considered the issues arising and concludes:
 - i. The application proposals will result in a negligible increase in vehicle on the local highway network and will not impact on highway safety.
 - ii. The proposed site access arrangements are appropriate to serve the proposed development including in terms of visibility and safety.
 - iii. An appropriate parking provision for cars and cycles will be provided.
 - iv. The strategy for the collection and storage of waste and recycling is appropriate.
- 5.7 It is finally concluded that the proposed development is acceptable in highways terms.

Appendix 1

Highway Authority's Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Spring
FROM:	WSCC - Highways Authority
DATE:	30 January 2020
LOCATION:	Land adjacent to Sefter School House Sefter Road Bognor Regis PO21 3EE
SUBJECT:	P/116/19/OUT Outline application with all matters reserved for the erection of 4 No. semi-detached 3-bedroom houses & 2 No. detached 4-bedroom houses with associated access, parking & gardens. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

The Local Highways Authority (LHA) refers to your consultation in respect of the above planning application and would provide the following site specific comments.

The application is an outline application with all matters reserved. As such, the LHA is unable to comment on the submitted documents.

However, when the application comes in at the reserved matters stage we would request the following documents to assess the application fully.

- A site location plan scale (1:1250) with site boundary indicated,
- Schedule of existing uses including planning history with reference numbers,
- Description, including site layout plans, of the proposed development and schedule of uses ,
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated,

- Reference to supporting national, regional, and local planning documents and policies,
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date,
- Turning points within the site,
- Swept Path Tracking.

We have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance, which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. We have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document, there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:
"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

We have attached a link to our Local Design Guide, which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide, which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards, which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents TD/93:

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section1/td993.pdf>

Stephen Garrard
West Sussex County Council – Planning Services

Appendix 2

Parish Council's Consultation Response

Amanda Scholes | Receptionist, Department, [Arun District Council](#) | Location: Ground Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Internal: 37736 | External: +44 (0) 1903 737500 ext 37736 | E-mail: amanda.scholes@arun.gov.uk



Visit Arun's web site at [Error! Hyperlink reference not valid.](#)



Save the environment - think before you print.

From: Nicola Swann [REDACTED]
Sent: 05 February 2020 13:54
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Pagham responses

At a meeting of its Planning Committee held yesterday 4th February 2020, the Parish Council considered the following applications:

P/116/19/OUT – Land adjacent to Sefter School House Sefter Road Bognor Regis PO21 3EE – outline application with all matters reserved for the erection of 4no semi-detached 3 bedroom houses & 2No. detached 4 bedroom houses with associated access, parking & gardens. This application is a departure from the development management plan. RESOLVED: The Parish Council wish to OBJECT to this application. The proposed access is not safe as it is located too close to the Sefter Road/Pagham Road junction. Development at the strategic sites in Pagham North will significantly increase the traffic on Sefter Road and Pagham Road and there should be no further increase on safety grounds. The area is prone to surface water flooding and is an inappropriate location for development. The application is outside the built-up area boundary for Pagham.

P/7/20/HH – 48 Sea Lane Pagham PO21 4UJ Single storey side extension. RESOLVED: NO OBJECTION

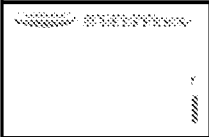
Best wishes

Nicola

Nicola Swann
Clerk & RFO
Pagham Parish Council
[REDACTED]

Appendix 3

Highway Ownership Details



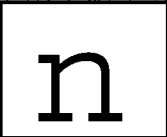
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Local Development
for Customers and Communities

04/10/2016

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.

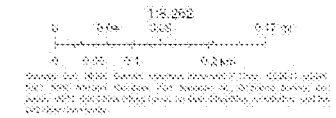
Scale: 1:2,500



Appendix 4

Road Traffic Accident Data

- ☼ Slight
- ☼ Serious



Summary

Name	Count	Area(m ²)	Length(m)
Crashes	3	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Highway_Authority
1	None	Serious	Police officer attended crash scene	7/8/2016 4:54 p.m.	2016	1	1	West Sussex
2	None	Serious	Police officer attended crash scene	22/9/2017 9:51 a.m.	2017	2	1	West Sussex
3	None	Slight	Police officer attended crash scene	3/3/2018 9:24 a.m.	2018	2	1	West Sussex

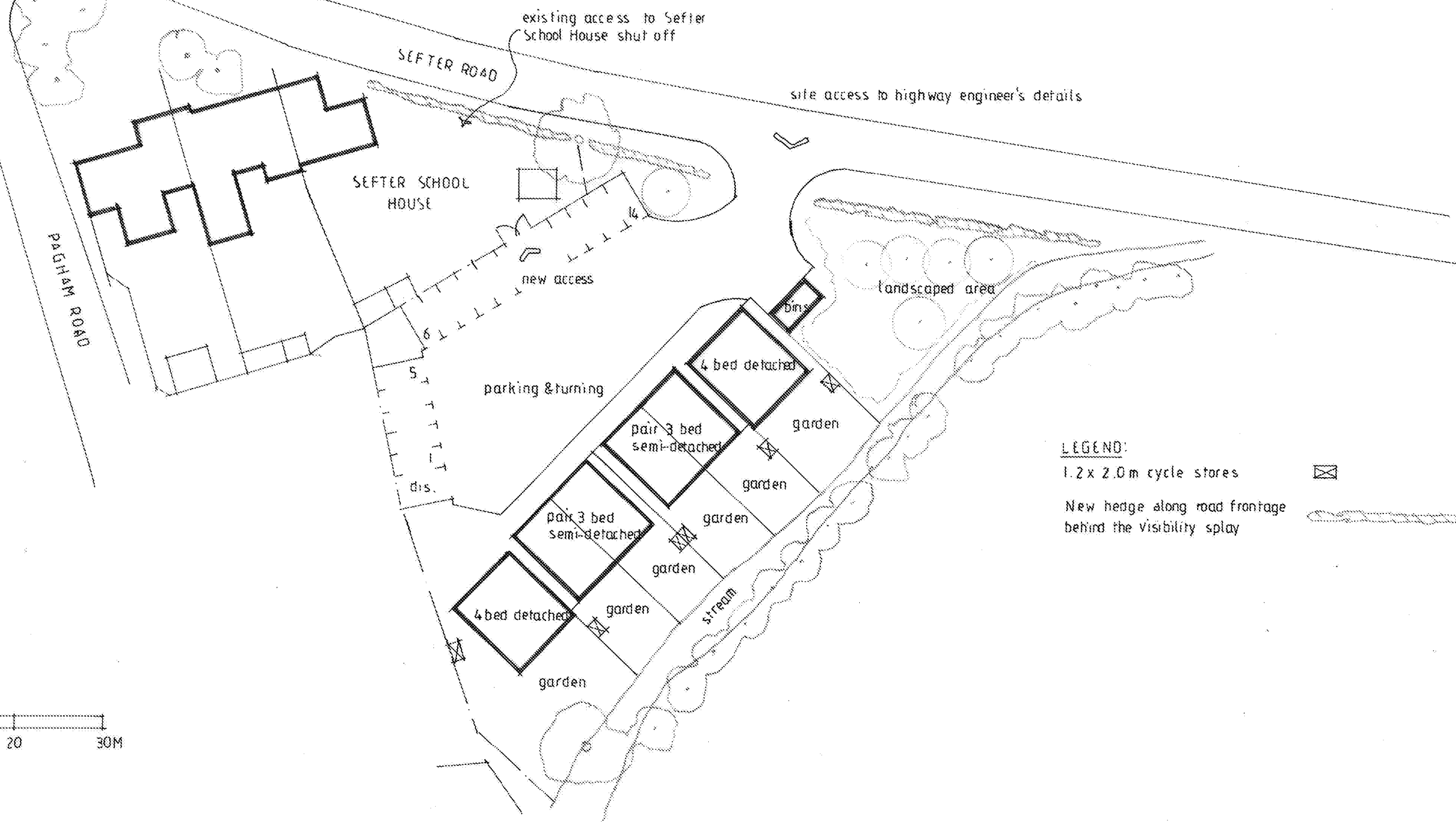
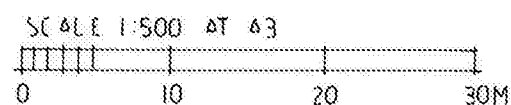
#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions	Junction_detail	Pedestrian_Crossing
1	U0	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres
2	U0	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres
3	B2166	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres

#	Local_Authority_District	Junction_control	Is_Provisional	Web_Link	Count
1	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2016471604729	1
2	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2017471705351	1
3	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2018471801249	1

Report produced from CrashMap Pro

Appendix 5

Architect's Proposed Illustrative Site Layout Plan



RJCA Chartered Architects
The White House, 2 Lavant Road
Chichester, West Sussex PO19 5RQ
Tel: 01243 779600
Mobile: 07973435493
Email: rjcatkinson@btinternet.com

Project Name: Site adjacent to Sefton School House

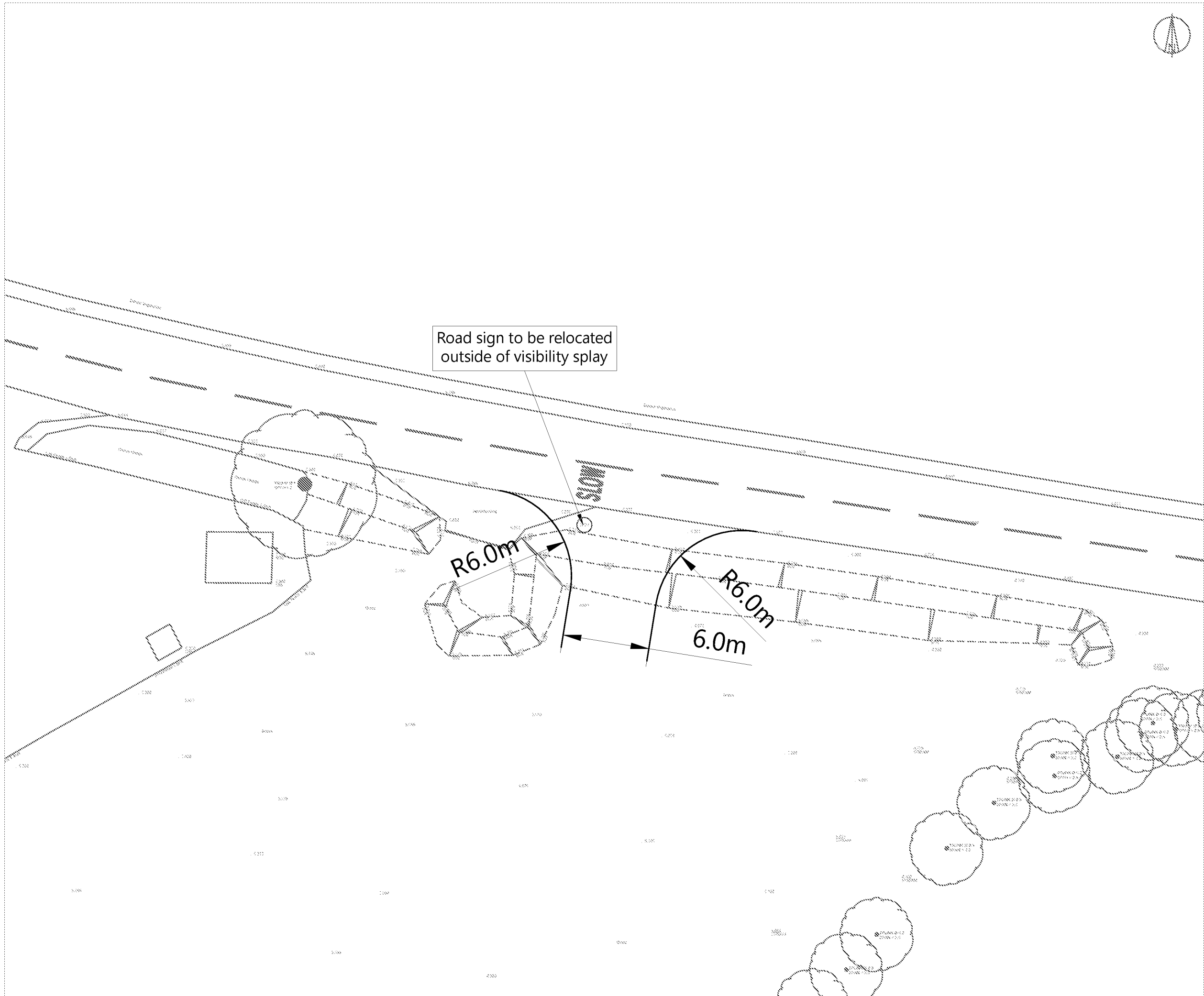
Drawing: Block/site layout plan – scale 1:500 @ A3

Drawing Number: 2019/26/01

Rev. A

Appendix 6

Proposed Site Access Arrangements



NOTES:
Drawing contains OS data © Crown copyright and database rights 2020
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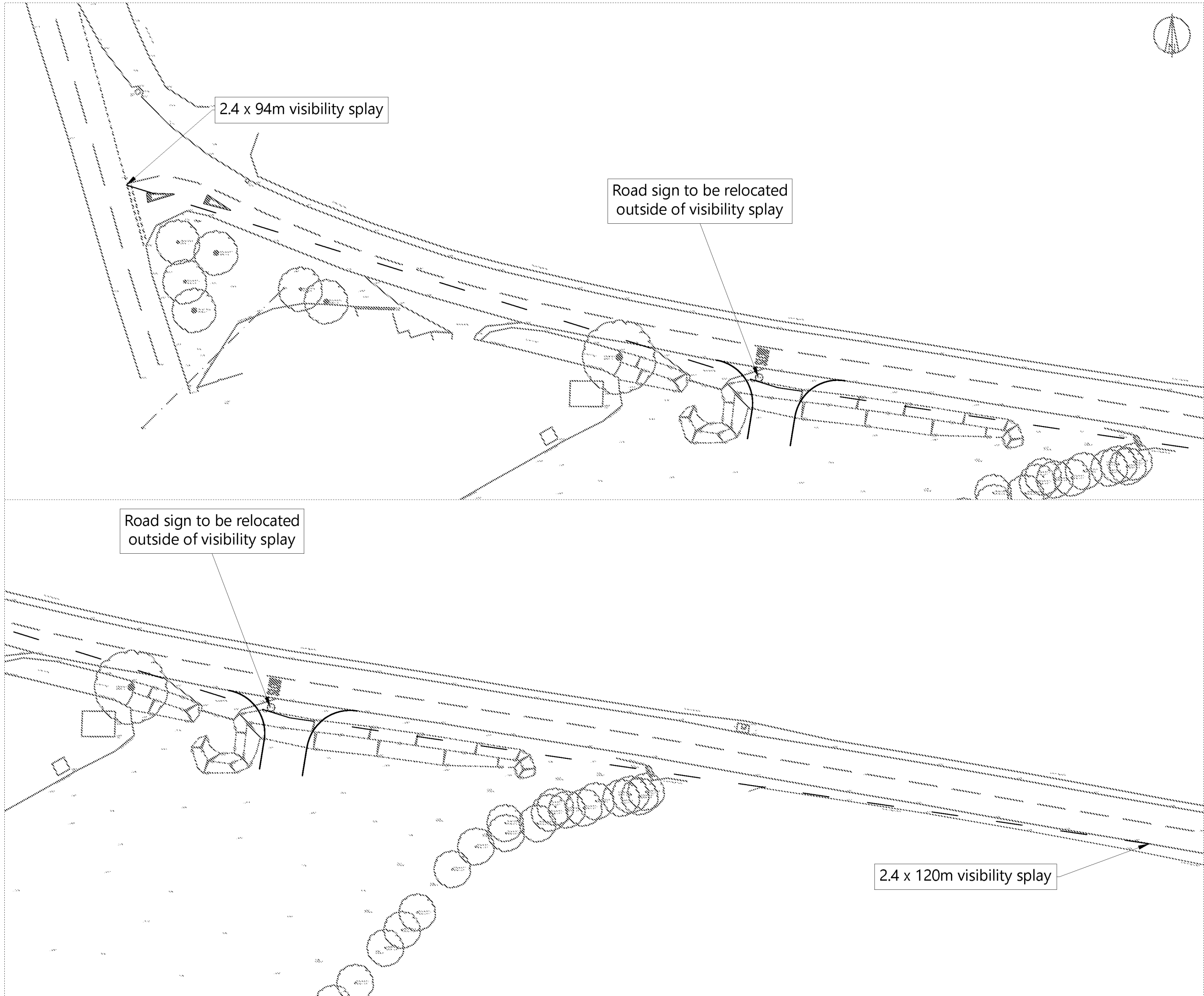
ISSUE	REASON FOR REVISION	DATE

PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: 05	SCALE: 1:250 @A3

HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS		
DATE: 06.04.20	DRAWN BY: BL	CHECKED: DT

Appendix 7

Proposed Site Access Visibility Splays



NOTES:
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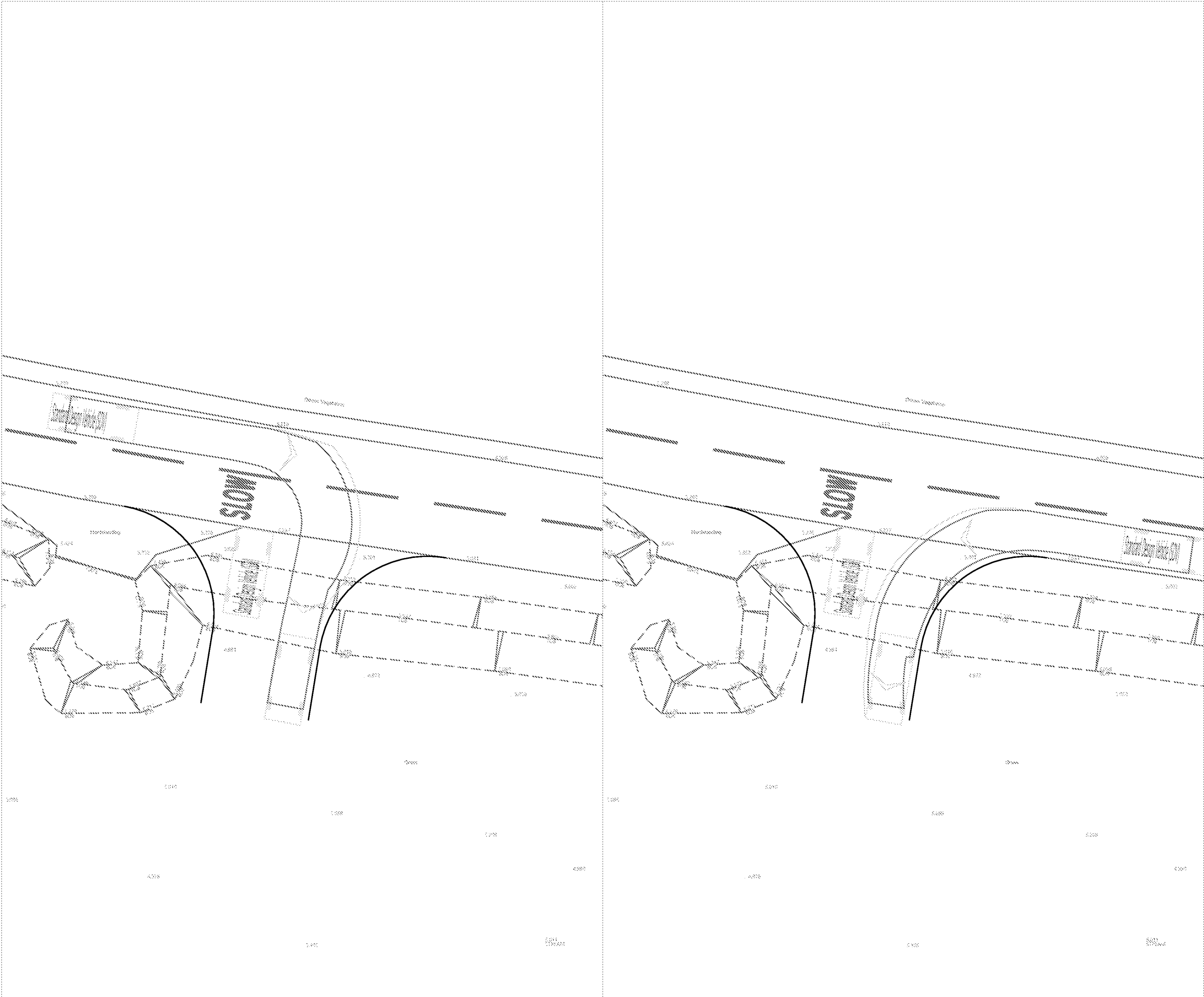
ISSUE	REASON FOR REVISION	DATE

PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: 06	SCALE: 1:500 @A3

Highgate <i>Transportation</i> www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: PROPOSED SITE ACCESS VISIBILITY SPLAY		
DATE: 06.04.20	DRAWN BY: BL	CHECKED: DT

Appendix 8

Swept Path Analysis – Two Cars Passing at the Site Access



NOTES:
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Standard Design Vehicle (SDV)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Wall to Wall Turning Radius

4.800m

2.900m

0.900m

2.900m

2.900m

4.00s

6.000m

A	Updated site layout plan received	03/04/20
ISSUE	REASON FOR REVISION	DATE

PROJECT:

SEFTER ROAD, PAGHAM

CLIENT:

BASING PARTNERS LIMITED

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
19134	TR04	1:200 @A3

HighgateTransportation

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street

Bristol BS1 5NL

01179 349 121

© Highgate Transportation Limited

TITLE:

PROPOSED SITE ACCESS - SWEEP
PATH ANALYSIS OF TWO CARS

DATE:	DRAWN BY:	CHECKED:
19/12/19	BL	DT

ARUN DISTRICT COUNCIL P/116/19/OUT

Appendix 9

TRICS Output

Calculation Reference: AUDIT-355901-200406-0449

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 18 (units:)
 Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/09/17

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
--------------	---

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	5
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 1 mile:

5,001 to 10,000 1 days
 10,001 to 15,000 3 days
 15,001 to 20,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days
 50,001 to 75,000 1 days
 75,001 to 100,000 1 days
 125,001 to 250,000 1 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 2 days

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

Travel Plan:

No 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
2	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
3	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
4	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
5	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.041	5	15	0.151	5	15	0.192
08:00 - 09:00	5	15	0.192	5	15	0.274	5	15	0.466
09:00 - 10:00	5	15	0.068	5	15	0.205	5	15	0.273
10:00 - 11:00	5	15	0.247	5	15	0.178	5	15	0.425
11:00 - 12:00	5	15	0.151	5	15	0.164	5	15	0.315
12:00 - 13:00	5	15	0.178	5	15	0.233	5	15	0.411
13:00 - 14:00	5	15	0.164	5	15	0.137	5	15	0.301
14:00 - 15:00	5	15	0.178	5	15	0.137	5	15	0.315
15:00 - 16:00	5	15	0.274	5	15	0.329	5	15	0.603
16:00 - 17:00	5	15	0.205	5	15	0.123	5	15	0.328
17:00 - 18:00	5	15	0.205	5	15	0.096	5	15	0.301
18:00 - 19:00	5	15	0.192	5	15	0.178	5	15	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			2.205			4.300

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: 10 - 18 (units:)
 Survey date range: 01/01/12 - 22/09/17
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.000	5	15	0.000
09:00 - 10:00	5	15	0.000	5	15	0.000	5	15	0.000
10:00 - 11:00	5	15	0.014	5	15	0.014	5	15	0.028
11:00 - 12:00	5	15	0.000	5	15	0.000	5	15	0.000
12:00 - 13:00	5	15	0.000	5	15	0.000	5	15	0.000
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.000	5	15	0.000	5	15	0.000
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.000	5	15	0.000
09:00 - 10:00	5	15	0.000	5	15	0.000	5	15	0.000
10:00 - 11:00	5	15	0.027	5	15	0.000	5	15	0.027
11:00 - 12:00	5	15	0.000	5	15	0.014	5	15	0.014
12:00 - 13:00	5	15	0.000	5	15	0.000	5	15	0.000
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.014	5	15	0.014	5	15	0.028
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.028			0.069

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.000	5	15	0.014	5	15	0.014
08:00 - 09:00	5	15	0.000	5	15	0.000	5	15	0.000
09:00 - 10:00	5	15	0.000	5	15	0.000	5	15	0.000
10:00 - 11:00	5	15	0.000	5	15	0.055	5	15	0.055
11:00 - 12:00	5	15	0.000	5	15	0.027	5	15	0.027
12:00 - 13:00	5	15	0.027	5	15	0.000	5	15	0.027
13:00 - 14:00	5	15	0.014	5	15	0.000	5	15	0.014
14:00 - 15:00	5	15	0.014	5	15	0.000	5	15	0.014
15:00 - 16:00	5	15	0.014	5	15	0.000	5	15	0.014
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.000	5	15	0.000	5	15	0.000
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.096			0.165

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.041	5	15	0.247	5	15	0.288
08:00 - 09:00	5	15	0.342	5	15	0.466	5	15	0.808
09:00 - 10:00	5	15	0.096	5	15	0.288	5	15	0.384
10:00 - 11:00	5	15	0.342	5	15	0.260	5	15	0.602
11:00 - 12:00	5	15	0.247	5	15	0.247	5	15	0.494
12:00 - 13:00	5	15	0.219	5	15	0.342	5	15	0.561
13:00 - 14:00	5	15	0.192	5	15	0.164	5	15	0.356
14:00 - 15:00	5	15	0.219	5	15	0.164	5	15	0.383
15:00 - 16:00	5	15	0.425	5	15	0.630	5	15	1.055
16:00 - 17:00	5	15	0.301	5	15	0.164	5	15	0.465
17:00 - 18:00	5	15	0.315	5	15	0.137	5	15	0.452
18:00 - 19:00	5	15	0.233	5	15	0.219	5	15	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.972			3.328			6.300

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.055	5	15	0.096	5	15	0.151
08:00 - 09:00	5	15	0.219	5	15	0.301	5	15	0.520
09:00 - 10:00	5	15	0.000	5	15	0.041	5	15	0.041
10:00 - 11:00	5	15	0.055	5	15	0.082	5	15	0.137
11:00 - 12:00	5	15	0.055	5	15	0.041	5	15	0.096
12:00 - 13:00	5	15	0.014	5	15	0.041	5	15	0.055
13:00 - 14:00	5	15	0.027	5	15	0.027	5	15	0.054
14:00 - 15:00	5	15	0.055	5	15	0.068	5	15	0.123
15:00 - 16:00	5	15	0.507	5	15	0.233	5	15	0.740
16:00 - 17:00	5	15	0.123	5	15	0.041	5	15	0.164
17:00 - 18:00	5	15	0.027	5	15	0.137	5	15	0.164
18:00 - 19:00	5	15	0.055	5	15	0.082	5	15	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.192			1.190			2.382

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

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.014	5	15	0.014
09:00 - 10:00	5	15	0.000	5	15	0.027	5	15	0.027
10:00 - 11:00	5	15	0.014	5	15	0.014	5	15	0.028
11:00 - 12:00	5	15	0.000	5	15	0.014	5	15	0.014
12:00 - 13:00	5	15	0.014	5	15	0.000	5	15	0.014
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.082	5	15	0.014	5	15	0.096
17:00 - 18:00	5	15	0.014	5	15	0.014	5	15	0.028
18:00 - 19:00	5	15	0.000	5	15	0.014	5	15	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.111			0.235

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.000	5	15	0.000	5	15	0.000
08:00 - 09:00	5	15	0.000	5	15	0.014	5	15	0.014
09:00 - 10:00	5	15	0.000	5	15	0.027	5	15	0.027
10:00 - 11:00	5	15	0.014	5	15	0.014	5	15	0.028
11:00 - 12:00	5	15	0.000	5	15	0.014	5	15	0.014
12:00 - 13:00	5	15	0.014	5	15	0.000	5	15	0.014
13:00 - 14:00	5	15	0.000	5	15	0.000	5	15	0.000
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.082	5	15	0.014	5	15	0.096
17:00 - 18:00	5	15	0.014	5	15	0.014	5	15	0.028
18:00 - 19:00	5	15	0.000	5	15	0.014	5	15	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.111			0.235

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.096	5	15	0.356	5	15	0.452
08:00 - 09:00	5	15	0.562	5	15	0.781	5	15	1.343
09:00 - 10:00	5	15	0.096	5	15	0.356	5	15	0.452
10:00 - 11:00	5	15	0.411	5	15	0.411	5	15	0.822
11:00 - 12:00	5	15	0.301	5	15	0.329	5	15	0.630
12:00 - 13:00	5	15	0.274	5	15	0.384	5	15	0.658
13:00 - 14:00	5	15	0.233	5	15	0.192	5	15	0.425
14:00 - 15:00	5	15	0.288	5	15	0.233	5	15	0.521
15:00 - 16:00	5	15	0.945	5	15	0.863	5	15	1.808
16:00 - 17:00	5	15	0.507	5	15	0.219	5	15	0.726
17:00 - 18:00	5	15	0.356	5	15	0.288	5	15	0.644
18:00 - 19:00	5	15	0.288	5	15	0.315	5	15	0.603
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.357			4.727			9.084

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.000	5	15	0.082	5	15	0.082
08:00 - 09:00	5	15	0.055	5	15	0.178	5	15	0.233
09:00 - 10:00	5	15	0.027	5	15	0.123	5	15	0.150
10:00 - 11:00	5	15	0.123	5	15	0.110	5	15	0.233
11:00 - 12:00	5	15	0.110	5	15	0.110	5	15	0.220
12:00 - 13:00	5	15	0.123	5	15	0.192	5	15	0.315
13:00 - 14:00	5	15	0.055	5	15	0.082	5	15	0.137
14:00 - 15:00	5	15	0.096	5	15	0.027	5	15	0.123
15:00 - 16:00	5	15	0.137	5	15	0.151	5	15	0.288
16:00 - 17:00	5	15	0.151	5	15	0.068	5	15	0.219
17:00 - 18:00	5	15	0.178	5	15	0.082	5	15	0.260
18:00 - 19:00	5	15	0.151	5	15	0.110	5	15	0.261
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.206			1.315			2.521

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	15	0.014	5	15	0.014	5	15	0.028
08:00 - 09:00	5	15	0.014	5	15	0.014	5	15	0.028
09:00 - 10:00	5	15	0.014	5	15	0.014	5	15	0.028
10:00 - 11:00	5	15	0.027	5	15	0.027	5	15	0.054
11:00 - 12:00	5	15	0.000	5	15	0.000	5	15	0.000
12:00 - 13:00	5	15	0.014	5	15	0.014	5	15	0.028
13:00 - 14:00	5	15	0.041	5	15	0.027	5	15	0.068
14:00 - 15:00	5	15	0.000	5	15	0.000	5	15	0.000
15:00 - 16:00	5	15	0.000	5	15	0.000	5	15	0.000
16:00 - 17:00	5	15	0.000	5	15	0.000	5	15	0.000
17:00 - 18:00	5	15	0.014	5	15	0.000	5	15	0.014
18:00 - 19:00	5	15	0.000	5	15	0.000	5	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.110			0.248

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

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

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

MULTI-MODAL Light Vehicles (LV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Rigid Trucks - No Trailer (OGV1)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Trucks Towing Trailers (OGV2)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Buses

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Non-Motorised Vehicles (NMV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Cycles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

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

MULTI-MODAL Scooters

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Non-Vehicular People Movements (NVPM)
 Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

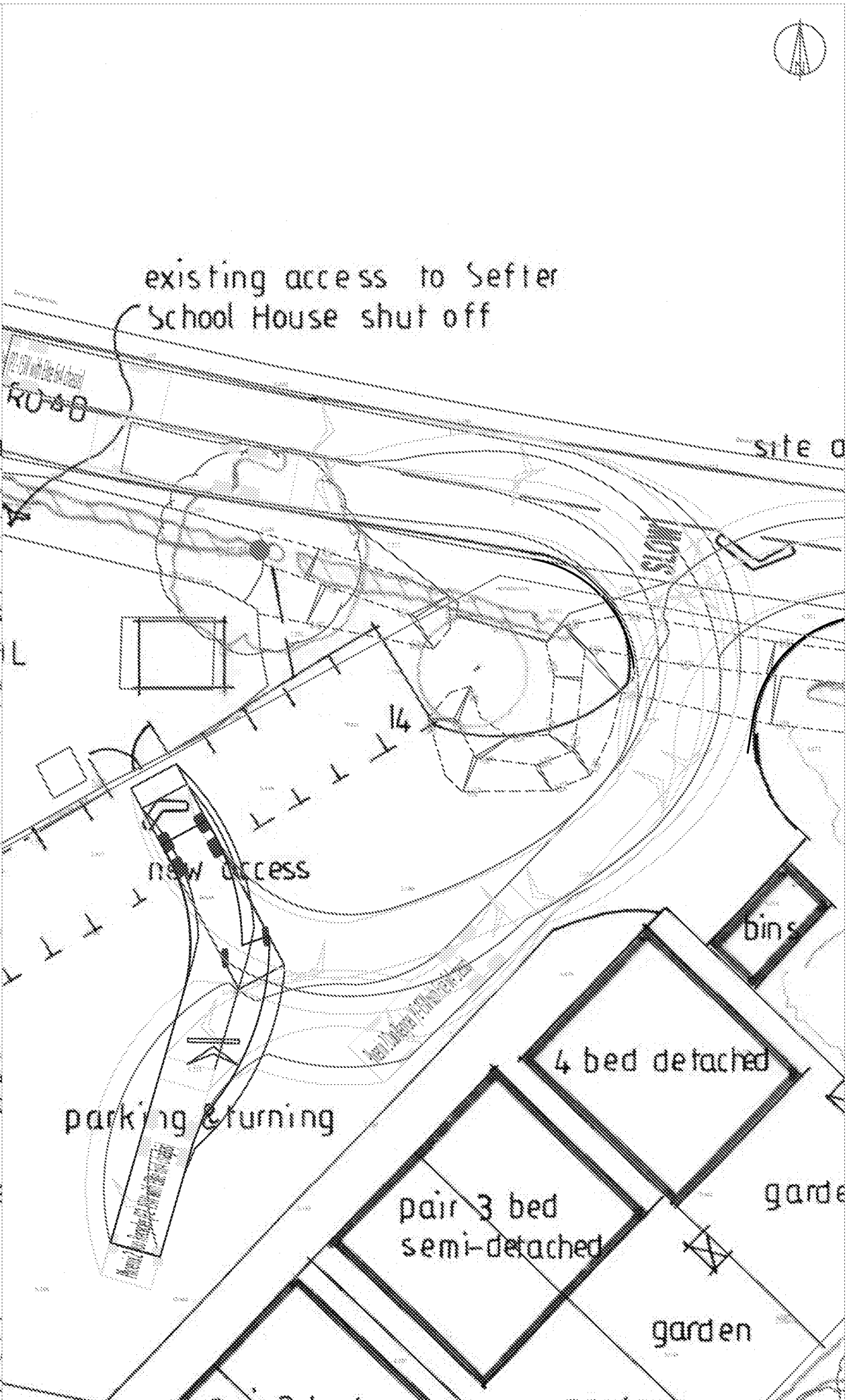
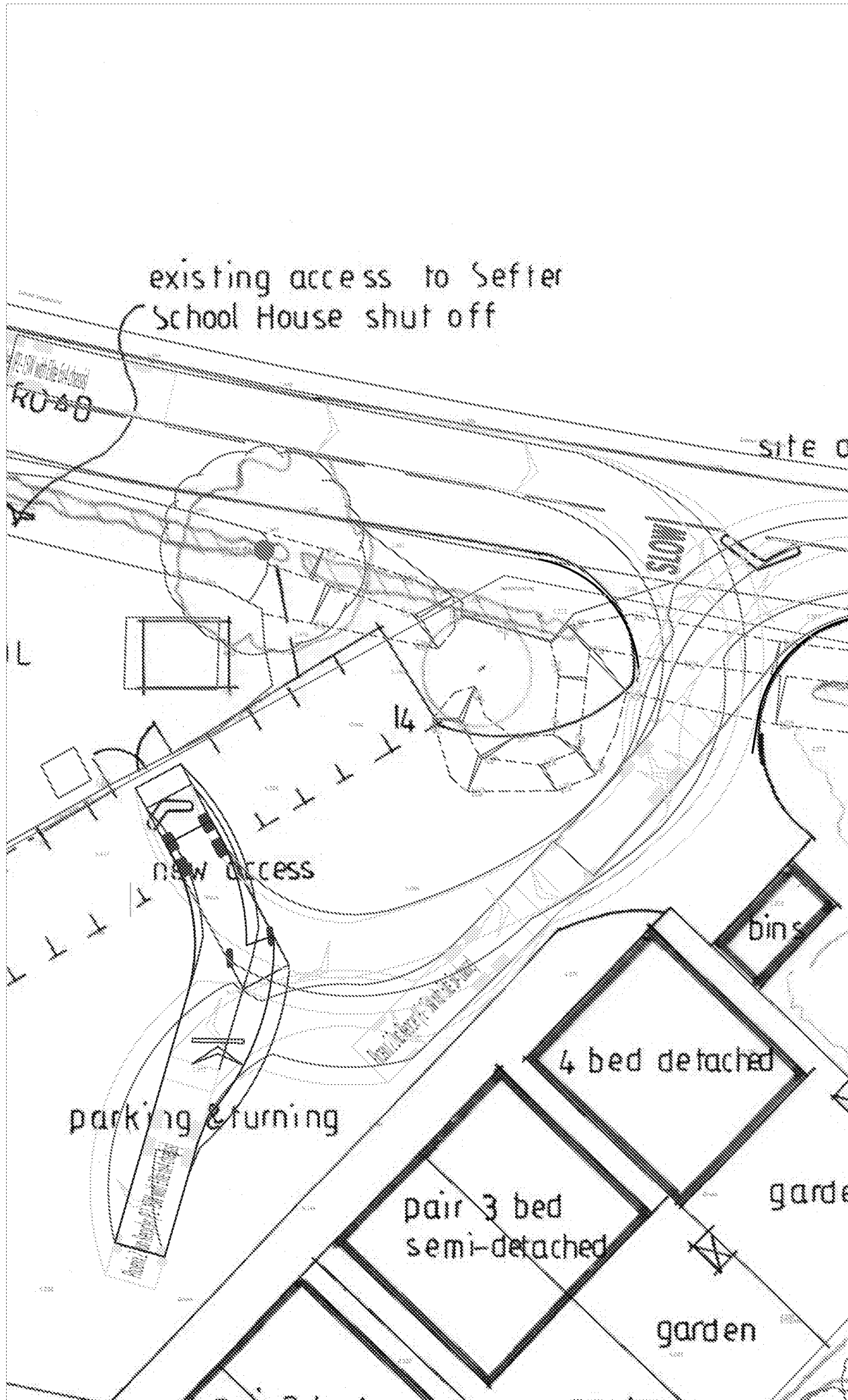
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

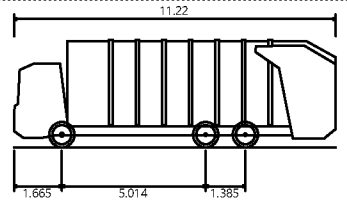
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 10

Swept Path Analysis – 11.2 Metre Refuse Collection Vehicle



NOTES:
Drawing contains OS data © Crown copyright and database rights 2020
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Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

A	Updated site layout plan received	03-04-20
ISSUE	REASON FOR REVISION	DATE

PROJECT: SEFTER ROAD, PAGHAM		
CLIENT: BASING PARTNERS LIMITED		
PROJECT REFERENCE: 19134	DRAWING NUMBER: TR05	SCALE: 1:250 @A3

HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: SWEPT PATH ANALYSIS - 11.2M REFUSE COLLECTION VEHICLE		
DATE: 31.03.20	DRAWN BY: BL	CHECKED: DT