



INGLENOOK HOTEL, PAGHAM

Residential Development

Transport Statement

Prepared on behalf of ADM
Architects

ADMA/17/3763s

October 2019

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APPENDICES

Appendix A	WSC C Formal Pre-Application Response
Appendix B	ATC Survey Results
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1.1.1

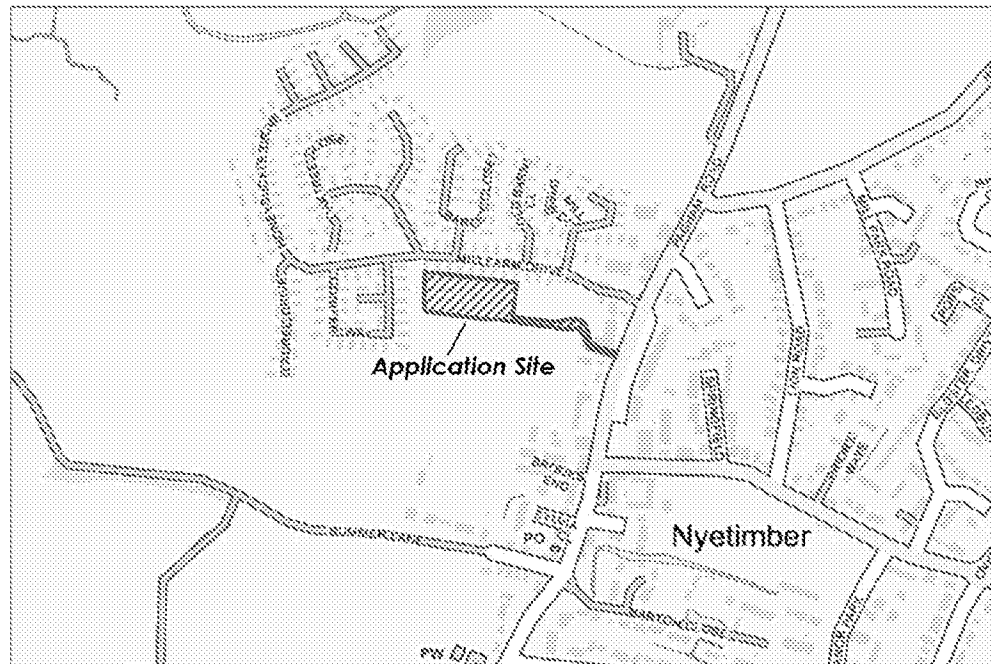


Figure 1.1: Site Location

1.1.2

1.1.3

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- (ii) Section 3 provides an assessment of the proposed access and internal layout design, parking provision, and the site servicing arrangements;
- (iii) Section 4 considers the anticipated traffic impact on the local highway network supported by trip generation assessment; and
- (iv) Section 5 provides a summary of the report's conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site covers approximately 0.48ha of land to the rear of The Inglenook Hotel to the west of Pagham Road. The site is bordered to the north and west by Mill Farm Park Estate, and Pagham Road to the east. A recently consented residential development of 42 dwellings is under construction to the south of the site planning application reference P/125/14/PL. The site context is shown in Figure 2.1.



Figure 2.1: Aerial View of Site Location

- 2.1.2 The site currently comprises of an open field without a specified land use. Within the applicant's land there are five static homes immediately adjacent to the application site, and further to the east of the hotel car park and the main hotel building. The composition of the site is demonstrated Figure 2.2



Figure 2.2: Site Composition

- 2.1.3 The application site is currently accessed from Pagham Road to the south of the main hotel building via vehicular crossover. The access road serves the Inglenook Hotel's car park and the aforementioned static homes. The first 50m of the access road is metaled up to the hotel car park entrance, but transitions to an unmade surface on approach to the static homes and the application site. The existing access is demonstrated in Figure 2.3.



Figure 2.3: Existing Site Access

2.2 Local Road Network

- 2.2.1 The site fronts on to Pagham Road, a 2-way carriageway subject to a 30mph speed limit. The road is c.7.3m wide in the vicinity of the site flanked by footways on both sides of the carriageway. The Inglenook Hotel is fronted by a layby immediately to the north of the existing access. Pagham Road's highway features are shown in Figure 2.4.



Figure 2.4: Pagham Road Heading South

2.3 Wider Highway Network

- 2.3.1 Pagham Road adjoins the B2166 2.4km north of the site. The B2166 provides a connection to the A27 7km to the north. the A27 forms part of the strategic road network providing an east-west route along the south coast. The A27 provides access locally to Chichester, Southampton, Portsmouth and Worthing. The site location and its context within the wider highway network is shown in Figure 2.5.

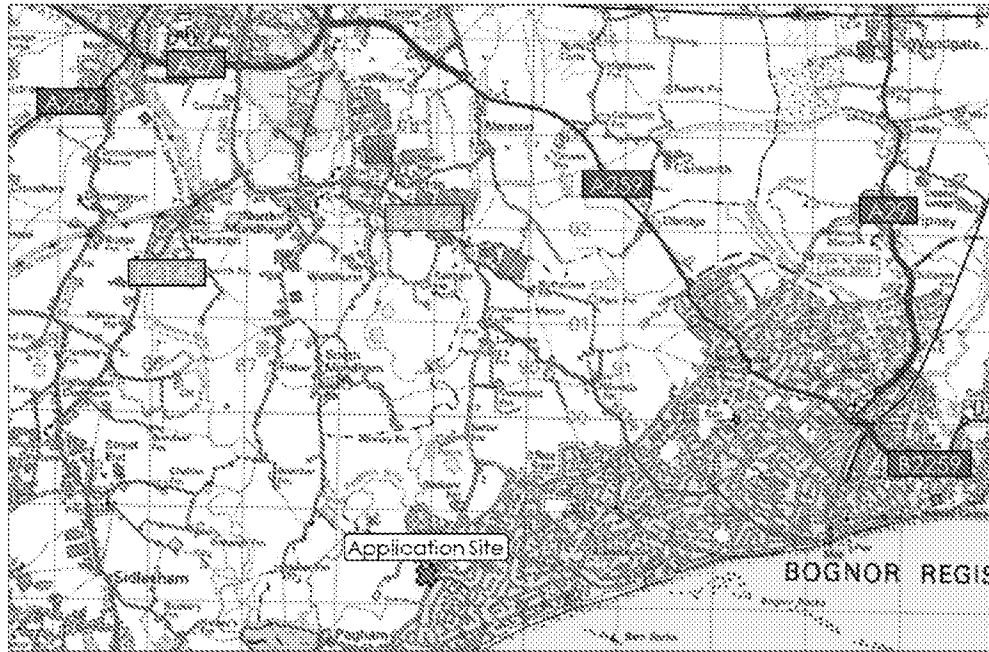


Figure 2.5: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

- 2.4.1 Pedestrian access to the site is facilitated by 1.5m+ wide footways flanking either side of Pagham Road. The footways provide a continuous link with the wider footway network in Bognor Regis, Aldwick and Nyetimber. The pedestrian infrastructure in the vicinity of the site is shown in Figure 2.4.
- 2.4.2 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in Plan 01, a wide range of services and amenities are accessible by foot from the site based on the CIHT guidance.

Cycle Accessibility

- 2.4.3 The South Coast Cycle Route (SCCR) is located 2km north of the site providing a direct link to Chichester 7km to the north. The National Cycle Route No.2 is situated approximately 3.9km to the east of the site and provides a traffic-free route to Littlehampton. Local cycle routes are shown in Plan 01.
- 2.4.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Chichester, Bognor Regis and Felpham are therefore accessible by bicycle from the site.

Accessibility by Bus

- 2.4.5 The application site is within a desirable walking distance of the 'Bear Inn' bus stop c.20m to the east of the site which serves the No.600 and 660 bus service to Chichester. A summary of services available from local bus stops is provided in Figure 2.6.

Service	Route Summary	Typical Frequency	Operating Hours
600/660	Elmer - Chichester	Every 20 mins	06:05 - 21:53

Figure 2.6: Bus Services Available from Local Bus Stops

2.5 Accident Data

- 2.5.1 To determine highway safety on the road network in the vicinity of the site, an assessment of Personal Injury Accident (PIA) data has been undertaken using the Sussex Safer Roads online data portal for a five-year period between January 2012 and December 2016. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.

- 2.5.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency, and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area includes Pagham Road from the junction with Hook Lane to the north of the site to the junction of Nyetimber Lane to the south of the site. A map demonstrating the extent of the study area and each recorded PIA is demonstrated in Figure 2.5.

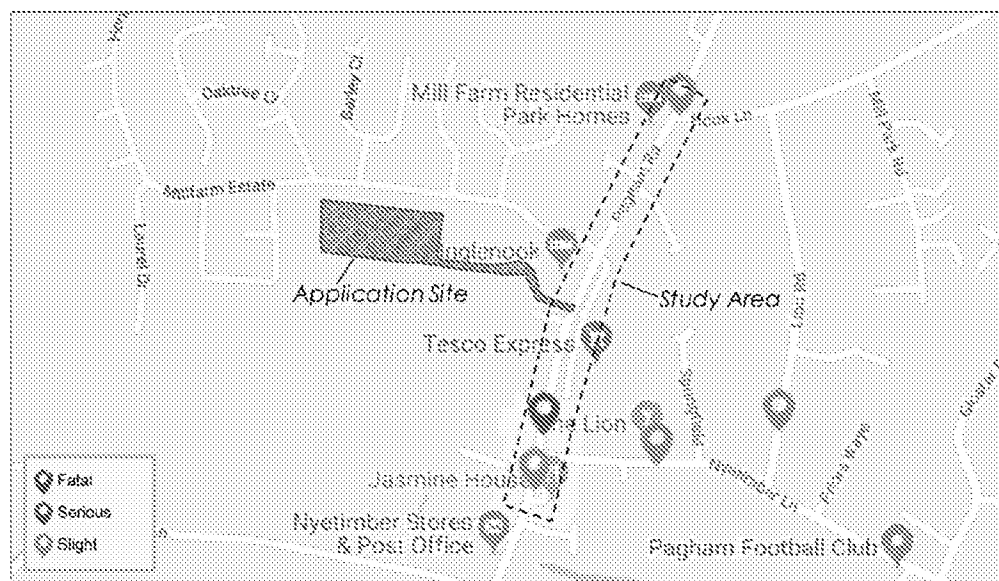


Figure 2.5: PIA Study Area and Distribution of Incidents

2.5.3 The study found a total of 1 'serious' incident and 2 'slight' incidents within the study area along Pagham Road across the 5-year period. The PIA assessment does not reveal any incidents associated with the site's existing access arrangements. The PIA data does not identify any wider pattern in terms of frequency or distribution of incidents in the study area that would require a more detailed examination.

2.5.4 It is therefore concluded that there are no underlying incident patterns that could be exacerbated by the proposed development.

2.6 Traffic Survey Data

2.6.1 To establish the speeds of vehicle and the volume of traffic on Pagham Road, RGP commissioned Modal Data to conduct an Auto Traffic Count (ATC) survey from 20th - 26th February 2018. The results of the ATC survey are summarised in Figure 2.6 and the full data output is attached at Appendix B.

Direction	Average Speed	85th Percentile Design Speed	AAOT	HGV Percentage
Northbound	24.9mph	30.4mph	2924	1.5%
Southbound	22.9mph	27.7mph	3395	1.0%

Figure 2.6: Summary of ATC Data

3 PROPOSED DEVELOPMENT

3.1.1 The proposed development would be served from the existing hotel access point at the south east corner of the site adjoining Pagham Road. The access would be reformed to accommodate the type and frequency of vehicle movements associated with the development proposal.

3.1.2 The access would remain as a vehicular crossover however the highway works associated with the adjacent development proposal access would mean the crossover is straightened to follow the new kerb line and slightly lengthened to 7.7m. The proposed access is demonstrated in Drawing 2017/3763/001.

3.1.3 Existing fencing and shrubbery would be removed to provide a widened access point from 3.5m to 5.3m wide. The access geometries allow two cars to concurrently pass at the junction and can accommodate large refuse and delivery vehicle movements through the access. A vehicle swept path analysis demonstrating these manoeuvres is shown in Drawing 2017/3763/002.

3.2 Visibility

3.2.1 The access visibility requirements have been based upon the 85th percentile design speeds acquired from ATC speed surveys. The speed surveys revealed 85th percentile design speeds of 27.7mph heading southbound and 30.4mph heading northbound. The ATC speed survey data is attached at Appendix 8 of this report.

3.2.2 Using the calculation coefficients set out in Manual for Streets (MfS) a stopping site distance (adjusted for bonnet length) of 44m looking north and 39m looking south would be required. Visibility from access accordingly achieves the sight lines in both the lead and trailing directions as demonstrated in Drawing 2017/3763/002.

3.2.3 It is recognised that the vehicles parking in the layby north of the access would be within the visibility envelope. MfS 2 Section 10.7 identifies that parking within visibility splays is common at urban junctions and does not create significant problems in practice. The safe operation of the existing access which serves hotel / pub, static homes substantiates this.

3.2.4 Forward visibility to right turning vehicles negotiating the access has been assessed using the calculation coefficients set out in MfS. Accordingly, a stopping site distance (adjusted for bonnet length) of 44m looking north and 39m looking south would be required. The necessary sight lines to right turning vehicles from the respective north and south approach directions are achievable as demonstrated in Drawing 2017/3763/002.

3.2.5 Sight lines between the site access, adjacent development's access and the nearby road junction has been assessed to demonstrate that inter-visibility between egressing vehicles is achievable in Drawing 2017/3763/002.

3.3 Pedestrian Access

3.3.1 The site's pedestrian access would be served from the main vehicle access which would use a shared surface arrangement as per the existing operation. Advisory signage would be provided on entry to the site to make motorists aware that pedestrians may be in the carriageway. Traffic calming features in the form of a rumble strip and a speed control bend would be provided on entry to the site and along the access road (see Section 3.4). A 5mph roundel would also be provided to ensure appropriate vehicle speeds.

3.3.2 The use of a shared surface arrangement accords with MfS design guidance which suggest that shared surfaces are appropriate where carriageways form cul-de-sacs, where the volume of traffic movements are below 100 per hour, and where parking is controlled, or it takes place in designated areas. The proposed pedestrian access, signage and traffic calming features are demonstrated in Drawing 2017/3763/002.

3.4 Internal Layout

3.4.1 On entry to the site the proximity of the main hotel building is such that the access road would narrow from 5.3m to 3.8m at its narrowest point c.10m into the site. The access road would widen back out to 4.8m c.30m into the site. A priority arrangement would be used through this pinch point with priority given to vehicles entering the site, to avoid vehicles falling back on to Pagham Road. The priority arrangement is demonstrated in Drawing 2017/3763/002.

3.4.2 The level of visibility between vehicles waiting at the priority arrangements give-way marking and an oncoming vehicle entering the site would achieve a sight line of 16m. The stopping site distance would be appropriate for a vehicle travelling up to 14mph, which would be appropriate for this narrow traffic calmed section of carriageway. The visibility between vehicles negotiating the priority arrangement is demonstrated in Drawing 2017/3763/002.

3.4.3 Within the main body of the site, the proposed access road would maintain a width of 4.8m. The access road would act as a spine road from which the properties are served. All internal carriageways would use a shared surface arrangement. As identified in Section 3.3 of this Transport Statement the use of a shared surface arrangement would accord with MfS design guidance which identifies the criterion by which the use of such an arrangement is appropriate.

3.4.4 On entry to the site two traffic calming features would be provided to encourage low vehicle speeds. A rumble strip would be provided 5.5m from the site access. The rumble strip would not cross the full width of the carriageway so as to not act as a barrier to pedestrians and cyclist which can be affected by traffic calming features which use vertical deflection. The proposed rumble strip feature is demonstrated in Drawing 2017/3763/002.

- 3.4.5 A traffic control bend would be provided 50m into the site. The traffic control bend would calm traffic speeds into the site, increase forward visibility, and enable large refuse vehicles to pass a vehicle waiting at the priority give way marking by utilising the bends mountable shoulder. The speed control bend is demonstrated in Drawing 2017/3763/002.
- 3.4.6 The site's carparking provision would be provided in a mixture of driveways, garages, and on-street parking. The on-street parking would take the form of parallel parking bays. All parking areas use Manual for Streets (MfS) standard dimensions providing parking bays of 2.4 x 4.8m and provide at least 6.0m reversing distance to ensure comfortable manoeuvring as demonstrated in Drawing 2017/3763/002.
- 3.5 Servicing Arrangements
- 3.5.1 The site's carriageway geometries are such that large service vehicles can negotiate the access road and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating internal carriageways and performing turning manoeuvres in Drawing 2017/3763/002.
- 3.5.2 Bin cany distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).
- 3.6 Emergency Access
- 3.6.1 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 3.7m is maintained through the site in accordance with Building Regulation requirements.
- 3.6.2 The vehicle swept path analysis demonstrating a large refuse vehicle negotiating internal carriageways and performing turning manoeuvres serves to demonstrate that fire tenders, which are smaller and more manoeuvrable, would be able to appropriately access the site in Drawing 2017/3763/002.
- 3.7 Car Parking Provision
- 3.7.1 The proposed development's parking provision has been provided in accordance with both WSCC's Residential Parking Demand Calculator tool. The proposed parking provision is considered against the anticipated demand as determined by WSCC's Residential Parking Demand Calculator tool in Figure 3.2. The Residential Parking Demand Calculator output is attached as Appendix C for reference.

	Proposed Parking Provision	WSCC Residential Parking Demand Calculator Tool
Allocated	20	20
Unallocated Visitor / Resident Overspill	2	2

Figure 3.2: Car Parking Provision

- 3.7.2 The site provides 20 allocated bays plus 2 unallocated visitor / resident overspill bays. As demonstrated in Figure 3.2 the Parking Demand Calculator tool requires 2 unallocated bays for visitor / resident overspill which have been accordingly provided. There are additional opportunities to safely park on-street within the site and not obstruct the carriageway.
- 3.7.3 Cycle parking has been provided in accordance with WSCC residential cycle parking standards at a ratio of 2 cycle parking space per 3+ bed house. Cycle parking would be provided within the curtilage of the proposed houses within garages or rear storage sheds.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1 Overview

4.1.1 The TRICS database (version 7.4.4) has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The current application site does not generate vehicle trips, therefore any trips generated by the development will be new to the local road network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- (i) Land Use: Residential (Houses, Privately Owned)
- (ii) Regions: Wales and England (excluding Greater London)
- (iii) Scale of Development: 6 - 30 Dwellings
- (iv) Date Range: 01/01/09 - 10/05/17
- (v) Count Type: Manual and Automated Traffic Count
- (vi) Selected Days: Weekdays
- (vii) Selected Locations: Suburban Area, Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in Figure 3.3. The full results of the TRICS interrogation are provided in Appendix D.

TRICS Trip Rate per Dwelling (9 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.160	0.357	0.517
PM Peak Hour	0.319	0.122	0.441
Daily Traffic	2.338	2.460	4.798
TRICS Vehicle Trip Generation			
AM Peak Hour	1	3	5
PM Peak Hour	3	1	4
Daily Traffic	21	22	43

Figure 3.3: Anticipated Trip Generation

- 4.1.4 The TRICS assessment suggests that the development will generate an additional 43 daily vehicle trips, with an additional 4 - 5 vehicle trips in each of the networks peak traffic hours (08:00-09:00 and 17:00-18:00). The peak trip generation equates to 1 additional vehicle movement accessing/egressing the site every c.12 minutes.
- 4.2 Traffic Impact
- 4.2.1 The number of daily vehicle trips generated by the proposed development and the low concentrations of movements during the local road network AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.
- 4.2.2 Subject to WSCC's consideration of this report, WSCC Transport Assessment Guidance (2007) identifies that the sites trip generation is such that a capacity modelling assessment would not be necessary. The guidance stipulates that capacity assessments are only required at junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As demonstrated in Figure 3.3 the site would generate less than 30 movements during peak hours.

5 SUMMARY & CONCLUSIONS

5.1.1 Russell Giles Partnership (RGP) has been commissioned by ADM Architects to provide transport planning and highways advice in association with a residential proposal on land to the rear of The Inglenook Hotel, Pagham, West Sussex. The Transport Statement conclusions are as follows: -

- (i) The site is accessibly located within walking and cycling distance of public transport and convenience amenities in Pagham.
- (ii) An assessment of PIA incidents does not reveal any pattern in terms of distribution, frequency or severity of incidents that is of concern in terms of highway safety.
- (iii) The proposed development would be served from the existing hotel access point at the south east corner of the site adjoining Pagham Road. The access would be reformed to appropriately serve the residential development.
- (iv) The access's geometries allow cars to concurrently pass at the junction and can accommodate large refuse vehicle movements through the access. The access has been subject to a vehicle swept path analysis.
- (v) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions in accordance with the recorded 85th percentile design speeds using calculation coefficients set out in MfS design guidance.
- (vi) The site's internal carriageway geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site.
- (vii) The site provides traffic calming and a priority arrangement to ensure appropriate vehicle speeds and a safe pedestrian environment on entry to the site.
- (viii) Bin carry distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties.
- (ix) The proposed development's parking provision would be provided in line with both WSCC's Residential Parking Demand Calculator tool. Cycle parking would be provided in accordance with WSCC's residential cycle parking standards.
- (x) The TRICS trip assessment suggests that the development will generate an additional 46 daily vehicle trips, with an addition 4-5 trips in the network AM / PM peak traffic hours.

- (xi) The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.
- (xii) The sites trip generation is such that a capacity modelling assessment would not be necessary in accordance with WSCC Transport Assessment Guidance (2007).

PLANS

BUS SERVICE 600/660			
Service	Route Summary	Typical Frequency	Operating Hours
600/660	Elmer – Chichester	Every 20 mins	06:05 – 21:53



LEGEND

- SITE LOCATION
- BUS STOPS
- FOOTPATHS
- LOCAL CYCLE ROUTE
- 2KM WALK ISOCHRONE
- RETAIL
- EDUCATION
- LEISURE
- HEALTH CARE
- INDUSTRIAL



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Project: Inglenook Hotel, Pagham

Title: Site Location & Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	3763	March 2018	NTS
Drawn By:	Checked By:	Approved By:	Rev:
SMO	ALB	PMR	-

DRAWINGS

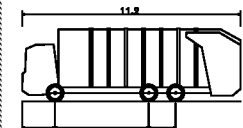


-LEGEND-

- Site Boundary
- Highway Boundary
- Existing Road Markings



DB32 Private Car
Overall Length 4.27m
Overall Width 1.90m
Overall Body Height 1.40m
Min Body Ground Clearance 0.24m
Max Track Width 1.69m
Lock to lock time 1.06s
Kerb to Kerb turning Radius 5.78m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.4m
Overall Width 2.55m
Overall Body Height 4.27m
Min Body Ground Clearance 0.24m
Max Track Width 2.55m
Lock to lock time 9.00s
Kerb to Kerb turning Radius 9.00m

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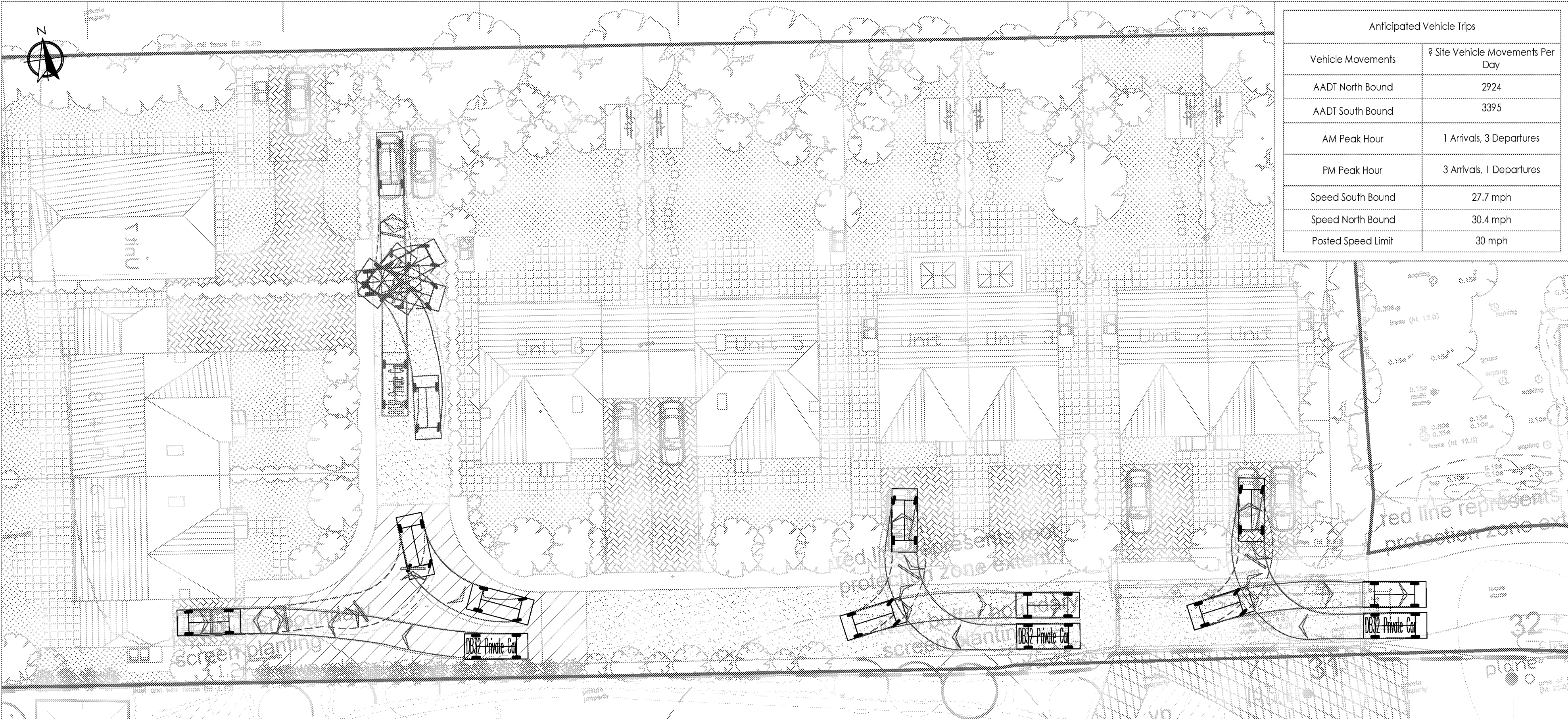
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ADM Architects

Ingenook Hotel, Pagham

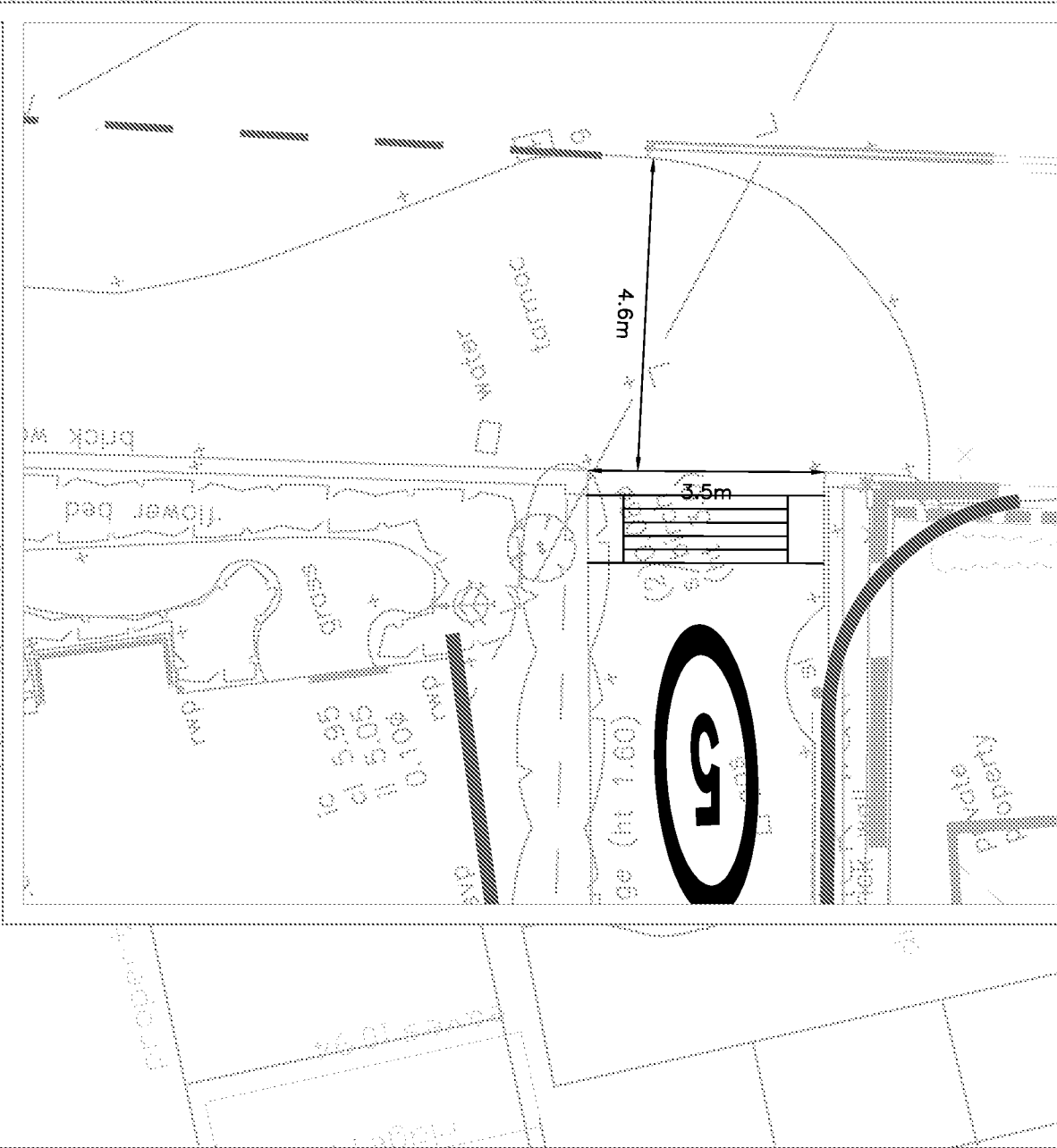
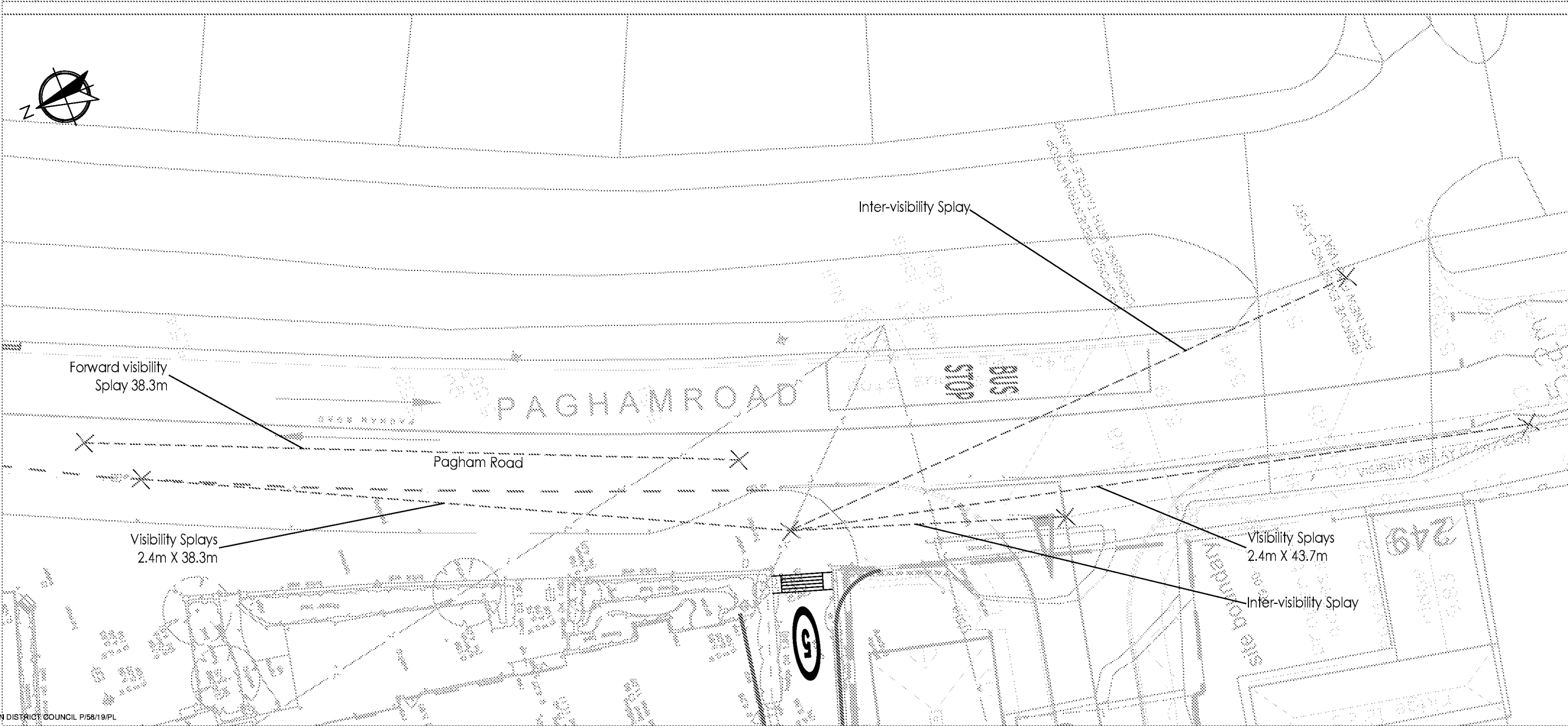
Refuse Vehicle
Swept Path Analysis

Scale	1:500	Drawn By	SMO	Checked By	ALB	Approved By	PMR
Date	October 2019	Project No	2017-3763-001	Page			B



Anticipated Vehicle Trips	
Vehicle Movements	Site Vehicle Movements Per Day
AADT North Bound	2924
AADT South Bound	3395
AM Peak Hour	1 Arrivals, 3 Departures
PM Peak Hour	3 Arrivals, 1 Departures
Speed South Bound	27.7 mph
Speed North Bound	30.4 mph
Posted Speed Limit	30 mph

- LEGEND-
- Site Boundary
 - Highway Boundary
 - Existing Road Markings
 - Visibility Splays



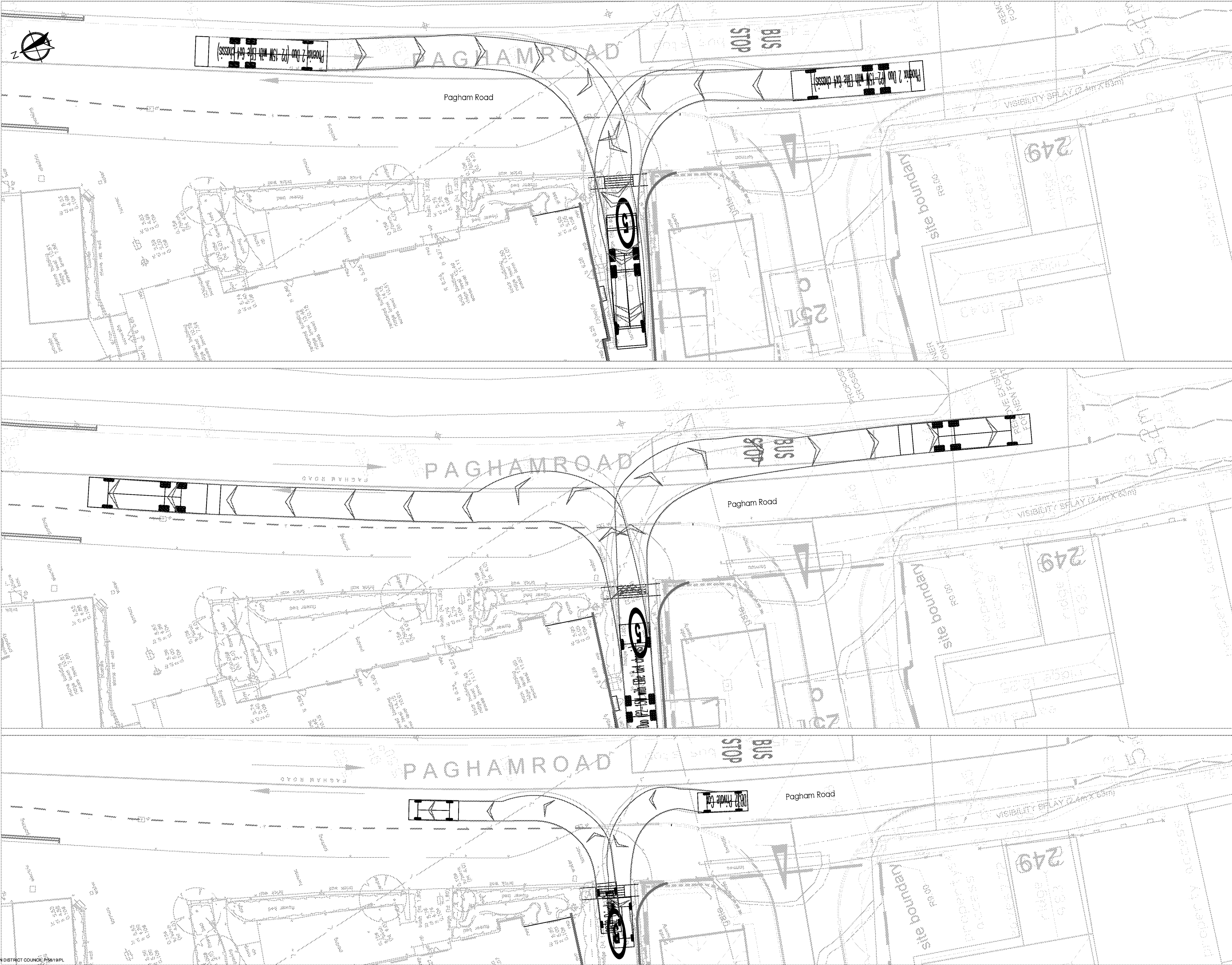
	DB32 Private Car
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	0.382m
Min Body Ground Clearance	0.152m
Max Track Width	1.628m
Lock to Lock Turn Radius	4.569m
Kerb to Kerb Turning Radius	5.780m

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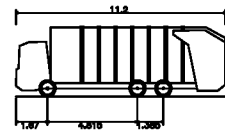
Transport Planning and Infrastructure Design Consultants

Units 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 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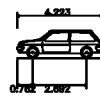


-LEGEND-

- Site Boundary
- Highway Boundary
- Existing Road Markings



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.500m
Overall Body Height 3.700m
Min Body Ground Clearance 0.400m
Max Track Width 2.500m
Look to lock time 2.000m
Kerb to Kerb Turning Radius 9.500m



DB32 Private Car
Overall Length 4.223m
Overall Body Height 1.700m
Min Body Ground Clearance 0.400m
Max Track Width 1.800m
Look to lock time 1.800m
Kerb to Kerb Turning Radius 5.780m

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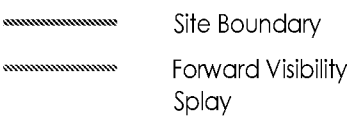
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ADM Architects

Inglenook Hotel, Pagham

Refuse Vehicle Access and Egress
and Concurrent Car's Movements

Scale:	1:500	Drawn By:	SMO	ALB	PMR
Date:	October 2019	Drawn By:	2017-3763-003		B



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ADM Architects

Inglennook Hotel, Pagham

Forward Visibility

Scale	Drawn By	Checked By	Approved By
1:100	SMO	ALB	PMR
Date	Drawing No.		Proj.
October 2019	2017-3763-004		B

APPENDIX A

WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION

DATE: 25/05/2017

TO: ADM Architects **FAO:** Michael Bish

FROM: Jamie Brown

SUBJECT: PRE-038-17 Residential development of 6/8 units.

The Inglenook Hotel, 255 Pagham Rd, Pagham, PO21 3QB

RECOMMENDATION:

Advice ☒ Modification ☐ More information ☐

Objection ☐ No objection ☐ Refusal ☐

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed residential development at The Inglenook Hotel, 255 Pagham Rd, Pagham, PO21 3QB. The site is accessed from Pagham Road. Pagham Road is a 'C' class road subject to a 30 mph speed limit; there are street lights and an existing pedestrian footway network currently present. The proposals for residential development are located on a parcel of land to the rear of the Inglenook Hotel and would be served via the existing access arrangements. A site meeting was undertaken on the 24th May 2017 at the site address. During this meeting the scope of the development was discussed. It was advised that the proposals in addition to the standard documents expected from a submission should also include a Transport Statement (TS) to support the transport aspects of the proposals. As the proposals are still at an early stage, it was agreed that the LHA will review further documents if required.

The LHA would require the following documents to be submitted as part of any future application:

- 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. The access can be widened to approximately 5.7 metres. The internal access road will also be widened; this will include modifications to the existing building and the trimming back of abutting hedgerow to improve forward visibility into the site. The existing hedgerow at the point of access and adjacent wall will be removed and re-sited. These modifications will need to be demonstrated on a suitable site plan. The widening of the access will be subject to a licencing agreement with the Planning Services Implementation Team.
- Consultation should take place with ADC's waste collection authority on the suitability of the proposals from their perspective. It was indicated that the internal layouts would be designed to incorporate a refuse collection vehicle.
- A section of the TS should include a summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated. On site it was agreed that splays of 2.4 by 43 metres were achievable in both directions. The improvements to the access road and access point should enable improvements in the level of visibility in both directions.
- Assuming the proposals remain under 10 units a Stage 1 Road Safety Audit (RSA) and designers' response, will not be required. At 10 units or above it is WSCC policy to require an RSA as this is where it is considered that a more material increase in traffic movements will arise.
- The TS should include a location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation. Proposed trip rates supported

with the Trip Rate Information Computer System (TRICS) outputs and site selection methodology. This should give a comparison of the existing hotel and the proposed residential use with both peak hours of operation included. Finally a Construction Management Plan (CMP) should be prepared and submitted within the TS demonstrating safe and suitable access during any construction phase of the potential development.

- Reference to supporting national, regional, and local planning documents and policies such as the National Planning Policy Framework (NPPF) and the Arun District Council Local Plan.
- Parking strategy, including provision of parking for all modes of transport. This should be in accordance with the WSCC Parking Demand Calculator (PDC). The link is provided in the appendices below this report.

I 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. I 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

I 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.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

Manual for Streets and Manual for Streets 2

DMRB supplementary documents TD/93:

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

Local Design Guide:

<http://www.westsussex.gov.uk/default.aspx?page=10056> – available under Resources

WSCC car parking standards:

<http://www.westsussex.gov.uk/default.aspx?page=10056> – available under Resources

Jamie Brown

STRATEGIC PLANNING

APPENDIX B

225 PAGHAM ROAD

NORTHBOUND

Globals

Report Id	CustomList-204
Description	Modal Dir2_(modified)
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-02-27T10:16:13
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Location	Bognor
Site Attribute	ATC 7
File Name	S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Bognor Pagham Road 0 2018-02-27 0929.EC0
File Type	Plus
Algorithm	Factory default axle
Location	Pagham Road
Lane	0
Direction	7
Direction Text	7 - North bound AJB, South bound BJA.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-02-16T16:23:54
Start Time	2018-02-16T16:23:54
Finish Time	2018-02-27T09:28:54
Operator	RM
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2018-02-20T00:00:00
Filter End	2018-02-27T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	90
Posted Limit	
Vehicle Class	30
Separation	0.000
Separation Type	Headway
Direction	AB
Encoded Direction	15

MODAL

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225 PAGHAM ROAD													NORTHBOUND																										MODAL modaldata.com	
Report Id - CustomList-204																																								
Site Name - Bognor																																								
Description - Pagham Road																																								
Direction - AB																																								
21 February 2018																																								
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Mean	Vgn 85							
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	28.7	-						
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-						
0200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-						
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-						
0400	2	7	0	0	0	0	0	0	0	0	0	0	9	0	0	2	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	27.3	-						
0500	2	40	0	4	0	0	0	0	0	0	0	0	46	0	0	1	0	2	10	19	10	3	1	0	0	0	0	0	0	0	0	0	32.8	37.4						
0600	4	152	0	14	2	1	0	0	0	0	0	0	173	0	0	2	7	15	45	74	24	4	2	0	0	0	0	0	0	0	0	0	30.6	35.1						
0700	3	327	1	21	0	0	0	0	0	0	0	0	352	0	2	5	22	52	154	99	15	3	0	0	0	0	0	0	0	0	0	0	27.7	31.8						
0800	6	270	1	11	7	0	1	0	0	0	0	0	296	0	4	9	34	49	112	76	10	2	0	0	0	0	0	0	0	0	0	0	26.6	32.7						
0900	5	213	1	13	1	0	0	0	0	0	0	0	233	0	7	8	18	70	94	35	1	0	0	0	0	0	0	0	0	0	0	0	24.8	30						
1000	0	207	0	16	2	1	1	0	0	0	0	0	227	0	0	8	30	97	77	14	1	0	0	0	0	0	0	0	0	0	0	0	23.8	27.7						
1100	0	196	0	10	3	1	0	0	0	0	0	0	210	0	6	10	35	96	49	12	2	0	0	0	0	0	0	0	0	0	0	0	22.7	27.5						
1200	3	186	0	8	2	1	1	1	0	0	0	0	202	0	6	12	38	82	57	6	1	0	0	0	0	0	0	0	0	0	0	0	22.3	26.6						
1300	1	167	0	16	1	2	2	1	0	0	0	0	190	1	3	14	37	80	45	10	0	0	0	0	0	0	0	0	0	0	0	0	22.2	27.5						
1400	3	215	1	9	3	1	0	0	0	0	0	0	232	1	5	19	58	78	56	15	0	0	0	0	0	0	0	0	0	0	0	0	22	27.3						
1500	0	147	0	7	2	0	0	0	0	0	0	0	156	0	3	5	29	56	50	12	1	0	0	0	0	0	0	0	0	0	0	0	23.5	28.6						
1600	3	166	0	6	6	1	0	0	0	0	0	0	182	0	4	11	44	70	37	13	3	0	0	0	0	0	0	0	0	0	0	0	22.4	28.6						
1700	0	163	0	5	0	0	0	0	0	0	0	0	168	0	1	9	26	61	59	8	3	0	1	0	0	0	0	0	0	0	0	0	23.5	27.5						
1800	2	143	0	1	6	0	0	0	0	0	0	0	152	0	3	9	32	69	31	4	4	0	0	0	0	0	0	0	0	0	0	0	22.4	26.8						
1900	0	115	1	6	0	0	0	0	0	0	0	0	122	0	1	4	16	54	36	11	0	0	0	0	0	0	0	0	0	0	0	0	23.8	28.6						
2000	0	44	0	9	0	0	0	0	0	0	0	0	53	0	0	2	2	12	22	14	1	0	0	0	0	0	0	0	0	0	0	0	26.8	32						
2100	0	33	0	3	0	0	0	0	0	0	0	0	36	0	0	0	1	6	15	10	4	0	0	0	0	0	0	0	0	0	0	0	29.1	32.4						
2200	0	29	0	1	0	0	0	0	0	0	0	0	30	0	1	0	5	11	7	4	1	1	0	0	0	0	0	0	0	0	0	0	25	30.2						
2300	0	18	0	1	1	0	0	0	0	0	0	0	20	0	0	1	2	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	27.6	31.1						
08-09	6	270	1	11	7	0	1	0	0	0	0	0	296	0	4	9	34	49	112	76	10	2	0	0	0	0	0	0	0	0	0	0	0	26.6	32.7					
17-18	0	163	0	5	0	0	0	0	0	0	0	0	168	0	1	9	26	61	59	8	3	0	1	0	0	0	0	0	0	0	0	0	23.5	27.5						
10-16	7	1118	1	66	13	6	4	2	0	0	0	0	1217	2	23	68	227	489	334	69	5	0	0	0	0	0	0	0	0	0	0	0	22.7	27.5						
00-05	2	15	0	0	0	0	0	0	0	0	0	0	17	0	0	2	0	1	5	3	4	2	0	0	0	0	0	0	0	0	0	30.4	37.1							
00-00	34	2846	5	161	36	8	5	2	0	0	0	0	3097	2	46	131	436	961	972	445	85	15	4	0	0	0	0	0	0	0	0	0	24.7	30.4						

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Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vain	Vbin	Vain	Vbin	Vain	Vbin	Vain	Vbin	Vain	Vbin	Vain	Vbin	Vain	Vbin	Vain	Vbin	Vain	Mean	Vpp	
	1	2	3	4	5	6	7	8	9	10	11	12	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		\$5	
													5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90			
--	201	18913	72	970	239	34	19	9	4	6	1	0	20468	9	221	801	2597	6259	7107	2792	566	94	17	2	0	3	0	0	0	0	0	24.9	10.4

225 PAGHAM ROAD

SOUTHBOUND

Globals

Report id	CustomList-204
Descriptor	Modal Dir2_(modified)
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-02-27T10:18:21
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Bognor
Site Attribute	ATC 7
File Name	S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Bognor Pagham Road 0 2018-02-27 0929.EC0
File Type	Plus
Algorithm	Factory default axle
Direction	Pagham Road
Lane	0
Direction	7
Direction Test	7 - North bound A B, South bound B A.
Layout Test	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-02-16T16:23:54
Start Time	2018-02-16T16:23:54
Finish Time	2018-02-27T09:28:54
Operator	RM
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2018-02-20T00:00:00
Filter End	2018-02-27T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	90
Postcode Limit	
Separation	33
Separation	0.000
Separation Type	Headway
Direction	BA
Encoded Direction	15

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225 PAGHAM ROAD													SOUTHBOUND																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													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	1	2	3	4	5	6	7	8	9	10	11	12		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		85	
														5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85				
--	321	21838	105	1269	154	39	10	11	6	12	1	0	23766	30	363	1381	4411	9378	6621	1348	191	32	7	2	0	2	0	0	0	0	0	0	22.9	27.7

APPENDIX C

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

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

Ward 1	Pagham & Rose Green
District	Arun
Ward 2	Aldwick West
District	Arun
Ward 3	Bersted
District	Arun
Ward Tempro Factor 2009-2026	1.062716
District Tempro Factor 2009-2026	1.067644



Ward Finder

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

Note:

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

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

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and no Bedrooms is used this will need to be converted. A general guide for conversion is as follows but in some cases.

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

Garages will count as 1 space when allocating spaces.

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

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Houses	Private	4	4	2	8	0	0	0	1	9
B	Houses	Private	5	2	3+	6	0	0	0	0	6
C	Houses	Private	5	3	2	6	0	0	0	1	7
D											
E											
F											
G											
H											
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
Total				9		20		0.63		1.80	22

APPENDIX D

Calculation Reference: AUDIT-728001-180302-0317

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
10	WALES	
	PS POWYS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 7 to 28 (units:)
 Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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	2 days
Tuesday	4 days
Wednesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	12 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)	6
Edge of Town	6

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	12
------------------	----

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

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Secondary Filtering selection:Use Class:

C3

12 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	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	7 days
1.1 to 1.5	5 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

12 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

12 days

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

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LIST OF SITES relevant to selection parameters

1	CH-03-A-08	DETACHED	CHESHI RE
	WHITCHURCH ROAD		
	BOUGHTON HEATH		
	CHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHI RE
	GREYSTOKE ROAD		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
4	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
5	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
6	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
7	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	OLD HOSPITAL COMPOUND		
	CATTERICK GARRISON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
8	PS-03-A-02	DETACHED/ SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
9	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

10	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
11	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
12	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number 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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	18	0.070	12	18	0.319	12	18	0.389
08:00 - 09:00	12	18	0.160	12	18	0.357	12	18	0.517
09:00 - 10:00	12	18	0.136	12	18	0.192	12	18	0.328
10:00 - 11:00	12	18	0.188	12	18	0.160	12	18	0.348
11:00 - 12:00	12	18	0.136	12	18	0.146	12	18	0.282
12:00 - 13:00	12	18	0.183	12	18	0.183	12	18	0.366
13:00 - 14:00	12	18	0.146	12	18	0.155	12	18	0.301
14:00 - 15:00	12	18	0.188	12	18	0.244	12	18	0.432
15:00 - 16:00	12	18	0.296	12	18	0.249	12	18	0.545
16:00 - 17:00	12	18	0.291	12	18	0.197	12	18	0.488
17:00 - 18:00	12	18	0.319	12	18	0.122	12	18	0.441
18:00 - 19:00	12	18	0.225	12	18	0.136	12	18	0.361
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.338			2.460			4.798

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:	7 - 28 (units:)
Survey date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	12
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.