



**66 THE STREET,
LITTLEHAMPTON**

Prior Approval Application

Transport Statement

**Prepared on behalf of Envision
Contracting Ltd**

KHAN/19/4903/TS01

June 2019

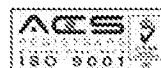
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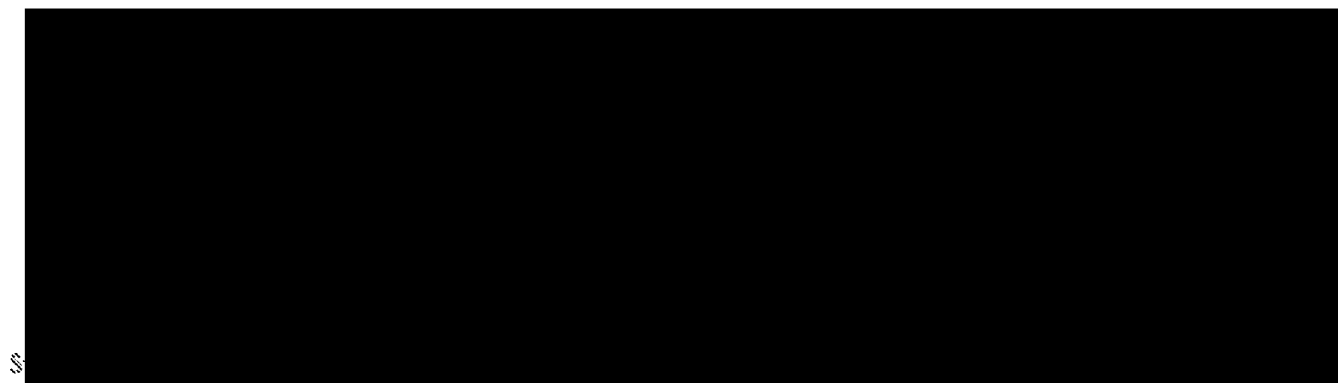
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1 INTRODUCTION

- 1.1.1 RGP has been appointed by Envision Contracting Ltd to advise on highway and transport planning matters in relation to a change of use for 66 The Street, Littlehampton.
- 1.1.2 The site is located to the rear of a small parade of shops, which have frontage onto The Street. Vehicular access is located from The Street, via an access road which serves the site, parking to the rear of the shops and the residential development at No. 68 Pegasus Court, The Street. The location of the site is shown on **Plan 01**, attached hereto.
- 1.1.3 The site currently accommodates a single storey unit with a gross floor area of 181sqm; which operates under a B1c land use (Light Industrial). Off-street parking for approximately 6 vehicles is located towards the southern boundary of the site and accessed via a private access road, served from The Street.
- 1.1.4 The proposed scheme is for a change of use to provide 6 flatted units on the site, comprising the following mix:
- (i) 4 x 1 bed flats; and
 - (ii) 2 x 2 bed flats.
- 1.1.5 No changes are proposed to the vehicular access arrangements for the site, whilst the car parking area will be reviewed to formalise the parking provision.

1.2 Report Scope

- 1.2.1 This Transport Statement has been prepared in line with the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016 (the 'Order') to support the Prior Approval (PA) application under Schedule 2, Part 3, Class PA.
- 1.2.2 The remainder of the report is split into five sections as follows:
- (i) Section 2: Policy Review;
 - (ii) Section 3: Baseline Conditions;
 - (iii) Section 4: Development Proposals;

- (iv) Section 5: Trip Generation; and
- (v) Section 6: Summary and Conclusions.

2 POLICY REVIEW

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

2.2 The PA Application Order

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

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

- (i) Transport and highways impacts of the development;
- (ii) Contamination risks on the site;
- (iii) Flooding risks on the site; and
- (iv) where the authority considers the building to which the development relates is within an area that is important for providing industrial services or storage or distribution services or a mix of those services (which includes, where the development relates to part of a building, services provided from any other part of the building), whether the introduction of, or an increase in, a residential use of premises in the area would have an adverse impact on the sustainability of the provision of those services.

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

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

- c) details of proposed building and other operations; and
- d) impacts of noise.

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

2.3 National Planning Policy Framework (NPPF)

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

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

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

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

2.3.2 Paragraph 109 goes onto state:

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

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

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

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

3 BASELINE CONDITIONS

3.1 Site Details

- 3.1.1 The site is an existing single storey unit (**Figure 3.1**) with associated hardstanding that can accommodate up to 6 vehicles. The site has operated under a B1c (Light Industrial) land use.

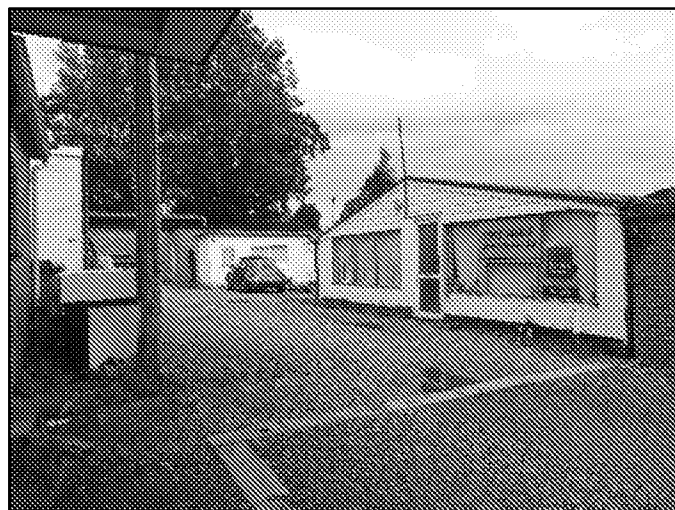


Figure 3.1: The Development Site

- 3.1.2 As shown on **Plan 01**, attached hereto, the site is located to the rear of a small parade of shops, which have frontage onto The Street. Vehicular access is located from The Street, via an access road which serves both the site, parking to the rear of the shops and the residential development at No. 68 Pegasus Court, The Street.
- 3.1.3 The site is located at the north-eastern extent of Rustington Village's busy local centre which lines both sides of The Street (B2140). Sea Lane runs to the south of the site.
- 3.1.4 The Street (B2140) is a well-used through-route with a 30mph posted speed limit. Vehicle speeds are low in the vicinity of the site, due to The Street/Sea Lane roundabout and the proximity of a pelican crossing (85m east of the site).
- 3.1.5 There are single yellow line parking restrictions in place in the vicinity of the site, on The Street, which apply Monday to Saturday between 8am and 6pm, however the majority of retail units have some form of off-carriageway parking provision. In the case of the shops to the south of the site this is in the form of a short layby, shown in **Figure 3.2**.



Figure 3.2: Unrestricted parking clear of The Street's main carriageway.

3.1.6 From The Street (B2140) the wider local highway network of the A259 (Travelling east/west) can be accessed via Ash Lane to the east. By continuing north onto Mill Lane drivers and cyclists will then reach the A259, approximately 1.4km from the site.

3.1.7 The A259 travels between Bognor Regis, to the west and Worthing in the east.

3.2 Existing Access Arrangements

3.2.1 The development site benefits from shared use of a private access road which is utilised for parking and servicing of the site. Pegasus Court and a number of local commercial and retail units (**Figure 3.3**).



Figure 3.3: Existing Vehicular Access

3.2.2 This access for the site is to the left of the route to Pegasus Court, to the rear (north) of the commercial/retail units which front onto The Street and to the south of the site. The section of access road in the vicinity of the site is unmade (as shown in **Figure 3.1**) but is wide enough to enable cars and small delivery vehicles to complete all manoeuvring clear of the public highway.

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

3.3 Sustainable Transport Accessibility

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

Walking and Cycling

3.3.2 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively which are considered the preferred maximum distances as outlined in *Guidelines for Providing Journeys on Foot* (2000).

3.3.3 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Over short distances, especially in areas such as this, cycling is often quicker and cheaper than using a car and more flexible than public transport.

3.3.4 The existing pedestrian infrastructure in the vicinity of the site is of a good standard and provides access to a range of local amenities and public transport options.

3.3.5 In the vicinity of the site The Street has a footway along its northern side only, with the southern side accommodating the church boundary wall. For the most part footways are wide and well lit, although immediately to the east of the site's location is a short pinch point, caused by the building line and bollards in-front (**Figure 3.4**).



Figure 3.4: Pelican Crossing and Reduced footway width; northern side of The Street

- 3.3.6 There are two pelican crossings located in Ruslington, the closest of which is shown in **Figure 3.4** and is c. 85m east of the site. The second is further into Ruslington Village and is located on The Street 290m east of the site.
- 3.3.7 A footway along the southern side of The Street recommences at the church boundary, at the pelican crossing closest to the site. This footway extends for the remainder of The Street, to the east. To the south of the site, whilst there is a lack of footway bordering the carriageway it is noted that a footway crosses the church yard, providing a traffic free route to Sea Lane, south-west of the site. This is illustrated in **Figure 3.5**.

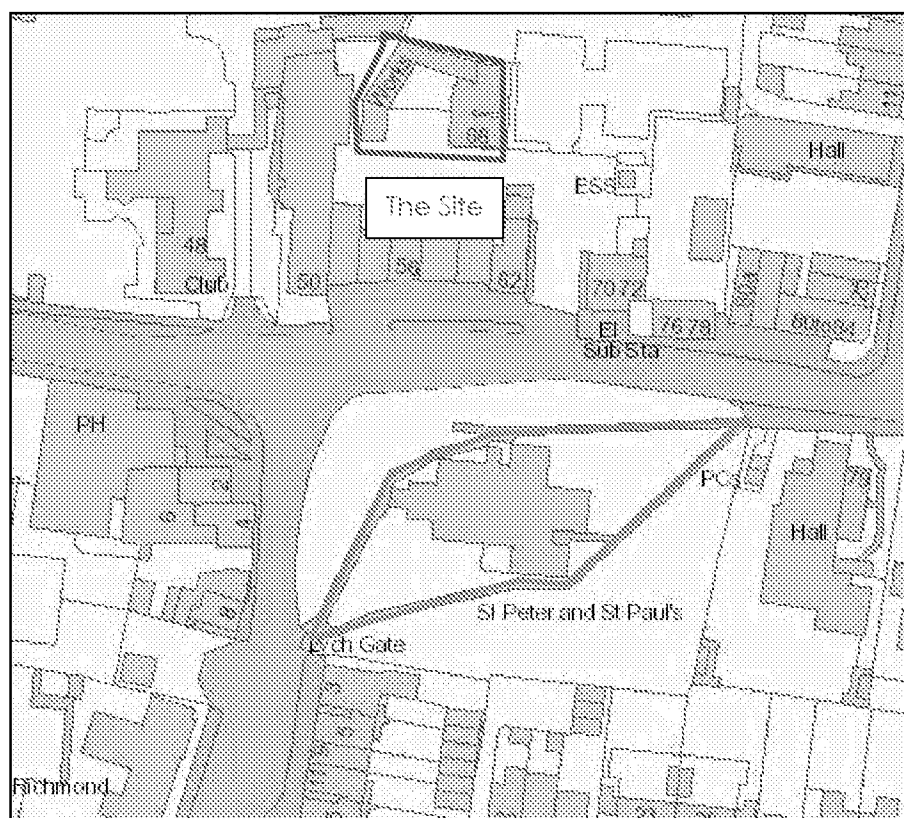


Figure 3.5: Pedestrian Link utilising St Peter and St Paul's Church (Footway shown in Blue)

- 3.3.8 The locality does not benefit from any formally marked cycle routes however the presence of multiple cycle stands within Ruslington Village centre and the nature of the local road network mean that cycling is a realistic option for prospective residents of the site.
- 3.3.9 The National Cycle Route 2 is situated circa 3.3km to the west of the site, to the south-west of Littlehampton or 10km east of the site, at Western Parade, West Worthing. The cycle route runs along the south coast, facilitating access to Bognor Regis and Chichester in the immediate locality, but providing access beyond to Portsmouth, Bournemouth and Exmouth. The cycle link to Worthing, Lancing and Shoreham-by-Sea is yet to be completed however confident cyclists could travel to these locations with minimal issue, on-road.
- 3.3.10 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. From the proposed development site this would include Goring-by-Sea, Arundel and Littlehampton which are accessible by bicycle from the site.
- 3.3.11 The site benefits from being within 500m of a number of key amenities, which can be accessed either by walking or cycling, as shown in **Figure 3.6**.

Amenity	Location	Distance from Site	Approximate walking / cycle journey time from site
Play centre Pre-school	The Street	160m	2 mins / 1 min
Tesco Express (inc ATM)	Sterling Parade	240m	3 mins / 1 min
Boots Pharmacy	Churchill Parade	260m	3 mins / 1 min
Iceland	Churchill Parade	295m	4 mins / 1-2 mins
Pet Doctor – Rustington Branch	Woodlands Avenue	310m	4 mins / 1-2 mins
Rustington Library	Clairmar Road	310m	4 mins / 1-2 mins
HSBC/Lloyds Bank	The Street	380m	5 mins / 1-2 mins
Natwest	The Street	410m	5 mins / 1-2 mins
Waitrose and Partners	Broadmark Lane	445m	5-6 mins / 2 mins
Halifax/ Santander	Ash Lane	450m	6 mins / 2 mins
Post Office	Ash Lane	475m	6 mins / 2 mins
Early Bird Nursery School	Woodlands Avenue	485m	6 mins / 2 mins

Figure 3.6: Selection of Local Amenities in the Vicinity of the Site

- 3.3.12 In view of the information in **Figure 3.6** it is considered that a proportion of trips to and from the site, made by future users of the site are likely to be made on foot or by bicycle.

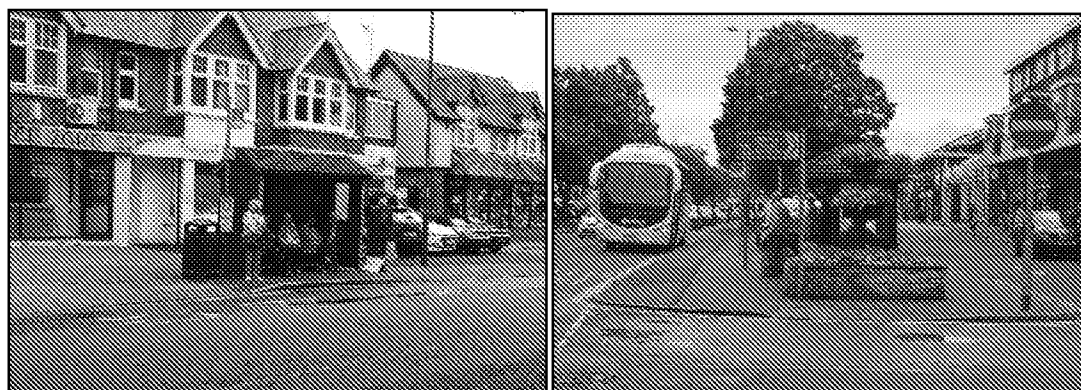
Bus

- 3.3.13 The site is located approximately 150m (or 2 minutes' walk) from both The Lamb bus stops (west of the site) and 200m west of the Shops bus stops (east of the site) both on The Street.



Figure 3.7: 'The Lamb' Bus Stops

- 3.3.14 **Figure 3.7** shows The Lamb bus stops, which are flag and poles stops with bus cage markings. These stops are only served by service 700: The Coastliner, which operates a 10 minute frequency service.



Figures 3.8 and 3.9: 'Shops' bus stops

- 3.3.15 As shown in **Figures 3.8 and 3.9**, the Shops bus stops include large shelters, bus timetable information and bus cage markings. These bus stops are served by service 700, but also by routes 9 and 12. Details of these services is presented in **Figure 3.10**.

Service	Route Summary	Typical Frequency	Hours of Operation
9	Arundel – Littlehampton – Angmering – Worthing – Shoreham-by-Sea	Mon-Sat: every hour	Mon-Fri: 07:19-18:26 Sat: 08:26-18:28
12	Littlehampton Tesco – Rustington Sainsbury's	Mon-Fri: every hour	Mon-Fri: 10:24-14:24
700 Coastliner	Littlehampton – Brighton	Mon-Sat: 10 mins Sunday: 20 mins	Mon-Fri: 05:59-21:42 Sat: 07:02-21:42 Sun: 07:23-21:02

Figure 3.10: Bus Service Summary for Rustington

- 3.3.16 On the basis of the information above, it is apparent that there are a number of regular local bus services available within a short walk of the site, enabling prospective residents to travel to/from the site by bus for some journeys.

National Rail

- 3.3.17 The nearest National Rail station to the site is Angmering railway station, which is located approximately 2.2 kilometres (a 28-minute walk or a 9-minute cycle) north-east of the site. The railway station is operated by Southern. **Figure 3.11** provides a summary of the available rail services.

Destination	Frequency	Duration	Major Calling Points
London Victoria (via Worthing and Hove)	2 trains per hour	1 hour 36 mins	Worthing, Shoreham-by-Sea, Hove, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction
Brighton Via Worthing	2 trains per hour	32 minutes	Worthing, Lancing, Portslade, Hove
Littlehampton	2 trains per hour	11 mins	No other calling points
Southampton Central	1 train per hour	1 hour 13 mins	Chichester, Havant, Fareham, Swanwick
Portsmouth Harbour	1 train per hour	50 minutes	Chichester, Emsworth, Havant, Fratton, Portsmouth & Southsea

Figure 3.11: Summary of Local Rail Services from Angmering Railway Station

3.3.18 Further details of routes and timetable information can be found at: www.nationalrail.co.uk.

3.3.19 As demonstrated in **Figure 3.11**, the large employment centres of Brighton, Worthing, Chichester and Portsmouth are accessible by train within an hour, providing a suitable opportunity for future residents to travel to these locations for work.

3.4 Summary of Baseline Conditions

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

3.4.2 In addition, the convenient location and frequency of services to local bus stops and Angmering railway station provide future residents with opportunities to travel to destinations further afield. These offer practical alternatives to private car trips.

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

4 DEVELOPMENT PROPOSALS

4.1.1 The development proposal would see the 181sqm of B1c land use (light industrial) converted to provide 6 residential units (4 x 1 bed flats and 2 x 2 bed flats).

4.1.2 Vehicular access to the site via The Street would remain as existing.

4.2 Car Parking

4.2.1 The site has off-street parking provision for up to 6 vehicles, located towards the southern boundary of the site.

4.2.2 To confirm whether this provision is sufficient the West Sussex County Council's (WSCC) Car Parking calculator has been reviewed, assuming 4 x 2 habitable room flats and 2 x 3 habitable room flats.

4.2.3 Full results of the assessment are attached at **Appendix A** however in summary the proposed scheme is required to provide a minimum of 4 unallocated parking spaces for use by the prospective residents of the site.

4.2.4 This can be accommodated within the area of hardstanding, such that all 4 spaces can be independently accessed. It is therefore considered that there is sufficient parking provision afforded for prospective residents.

4.3 Cycle Parking

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

4.3.2 This confirms that 0.5 cycle spaces are required for all 1 and 2 bed flats. Accordingly, a total of 3 communal cycle parking spaces are required on-site.

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

4.4 Servicing

4.4.1 The site is currently serviced by a large refuse vehicle, which manoeuvres off The Street to also serve Pegasus Court and the commercial premises which the site is opposite.

4.4.2 No changes are proposed to this arrangement therefore servicing of the site would continue to occur as it does currently, which is acceptable.

5 TRIP GENERATION

5.1.1 To establish both the existing and proposed traffic generation associated with the proposed change of use, the TRICS database (version 7.6.1) has been interrogated for comparable sites.

5.2 Existing Use

5.2.1 The site currently operates as B1c land use (light industrial) with a gross floor area of 181sqm. To establish the existing vehicle trip generation for this element of the site the TRICS assessment utilised the following criteria:

(i) Use Class: Industrial Unit (B1c and B2 land use classifications)

(ii) Regions: England excluding Greater London

(iii) Locations: Edge of Town Centre and Suburban Area

(iv) Days of the week: Monday – Friday

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

Trip Rate – Per 100sqm of Light Industrial use (B1c or B2)			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0.312	0.055	0.367
PM Peak Hour (17:00-18:00)	0.045	0.199	0.244
Daily 12hr (07:00-19:00)	1.978	1.645	3.623
Traffic Generation for 181sqm B1c Light Industrial Unit			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	1	0	1
PM Peak Hour (17:00-18:00)	0	0	0
Daily 12hr (07:00-19:00)	4	3	7

Figure 5.1: Existing Light Industrial Unit Traffic Generation

5.2.3 From the TRICS assessment the existing site is considered to generate no more than 1 two-way vehicle trip during the AM peak hour and 0 trips during the PM peak hour. A total of 7 two-way vehicle movements are anticipated over the course of a typical day.

- 5.2.4 It is noted however that the site has parking provision for up to 6 vehicles, therefore if all of the available spaces were utilised the site would generate a minimum of 12 two-way daily vehicle trips, excluding deliveries or the need for individuals to leave and return during the working day. To reflect this **Figure 5.2** presents a first principles revised traffic generation assessment, assuming the minimum daily vehicle trips to accord with the available parking provision.

Traffic Generation for 181sqm B1c Light Industrial Unit			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	1	0	1
PM Peak Hour (17:00-18:00)	0	1	1
Daily 12hr (07:00-19:00)	6	6	12

Figure 5.2: Revised Light Industrial Unit Traffic Generation

- 5.2.5 Therefore, the site has a minimum capacity to generate 1 two-way vehicle trip during both the AM and PM peak hours and a total of 12 two-way vehicle movements over the course of a typical day.

5.3 Proposed Traffic Generation

- 5.3.1 The development proposals are for 6 flats therefore the following criteria have been used as part of the TRICS assessment:

- (i) Use Class: C3 (Residential)
- (ii) Sub Class: Flats Privately Owned
- (iii) Regions: England excluding Greater London
- (iv) Locations: Edge of Town Centre and Suburban Area
- (v) Number of Units: 0 – 50
- (vi) Days of the week: Monday – Friday

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

- 5.3.3 Full TRICS outputs from the assessment are attached hereto at **Appendix B** and are summarised below in **Figure 5.3**.

Trip Rate – Per Residential Unit			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0.029	0.212	0.241
PM Peak Hour (17:00-18:00)	0.26	0.106	0.366
Daily 12hr (07:00-19:00)	1.039	0.981	2.02
Traffic Generation for 6 Residential Units			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0	1	1
PM Peak Hour (17:00-18:00)	2	1	2
Daily 12hr (07:00-19:00)	6	6	12

Figure 5.3: Proposed Residential Traffic Generation

- 5.3.4 From the TPICS assessment the proposed site is considered to generate 1 and 2 two-way vehicle trips during the AM and PM peak hours respectively. A total of 12 two-way vehicle movements are anticipated over the course of a typical day.

5.4 Net Impact

- 5.4.1 Using the results set out in **Figures 5.2 and 5.3**, it is possible to establish the net impact of the development proposals against the existing use. The net impact is summarised in **Figure 5.4** below.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	-1	1	0
PM Peak Hour (17:00-18:00)	2	-1	1
Daily 12hr (07:00-19:00)	0	0	0

Figure 5.4: Net Impact (figures are rounded)

- 5.4.2 Based on the traffic generation assessment the proposal would result in a comparable trip generation profile with the change of use from light industrial to residential use adding up to 1 vehicle movement during the PM peak hour.
- 5.4.3 In view of this assessment, the proposed change of use would not result in a material change to the local traffic conditions and therefore the submission is acceptable in terms of traffic generation.

6 SUMMARY AND CONCLUSIONS

6.1.1 RGP has been appointed by Envision Contracting Ltd to advise on highways and transportation matters in relation to the proposed change of use of 66 The Street, Littlehampton. This report demonstrates the following:

- (i) The development proposal is for the change of use of 181sqm of B1c land use (light industrial) to provide 6 flatbed units (4 x 1 bed and 2 x 2 bed);
- (ii) The site is accessible by a range of non-car modes of travel, with prospective residents well located to the village centre of Ruslington to be able to access a range of local amenities without the need for a car, as well as public transport links;
- (iii) The development proposal requires a minimum of 4 unallocated car parking spaces to accord with WSCC requirements for the site's proposed operation which can be accommodated within the site boundary;
- (iv) Cycle parking, in accordance with the WSCC standards would be provided on-site;
- (v) No changes are proposed to the access or servicing arrangements for the site; and
- (vi) The proposed change of use would result in a comparable traffic generation profile to the existing use of the site and therefore no material impact or change to the character of traffic as a result of the proposal is expected.

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

PLANS

BUS TIMETABLE (Shops Bus Stops)			
Service	Route Summary	Typical Frequency	Hours of Operation
700	Wick - Littlehampton - Rustington - Goring - Worthing - Brighton	Mon-Sat: every 10 minutes Sun: 20 minutes	Mon-Fri: 05:59-21:42 Sat: 07:02-21:42 Sun: 07:23-21:02
9	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	Mon-Sat: every hour	Mon-Fri: 07:19-18:26 Sat: 08:26-18:26
12	Littlehampton Tesco - Rustington Sainsbury's	Mon-Fri: every hour	Mon-Fri: 10:24-14:24

			
Transport Planning and Infrastructure Design Consultants 1000 Lakeside 9, 2nd Floor, Marina, Fullerton, Singapore, S'pore, 149571 Tel: 65 4375 8172 Fax: 65 4375 8173 www.rgp.com.sg			
Client: Envision Contracting Ltd			
Project: 66 The Street, Littlehampton			
Title: Site Location and Accessibility Plan			
Job No:	19/4903	Drawn By:	JLM
		Checked By:	KCH
Date:	June 2019	Plan No:	Plan 01
		Rev:	



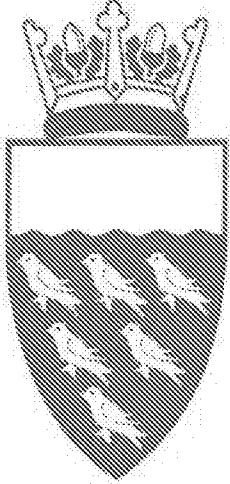
APPENDIX A

WEST SUSSEX COUNTY COUNCIL OWNERSHIP PARKING DEMAND TOOL

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	Rustington West
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.095580
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	BN163NR	Ward	Rustington West Ward
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Note:

No special provision need be made for visitors where at least half of the total parking provision ass a development is unallocated. In other circumstances, it may be appropriate to allow for additiona 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 num Bedrooms is used this will need to be converted. A general guide for conversion is as follows but m some cases.

Houses

1 bed = 3 rooms
2 bed = 4 rooms
3 bed = 5 rooms
4 bed = 6 rooms
5 bed = 7 rooms

Flats

Studio = 1 room
1 bed = 2 rooms
2 bed = 3 rooms
3 bed = 4 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 Warr highlight if the Census data does not include data for certain dwelling sizes. In such cases car owne have been obtained using the nearest sized dwelling with same tenure and ward. For example, if n available for a private house with 1 room then data for a private house with 2 rooms has been usec Ownership Data is highlighted in purple where such an approach has been used. Where Census dat small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Tot column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Flats	Private	2	4	0
B	Flats	Private	3	2	0
C					
D					
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				6	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
0	1	3	0	0	3
0	1	1	0	0	1
0		4.48		0.00	4

APPENDIX B

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190624-0613

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 950 to 13350 (units: sqm)
 Range Selected by User: 300 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/10/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	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:

Industrial Zone	6
-----------------	---

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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:Use Class:

B1	1 days
B2	4 days

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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	6 days
----	--------

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

PTAL Rating:

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

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC T STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
2	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
3	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	PRESTON		
	RED SCAR IND ESTATE		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
4	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
5	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
6	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	LEEDS		
	HOLBECK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13350 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.210	1	13350	0.000	1	13350	0.210
06:30 - 07:00	1	13350	0.247	1	13350	0.000	1	13350	0.247
07:00 - 07:30	6	5456	0.113	6	5456	0.024	6	5456	0.137
07:30 - 08:00	6	5456	0.171	6	5456	0.012	6	5456	0.183
08:00 - 08:30	6	5456	0.168	6	5456	0.018	6	5456	0.186
08:30 - 09:00	6	5456	0.144	6	5456	0.037	6	5456	0.181
09:00 - 09:30	6	5456	0.061	6	5456	0.043	6	5456	0.104
09:30 - 10:00	6	5456	0.092	6	5456	0.089	6	5456	0.181
10:00 - 10:30	6	5456	0.043	6	5456	0.024	6	5456	0.067
10:30 - 11:00	6	5456	0.037	6	5456	0.027	6	5456	0.064
11:00 - 11:30	6	5456	0.040	6	5456	0.034	6	5456	0.074
11:30 - 12:00	6	5456	0.055	6	5456	0.049	6	5456	0.104
12:00 - 12:30	6	5456	0.079	6	5456	0.076	6	5456	0.155
12:30 - 13:00	6	5456	0.076	6	5456	0.082	6	5456	0.158
13:00 - 13:30	6	5456	0.067	6	5456	0.064	6	5456	0.131
13:30 - 14:00	6	5456	0.043	6	5456	0.040	6	5456	0.083
14:00 - 14:30	6	5456	0.061	6	5456	0.055	6	5456	0.116
14:30 - 15:00	6	5456	0.061	6	5456	0.058	6	5456	0.119
15:00 - 15:30	6	5456	0.037	6	5456	0.131	6	5456	0.168
15:30 - 16:00	6	5456	0.070	6	5456	0.113	6	5456	0.183
16:00 - 16:30	6	5456	0.034	6	5456	0.284	6	5456	0.318
16:30 - 17:00	6	5456	0.024	6	5456	0.122	6	5456	0.146
17:00 - 17:30	6	5456	0.027	6	5456	0.113	6	5456	0.140
17:30 - 18:00	6	5456	0.018	6	5456	0.086	6	5456	0.104
18:00 - 18:30	6	5456	0.000	6	5456	0.043	6	5456	0.043
18:30 - 19:00	6	5456	0.000	6	5456	0.021	6	5456	0.021
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.978			1.645			3.623

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:	950 - 13350 (units: sqm)
Survey date date range:	01/01/11 - 10/10/18
Number of weekdays (Monday-Friday):	6
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.

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 07:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
07:30 - 08:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
08:00 - 08:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
08:30 - 09:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
09:00 - 09:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
09:30 - 10:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
10:00 - 10:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
10:30 - 11:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
11:00 - 11:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
11:30 - 12:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
12:00 - 12:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
12:30 - 13:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
13:00 - 13:30	6	5456	0.003	6	5456	0.003	6	5456	0.006
13:30 - 14:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
14:00 - 14:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
14:30 - 15:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
15:00 - 15:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
15:30 - 16:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
16:00 - 16:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
16:30 - 17:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
17:00 - 17:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
17:30 - 18:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
18:00 - 18:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
18:30 - 19:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 07:30	6	5456	0.018	6	5456	0.009	6	5456	0.027
07:30 - 08:00	6	5456	0.012	6	5456	0.009	6	5456	0.021
08:00 - 08:30	6	5456	0.009	6	5456	0.009	6	5456	0.018
08:30 - 09:00	6	5456	0.018	6	5456	0.009	6	5456	0.027
09:00 - 09:30	6	5456	0.012	6	5456	0.018	6	5456	0.030
09:30 - 10:00	6	5456	0.024	6	5456	0.024	6	5456	0.048
10:00 - 10:30	6	5456	0.003	6	5456	0.003	6	5456	0.006
10:30 - 11:00	6	5456	0.006	6	5456	0.009	6	5456	0.015
11:00 - 11:30	6	5456	0.006	6	5456	0.006	6	5456	0.012
11:30 - 12:00	6	5456	0.024	6	5456	0.018	6	5456	0.042
12:00 - 12:30	6	5456	0.034	6	5456	0.034	6	5456	0.068
12:30 - 13:00	6	5456	0.021	6	5456	0.031	6	5456	0.052
13:00 - 13:30	6	5456	0.018	6	5456	0.015	6	5456	0.033
13:30 - 14:00	6	5456	0.018	6	5456	0.012	6	5456	0.030
14:00 - 14:30	6	5456	0.015	6	5456	0.006	6	5456	0.021
14:30 - 15:00	6	5456	0.006	6	5456	0.012	6	5456	0.018
15:00 - 15:30	6	5456	0.012	6	5456	0.015	6	5456	0.027
15:30 - 16:00	6	5456	0.009	6	5456	0.006	6	5456	0.015
16:00 - 16:30	6	5456	0.009	6	5456	0.018	6	5456	0.027
16:30 - 17:00	6	5456	0.000	6	5456	0.003	6	5456	0.003
17:00 - 17:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
17:30 - 18:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
18:00 - 18:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
18:30 - 19:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.274			0.266			0.540

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

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.015	1	13350	0.000	1	13350	0.015
07:00 - 07:30	6	5456	0.003	6	5456	0.000	6	5456	0.003
07:30 - 08:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
08:00 - 08:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
08:30 - 09:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
09:00 - 09:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
09:30 - 10:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
10:00 - 10:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
10:30 - 11:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
11:00 - 11:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
11:30 - 12:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
12:00 - 12:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
12:30 - 13:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
13:00 - 13:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
13:30 - 14:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
14:00 - 14:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
14:30 - 15:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
15:00 - 15:30	6	5456	0.000	6	5456	0.006	6	5456	0.006
15:30 - 16:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
16:00 - 16:30	6	5456	0.000	6	5456	0.003	6	5456	0.003
16:30 - 17:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
17:00 - 17:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
17:30 - 18:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
18:00 - 18:30	6	5456	0.000	6	5456	0.000	6	5456	0.000
18:30 - 19:00	6	5456	0.000	6	5456	0.000	6	5456	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.009			0.027

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

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

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190624-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: 27 to 44 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/07/17

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	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C3	3 days
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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®.

RGP Mill Pool House Godalming

Licence No: 728001

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

20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

1	CA-03-C-02 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: <i>Survey date: TUESDAY</i>	BLOCK OF FLATS 44 18/10/11	CAMBRI DGESHI RE <i>Survey Type: MANUAL</i>
2	CB-03-C-03 LOUND STREET KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i>	FLATS & BUNGALOWS 33 09/06/14	CUMBRIA <i>Survey Type: MANUAL</i>
3	DV-03-C-01 BONHAY ROAD EXETER Edge of Town Centre Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i>	BLOCK OF FLATS 27 10/07/17	DEVON <i>Survey Type: MANUAL</i>

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-C-02	Too much parking
EX-03-C-01	Too much parking
SF-03-C-03	Too much parking

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	35	0.010	3	35	0.096	3	35	0.106
08:00 - 09:00	3	35	0.029	3	35	0.212	3	35	0.241
09:00 - 10:00	3	35	0.058	3	35	0.096	3	35	0.154
10:00 - 11:00	3	35	0.087	3	35	0.077	3	35	0.164
11:00 - 12:00	3	35	0.048	3	35	0.058	3	35	0.106
12:00 - 13:00	3	35	0.067	3	35	0.029	3	35	0.096
13:00 - 14:00	3	35	0.019	3	35	0.067	3	35	0.086
14:00 - 15:00	3	35	0.077	3	35	0.154	3	35	0.231
15:00 - 16:00	3	35	0.115	3	35	0.019	3	35	0.134
16:00 - 17:00	3	35	0.096	3	35	0.029	3	35	0.125
17:00 - 18:00	3	35	0.260	3	35	0.106	3	35	0.366
18:00 - 19:00	3	35	0.173	3	35	0.038	3	35	0.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.039			0.981			2.020

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:	27 - 44 (units:)
Survey date range:	01/01/11 - 10/07/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.010	3	35	0.010	3	35	0.020
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.010	3	35	0.010	3	35	0.020
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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

RGP Mill Pool House Godalming

Licence No: 728001

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

PSVS**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	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.010	3	35	0.010	3	35	0.020
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

RGP Mill Pool House Godalming

Licence No: 728001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	35	0.010	3	35	0.019	3	35	0.029
08:00 - 09:00	3	35	0.010	3	35	0.029	3	35	0.039
09:00 - 10:00	3	35	0.019	3	35	0.029	3	35	0.048
10:00 - 11:00	3	35	0.000	3	35	0.010	3	35	0.010
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.010	3	35	0.010
15:00 - 16:00	3	35	0.010	3	35	0.000	3	35	0.010
16:00 - 17:00	3	35	0.038	3	35	0.000	3	35	0.038
17:00 - 18:00	3	35	0.019	3	35	0.010	3	35	0.029
18:00 - 19:00	3	35	0.010	3	35	0.000	3	35	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.107			0.223

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.

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