
ADDENDUM TRANSPORT NOTE

LOCATION: Land to the west of Yapton Lane, Walberton
PROJECT: Outline Planning Application with all matters reserved except for means of access for up to 48 dwellings
LPA REF: WA/2/22/OUT
BR REF: ITR/5478/ATN.1
DATE: 25th March 2022

Introduction

This Addendum Transport Note has been prepared following receipt of West Sussex County Council's Consultation Response and recent telephone conversation with the Highway Officer, Ian Gledhill, Author of the Consultation Response dated 2nd February 2022.

From the majority of the comments made within the Consultation Response and the telephone conversation with WSCC, frustratingly it is apparent that the planning portal does not contain all of the appendices issued with the Transport Statement.

To assist the Highway Authority a full Transport Statement with appendices was emailed to them for their records and information.

This Addendum addresses the issues raised within the WSCC consultation response, and deals with them in the order in which they are raised.

Access

The access layout is illustrated on drawing 5478/002 Rev F, which is attached at Appendix 7 of the submitted Transport Statement and attached to this note for convenience at **Appendix 1**. The access illustrates visibility splays commensurate with the recorded 85thile traffic speeds and accords with the guidance within Manual for Streets (MfS). A Stage I Road Safety Audit has been commissioned and attached at **Appendix 2** to this Addendum Transport Note, together

with the Designer's Response at **Appendix 3**. The Audit did not raise any safety issues with the proposed access. Any issues raised can be easily dealt with at Detail Design stage.

Traffic & Capacity Impacts

The information relating to the TRICS data and site selection was as follows:-

Use	-	C3 Residential
Category	-	Mixed Private/Affordable Housing
Sites	-	Sites within Greater London, Scotland, Wales, and Ireland were omitted
Range Schedule	-	50-150 dwellings
Locations	-	Local centre and village locations were selected.
Period	-	weekday surveys only

The traffic survey undertaken was to establish the speed of traffic along Yapton Lane within the vicinity of the proposed access. It was appreciated that a survey was undertaken during the COVID pandemic, however the traffic volumes were not used within the assessment for any specific purpose.

Accessibility by Sustainable Modes

Again, the appendices are stated as being missing, however the Transport Statement, including all of the appendices were submitted to the Local Planning Authority.

With regard to footpath P23, this can be upgraded via a reasonable financial contribution or can be improved via agreement between the applicant and Council. The preference of the applicant would be via contribution to be agreed with WSCC.

With regard to the upgrading of the route for cyclists, again this could be provided for, via a financial contribution, the precise amount can be agreed with WSCC, and can be conditioned.

Layout

There is no specific layout of the internal arrangement and does not form part of this application. Suffice to say when a layout is prepared, it would accord with current standards and adopt a parking provision in accordance with the local authority's guidance on parking provision.

Other Matters

Doctor's Surgery/Dentist

Introduction of the surgery post dates the preparation of the Transport Statement, however it is referred to within the application detailed description. Therefore, provided below are the relevant details of the transport matters associated with such a facility.

Whilst the planning application is in outline, for the purpose of this exercise, the scale of the surgery has been assumed to be 3 consulting rooms, reception/waiting area and toilets at ground level, with ancillary offices on the upper floor level. The size of the building is anticipated to be in the region of 2000sqf.

With regard to parking, whilst the Arun District Council SPD (2020) on parking is a recent publication, it does not specify a parking standard for a surgery. In this instance it is suggested that 6-8 spaces would be provided for the doctors, visitors and staff, which is deemed to be suitable for a small surgery.

Traffic Generation

The TRICS database has been interrogated to establish the likely traffic generation of the proposed surgery. All sites with Greater London, Ireland, Scotland and Wales have been omitted from the search as have sites within town centres and edge of town centres.

The full computer printout is attached at **Appendix 4** to this Addendum Transport Note.

In summary the network peak hour trip rate per Doctor are:-

Time	Arrival	Departure	2-way
0800-0900 am peak	2.84	1.51	4.35
1700-1800 pm peak	1.47	2.15	3.62

Hence from the TRICS data the traffic flow generated by the proposed surgery would be:- (based upon 3 Dr)

- Am peak – 13 vehicles 2-way
- Pm peak – 11 vehicles 2-way



Such movements in addition to the movements associated with the residential development would not be classified as being severe on the highway network and can be easily accommodated.

Conclusion

The TS together with Appendices has been sent via email direct to the Highway Authority.

The above matters address the consultation comments of WSCC.

APPENDICES

APPENDIX 1



Notes

F	Plan Updated	ARM	ITR
E	Site Layout Updated	ARM	ITR
D	Site Layout Updated	ARM	ITR
C	Access Position Updated	ARM	ITR
B	Visibility Updated	ARM	HC
A	Site Layout Updated, Highway Boundary Added	ARM	HC
REVISION	AMENDMENT	DRN	CHK



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CLIENT
LandQuest UK Ltd.

PROJECT
Land to the West of Yapton Lane, Walberton

TITLE
Access Visibility

DRAWN BY ARM	DESIGN BY -	CHK BY ITR
DATE 24/02/21	DRAWING No. 5478 / 002	
SCALE 1:500 @ A2	REV No. F	

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ARUN DISTRICT COUNCIL WIA/22/OUT

APPENDIX 2



Road Safety Audit Report

Stage 1

Proposed Residential Access Yapton Lane Walberton

Client:

Bellamy Roberts on behalf of
Land Quest UK (Southern Limited)

Client reference:

5478

JBAudits
50 Sandy Hill Close
Waltham Chase
Southampton
SO32 2GU

E: jason@jbaudits.co.uk
www.jbaudits.co.uk

Report Status 1

PROJECT DETAILS

Report Title:	Proposed residential access, Yapton Lane, Walberton Stage 1 Road Safety Audit
Date:	March 2022
Document reference & revision:	RSA-022-005-1
Prepared by:	JBAudits
Design Organisation:	Bellamy Roberts on behalf of Land Quest UK (Southern) Limited
Overseeing Organisation:	West Sussex County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1/2 Road Safety Audit drafted for Audit Team discussions	JCB	JJF		25 th March 2022
1	Stage 1/2 Road Safety Audit finalised and issued to Client	JCB	JJF	JCB	30 th March 2022

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1.0 INTRODUCTION

- 2.1 This report has been prepared by JBAudits and results in a Stage 1 Road Safety Audit of a new residential access along Yapton Lane, Walberton to serve approximately 45 dwellings and a doctor's surgery. The works include a simple priority 2-way T-Junction with half meter verge/service margin either side of the access and no pedestrian footways. Pedestrian provision is via a permissive footpath (P23) which runs along the site frontage outside of the adopted highway and negates the requirement for a footway along Yapton Lane. The new access joins Yapton Lane which is approximately 6.5m wide at 90deg angle, approximately 45m south of the existing speed limit change from 40mph down to 30mph as you enter Walberton village. It has been noted that a speed survey was undertaken along Yapton Lane in the vicinity of the proposed access where the 85thile wet weather vehicular speeds were recorded as follows, 45.4mph Northbound and 44.4mph Southbound.
- There were 7 collisions recorded in the general area, 1 serious and 6 slight for the most recent 5-year period, however these were noted to be spread throughout the local network with none having a direct relation to the new proposals.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The site visit associated with this Road Safety Audit was undertaken on 23rd of March 2022 at approximately 09:00am until 09:30am in accordance with an email instruction on the 15th of March 2022 by the Design Organisation, Bellamy Roberts received from Mr Ian Roberts on behalf of Land Quest UK (Southern) Limited. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A**. Site photographs were taken during the site visit as a record of the site, current situation and weather, which was noted sunny and dry. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jason Brown *MIHE, MCIHT, MSoRSA*
Road Safety / Highway Engineer

Audit Team Member

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competence*
Road Safety / Highway Engineer

- 2.5 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Plan of raised items as attached at **Appendix B**.
- 2.6 This audit should be read in its entirety to ensure a comprehensive understanding of the scheme proposals, problems identified, and recommendations produced. At no time should any part of this Stage 1 Road Safety Audit be separated and treated as standalone issues.

2.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 JBAudits have not been made aware of any previous road safety audits associated with the scheme.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A1 LOCAL ALIGNMENT

A.1.1 PROBLEM

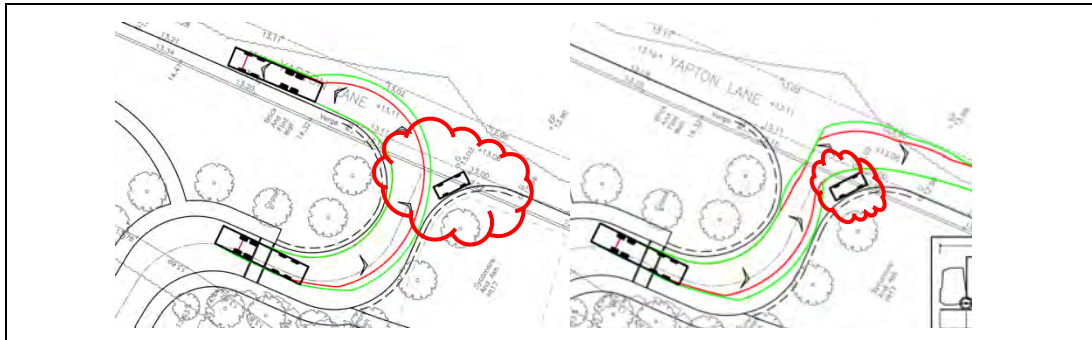
Location: Yapton Lane, proposed access

Summary: Refuse vehicle conflict with other vehicles at access

Yapton Lane runs in a north/south alignment, is approximately 6.5m wide and whilst is subject to a 40mph speed limit, observes speeds on 45.4mph and 44.4mph in a north and southbound direction respectively. The proposals introduce a new T-junction severing approximately 45 dwellings and a doctor's surgery, which is approximately 5.5m wide with 9m radii and 0.6m wide verge either side. The internal road layout consists of a sharp 'S' bend in proximity to the proposed access. AutoTRACK analysis has been undertaken on the access illustrating various vehicle manoeuvres passing stationary cars within the access. Scheme drawing 5478-202D illustrates the swept path of a refuse / recycling collection vehicle (RCV) manoeuvring at the access and identifies that the vehicle encroaches the entire width of the carriageway around the second bend with minimal space for a car to wait off the Yapton Lane carriageway to allow the manoeuvre to be undertaken. Although not illustrated, it is considered that the RCV will also encroach the entire carriageway of the first bend.

The Audit Team have concerns that vehicles approaching the new junction will not be aware of the vehicle exiting due to visibility constraints, which could lead to the vehicle having to stop in a position where it could become exposed to side swipe type collisions or having the rear end protruding onto Yapton Lane which could lead to heavy breaking, rear shunt, and loss of control type collisions. Insufficient forward visibility between vehicles could also lead to the requirement to reverse onto Yapton Lane which may result in rear end impact collisions.





Recommendation:

It is recommended that the geometry of the proposed access is sufficient to allow a refuse / recycling collection vehicle to enter and exit whilst opposed by a car.

A2 GENERAL

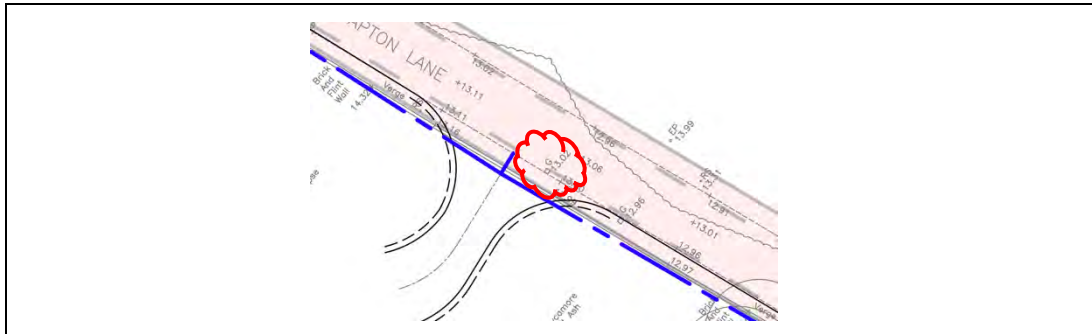
A.2.1 PROBLEM

Location: Yapton Lane, proposed access

Summary: Existing road gully situated within path of vulnerable road users

The existing road drainage along Yapton Road, Walberton consists of several road gullies along its length situated within the vicinity of the proposals. The proposals form a new simple priority T-junction where an existing gully situated which will be positioned within the access lane of the T-junction and potentially within the running track of vulnerable users. The Audit Team have concerns that vulnerable users could overrun the gully which could destabilise the user and lead to loss of control type collisions, particularly involving two wheeled vehicles.





Recommendation:

It is recommended that the existing gully is relocated.

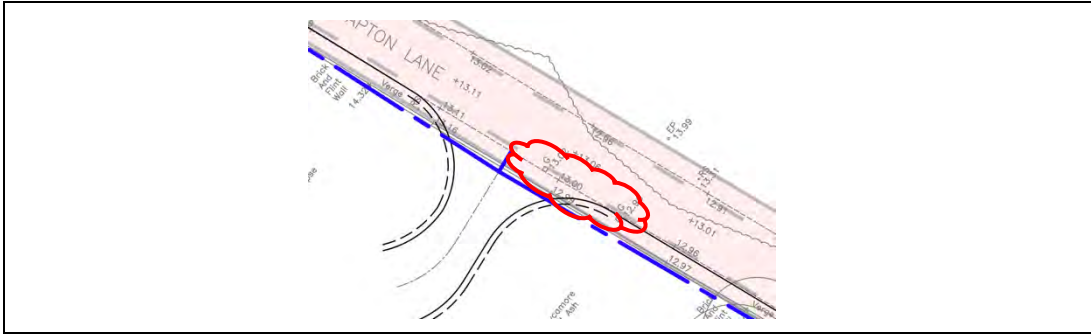
A.2.2 PROBLEM

Location: Yapton Lane, proposed access

Summary: Existing road gully is blocked with debris

The existing road drainage along Yapton Road, Walberton consists of several road gullies along its length situated within the vicinity of the proposals. The proposals form a new simple priority T-junction. It was noted during the site visit that most of the gullies were blocked/filled with debris potentially rendering them ineffective. Although there is no evidence to suggest localised ponding or flooding along Yapton Lane, the proposed works introduce a greater surface area of surface water runoff around the new T-junction. The Audit Team have concerns that during adverse weather the access could be subjected to local ponding leading to wet/slippy or icy conditions which could lead to loss of control type collisions.





Recommendation:

It is recommended that the existing gullies along Yapton Lane are cleared of debris.

A3 JUNCTIONS

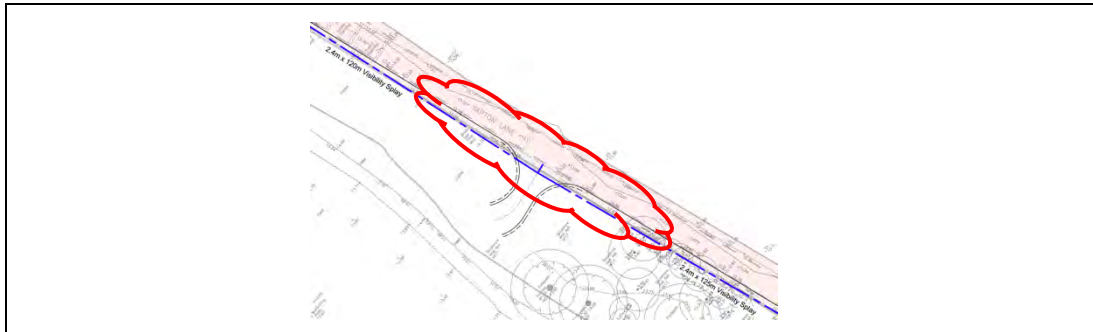
A.3.1 PROBLEM

Location: Yapton Lane, proposed access

Summary: Inadequate horizontal visibility

Yapton Lane runs in a north/south alignment and is approximately 6.5m wide with a circa. 1.5m verge on the west side and a wide verge on the east side. The western side of Yapton Lane has an existing brick and flint wall which is approximately 800mm high and positioned at the back of the verge. It was noted during the site visit that the copse, situated behind the existing wall is congested with trees around the vicinity of the access, some of which are very close to the existing wall. The proposals introduce a simple priority T-junction severing approximately 45 dwellings and a doctor's surgery. The Audit Team have concerns that trees within the copse and the existing brick and flint wall will block visibility at the access which could lead to vehicles egressing onto Yapton Lane into oncoming traffic and lead to side swipe or loss of control type collisions.





Recommendation:

It is recommended that the brick and flint wall is relocated behind the visibility splay.

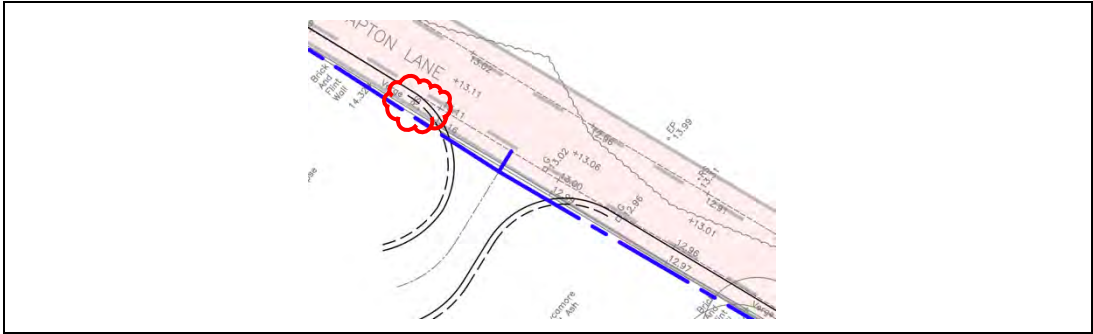
A.3.2 PROBLEM

Location: Yapton Lane, proposed access

Summary: Existing road sign within visibility splay

Yapton Lane runs in a north/south alignment and is subject to a 40mph speed limit in the immediate vicinity of the proposed access that is highlighted with repeater signs. The proposals introduce a simple priority T-junction off the western side of Yapton Lane that is to sever approximately 45 dwellings and a doctor's surgery. The Audit Team have concerns that the existing 40mph repeater sign and post to the north of the proposed access will obstruct visibility for vehicles exiting the development onto Yapton Lane. Limited visibility could lead to vehicles egressing onto Yapton Lane into oncoming traffic and lead to side swipe or loss of control type collisions.





Recommendation:

It is recommended that the existing road sign is repositioned outside of proposed visibility envelope.

A4 WALKING, CYCLING AND HORSE RIDING

No Road Safety Concerns regarding Walking, Cycling and Horse Riding have been raised at this stage.

A5 TRAFFIC SIGNS, CARRIAGEWAY MARKING AND LIGHTING

No Road Safety Concerns regarding Traffic Signs, Carriageway Marking and Lighting have been raised at this stage.

4.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

- 5.1 We certify that this Road Safety Audit has been carried out independently from the design in accordance with GG119 of the Design Manual for Roads and Bridges (DMRB).

Audit Team Leader

Name: **Jason Brown** *MIHE, MCIHT, MSoRSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: JBAudits

Date: 30th March 2022

Audit Team Member

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: JBAudits

Date: 30th March 2022

5.0 APPENDICES

Appendix A

Documents and Drawings provided for this Stage 1 Road Safety Audit

This audit has been undertaken in accordance with a written instruction via an email and request dated 15th March 2022 received from Ian Roberts of Bellamy Roberts on behalf of Land Quest UK (Southern) Limited

Drawings:

Access Visibility	5478/002 Rev F
AutoTRACK Analysis, Refuse Vehicle	5478/202 Rev D
AutoTRACK Analysis, Fire Tender	5478/204 Rev D
AutoTRACK Analysis, Delivery Van	5478/206 Rev D
AutoTRACK Analysis, Car	5478/208 Rev D
B2132 Yapton Lane	Highway Boundary

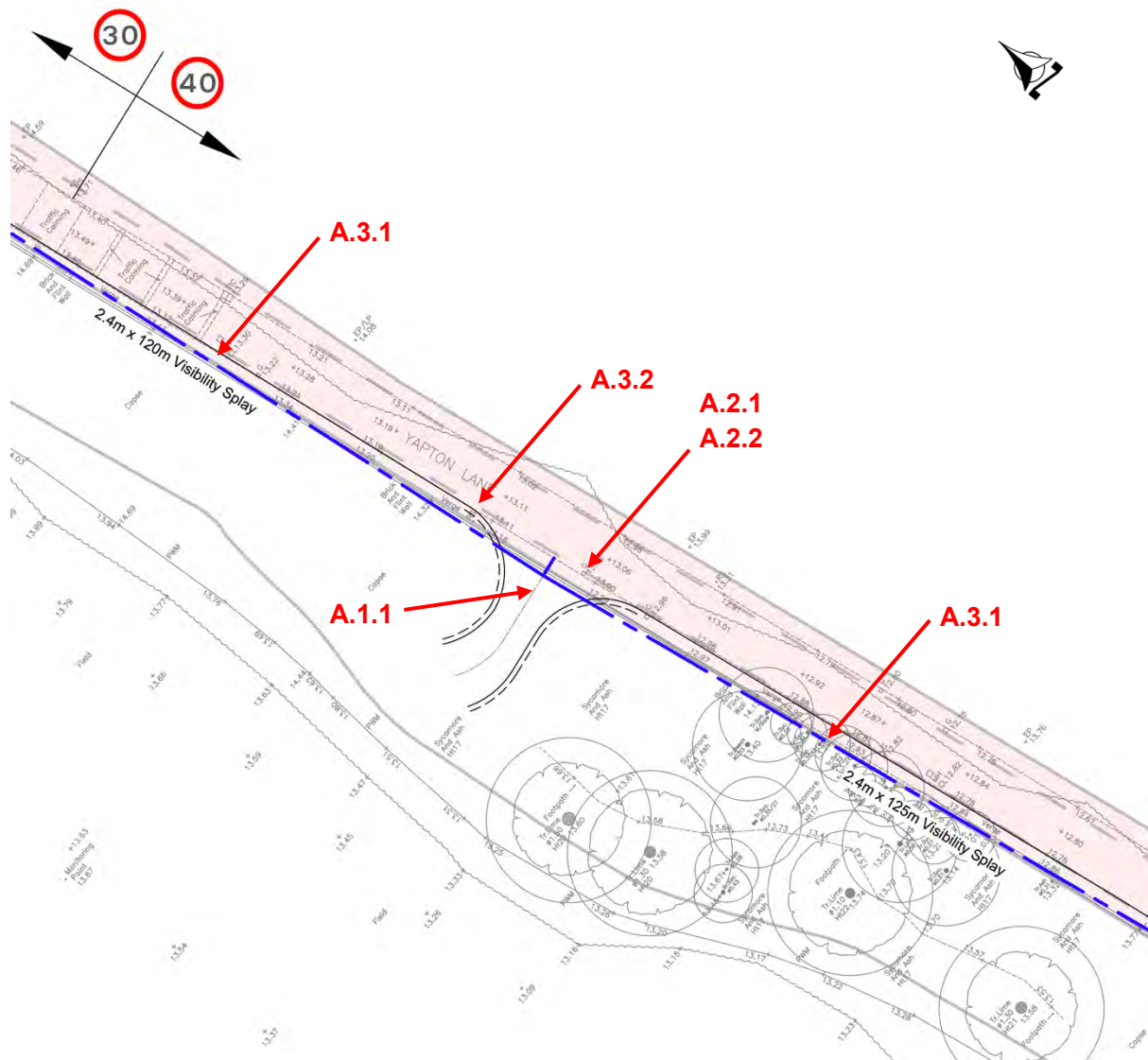
Documents:

Transport Statement	ITR/HC/5478/TS.4
Collision Report	Sussex Safer Roads

Appendix B

Plan of items identified within this Stage 1/2 Road Safety Audit

Extract of drawing 5478/002 Rev F



APPENDIX 3

DESIGNER'S RESPONSE

PROJECT: Residential Development at Yapton Lane, Walberton
JBAudits REF: RSA/022/005/1
BR REF: ITR/5478/DR.1
DATE: March 2022

Introduction

This Designer's Response has been prepared to address the comments and recommendations made within the Stage 1 Road Safety Audit, prepared by JBAudits.

A1 LOCAL ALIGNMENT

A.1.1 PROBLEM

Refuse vehicle conflict with other vehicles at access.

RECOMMENDATION

It is recommended that the geometry of the proposed access is sufficient to allow a refuse/recycling collection vehicle to enter and exist whilst opposed by a car.

DESIGNERS RESPONSE

Agreed. Whilst the internal arrangement of the site layout does not form part of the application, the location of the access on to Yapton Lane does, and when reserved matters are applied, the appropriate visibility at the access, an internal arrangement will be in accordance with the standards.

A2 GENERAL

A.2.1 PROBLEM

Existing road gully situated within path of vulnerable road users.

RECOMMENDATION

It is recommended that the existing gully is relocated.

DESIGNERS RESPONSE

Agreed. Such matters will be dealt with at the Detailed Design stage.

A.2.2 PROBLEM

Existing road gully is blocked with debris.

RECOMMENDATION

It is recommended that the existing gullies along Yapton Lane are cleared of debris.

DESIGNERS RESPONSE

Agreed. However, such matters are for the relevant Highway Authority, West Sussex County Council and their maintenance team.

A3 JUNCTIONS

A.3.1 PROBLEM

Inadequate horizontal visibility.

RECOMMENDATION

It is recommended that the brick and flint wall is relocated behind the visibility splay.

DESIGNERS RESPONSE

Agreed. The brick and flint wall and any vegetation within the visibility splay will be relocated or where appropriate cut-back in order for the visibility to be achieved.

A.3.2 PROBLEM

Existing road sign within visibility splay.

RECOMMENDATION

It is recommended that the existing road sign is repositioned outside of proposed visibility envelope.

DESIGNERS RESPONSE

Agreed. The 40mph repeater sign can be relocated outside the proposed visibility splay.

APPENDIX 4

Calculation Reference: AUDIT-200601-220330-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HF HERTFORDSHIRE	1 days
03 SOUTH WEST	
DV DEVON	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
WM WEST MIDLANDS	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	1 days
09 NORTH	
TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Number of doctors
 Actual Range: 2 to 23 (units:)
 Range Selected by User: 2 to 23 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/04/21

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

Selected survey days:

Tuesday	3 days
Wednesday	3 days
Thursday	1 days
Friday	7 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	10
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	11
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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:

E(e) 14 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	8 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	1 days
50,001 to 75,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	7 days
1.6 to 2.0	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 14 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 14 days

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

LIST OF SITES relevant to selection parameters

1	CH-05-G-05	GP SURGERY		CHESHIRE
	KINGSMEAD SQUARE			
	NORTHWICH			
	KINGSMEAD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of doctors:	3		
	Survey date: FRIDAY	07/06/19		Survey Type: MANUAL
2	DV-05-G-01	GP SURGERY		DEVON
	MOUNT PLEASANT ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of doctors:	23		
	Survey date: WEDNESDAY	03/04/19		Survey Type: MANUAL
3	ES-05-G-02	MEDICAL CENTRE		EAST SUSSEX
	JUZIERS DRIVE			
	EAST HOATHLY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of doctors:	5		
	Survey date: WEDNESDAY	13/07/16		Survey Type: MANUAL
4	GM-05-G-02	GP SURGERY		GREATER MANCHESTER
	MOORSIDE ROAD			
	SALFORD			
	SWINTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of doctors:	6		
	Survey date: FRIDAY	21/06/19		Survey Type: MANUAL
5	HF-05-G-01	GP SURGERY		HERTFORDSHIRE
	CHELLS WAY			
	STEVENAGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of doctors:	9		
	Survey date: FRIDAY	28/06/19		Survey Type: MANUAL
6	LE-05-G-02	GP SURGERY		LEICESTERSHIRE
	THE SANDS			
	NEAR MELTON MOWBRAY			
	LONG CLAWSON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of doctors:	7		
	Survey date: TUESDAY	29/11/16		Survey Type: MANUAL
7	NF-05-G-03	GP SURGERY		NORFOLK
	MILE END ROAD			
	NORWICH			
	MOUNT PLEASANT			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of doctors:	6		
	Survey date: FRIDAY	08/11/19		Survey Type: MANUAL
8	NT-05-G-01	GP SURGERY		NOTTINGHAMSHIRE
	MANSFIELD ROAD			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of doctors:	2		
	Survey date: WEDNESDAY	24/06/15		Survey Type: MANUAL
9	TW-05-G-02	GP SURGERY		TYNE & WEAR
	BIDDLESTONE ROAD			
	NEWCASTLE			
	HEATON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of doctors:	5		
	Survey date: FRIDAY	13/11/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	TW-05-G-04	GP SURGERY	TYNE & WEAR
	MANOR WALK		
	NEWCASTLE UPON TYNE		
	BENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of doctors:	7	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
11	WK-05-G-02	GP SURGERY	WARWICKSHIRE
	STRATFORD ROAD		
	NEAR BIDFORD-ON-AVON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of doctors:	6	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
12	WL-05-G-01	GP SURGERY	WILTSHIRE
	CRICKDALE ROAD		
	SWINDON BOROUGH C.		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of doctors:	4	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
13	WM-05-G-01	GP SURGERY	WEST MIDLANDS
	LEACH HEATH LANE		
	BIRMINGHAM		
	RUBERY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of doctors:	6	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
14	WM-05-G-04	GP SURGERY	WEST MIDLANDS
	STOURBRIDGE ROAD		
	DUDLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of doctors:	4	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

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

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	2	8	0.750	2	8	0.000	2	8	0.750
07:00 - 08:00	13	7	0.956	13	7	0.286	13	7	1.242
08:00 - 09:00	14	7	2.849	14	7	1.505	14	7	4.354
09:00 - 10:00	14	7	3.344	14	7	2.753	14	7	6.097
10:00 - 11:00	14	7	3.452	14	7	3.355	14	7	6.807
11:00 - 12:00	14	7	2.968	14	7	3.280	14	7	6.248
12:00 - 13:00	14	7	2.118	14	7	2.957	14	7	5.075
13:00 - 14:00	14	7	2.215	14	7	2.140	14	7	4.355
14:00 - 15:00	14	7	2.871	14	7	2.645	14	7	5.516
15:00 - 16:00	14	7	2.817	14	7	3.108	14	7	5.925
16:00 - 17:00	14	7	2.581	14	7	2.527	14	7	5.108
17:00 - 18:00	14	7	1.473	14	7	2.151	14	7	3.624
18:00 - 19:00	13	7	0.522	13	7	1.344	13	7	1.866
19:00 - 20:00	1	7	0.286	1	7	0.286	1	7	0.572
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.202			28.337			57.539

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: 2 - 23 (units:)
 Survey date range: 01/01/13 - 27/04/21
 Number of weekdays (Monday-Friday): 14
 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.