

LAND SOUTH OF WEST WALBERTON LANE, WALBERTON

TRANSPORT STATEMENT

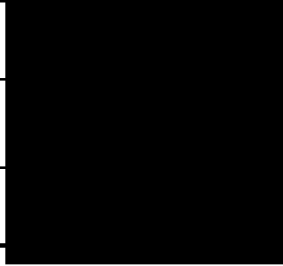
April 2021

Macra Ltd

RESIDENTIAL DEVELOPMENT
LAND SOUTH OF WEST WALBERTON LANE
WALBERTON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:		195.0002/TS/4	
Status:	Original	Copy No:	1
	Name	Signature	Date
Prepared by:	Adam Ford		December 2020
Checked by:	Shannon Betteridge		December 2020
Approved by:	Mark Smith		December 2020

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	17.03.21	SN	Client Comments and final layout	MS	MS
3	31.03.21	JL	Updated Site Layout	MS	MS
4	01.04.21	JL	Client Comments	MS	MS

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018



Macra Ltd
Unit 5
Yeoman Park
Test Lane
Nursling
Hampshire
SO16 9JX



Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

**RESIDENTIAL DEVELOPMENT
LAND SOUTH OF WEST WALBERTON LANE
WALBERTON**

TRANSPORT STATEMENT

Contents

1. INTRODUCTION	2
2. EXISTING CONDITIONS.....	3
3. SITE ACCESSIBILITY	6
4. DEVELOPMENT PROPOSALS.....	11
5. ACCESS ARRANGEMENTS.....	14
6. TRIP GENERATION	17
7. SUMMARY AND CONCLUSIONS.....	19

Figures

Figure 1: Site Location

Figure 2: Site Context

Figure 3: PIA Data

Figure 4: Public Rights of Way (Source WSCC)

Figure 5: WSCC Cycle Improvement Schemes 2016 - 2026

Figure 6: Extent of Preferred Route (Source: Highways England)

Tables

Table 1: Local Amenities and Services

Table 2: Local Bus Services

Table 3: Accommodation Schedule

Table 4: WSCC Car Parking Standards

Table 5: WSCC Cycle Parking Standards

Table 6: Eastergate Lane Traffic Survey Summary

Table 7: Proposed Trip Generation

Table 8: Pedestrian Trip Generation

Appendices

Appendix A: Site Layout

Appendix B: Car Tracking

Appendix C: Internal Visibility

Appendix D: Eastergate Lane ATC

Appendix E: Access Design and Visibility Splays

Appendix F: Road Safety Audit

Appendix G: Refuse Vehicle Tracking

Appendix H: Fire Tender Tracking

Appendix I: Pedestrian TRICS Outputs

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been written by Paul Basham Associates on behalf of Macra Ltd to support a full planning application for residential development consisting of 30 dwellings at Land south of West Walberton Lane, Walberton. The site location is demonstrated within **Figure 1** with the site layout included within **Appendix A**.

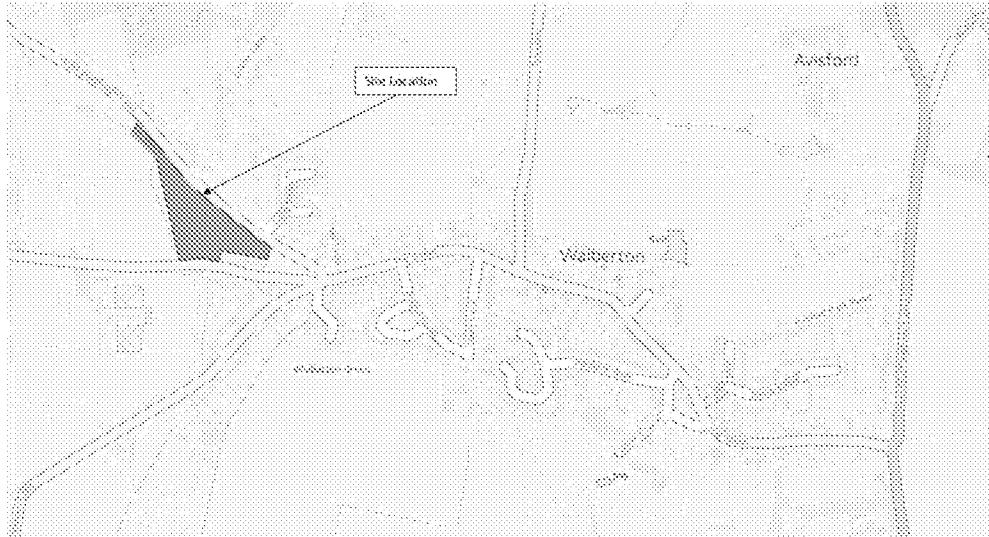


Figure 1: Site Location

- 1.2 This report has been informed by a site visit undertaken in September 2020 to identify the opportunities and constraints associated with the development site and help inform the site access location.
- 1.3 This Transport Statement will identify the existing site conditions and local accessibility, Personal Injury Accident (PIA) data, details of the development proposals, access, parking and servicing arrangements and likely vehicular and pedestrian trip generation before drawing conclusions.

2. EXISTING CONDITIONS

Existing Site Conditions

- 2.1 The existing site is located in Walberton, Arun District, West Sussex and is currently undeveloped land. The site is bordered by a continuation of agricultural land to the west, West Walberton Lane to the north (fronted by residential development), Eastergate Lane to the south (again fronted by residential development) and Walberton Green to the east. The existing site and its surroundings are identified in **Figure 2**.



Figure 2: Site Context

Local Road Network

Eastergate Lane

- 2.2 The site is accessed onto Eastergate Lane c.200m west of the interchange with The Street, West Walberton Lane and Barnham Lane. In the immediate vicinity of the site, Eastergate Lane has a carriageway width of 6m and provides a connecting route between Walberton Village to the east and the A29 to the west. Eastergate Lane is subject to a 30mph speed limit to the east of the site, before becoming a 40mph speed limit in the immediate vicinity of the site access. The existing conditions along Eastergate Lane are demonstrated in **Photograph 1**.



Photograph 1: Eastergate Lane Existing Conditions

- 2.3 Eastergate Lane connects to The Street approximately 200m east of the proposed site access. The Street provides access to the centre of Walberton where numerous amenities are present (as discussed later in this report). As aforementioned, Eastergate Lane connects to the A29 to the west of the site. The A29 forms part of the strategic road network in the area and provides access to the A27 to the north and to destinations including Westergate, Bersted and Bognor Regis to the south.

PIA Data

- 2.4 Personal Injury Accident (PIA) data has been assessed to establish the existing safety conditions on the local highway network.
- 2.5 The use of the West Sussex Safer Roads Partnership portal was not available when undertaking this assessment and therefore analysis of the PIA data for the latest available 5-year period has been obtained from Crashmap and indicates that no incidents have occurred on Eastergate Lane or West Walberton Lane. Only 1 incident was recorded in the vicinity of the site which was on The Street and was classified as 'slight' in nature. This is demonstrated in **Figure 3**.

3. SITE ACCESSIBILITY

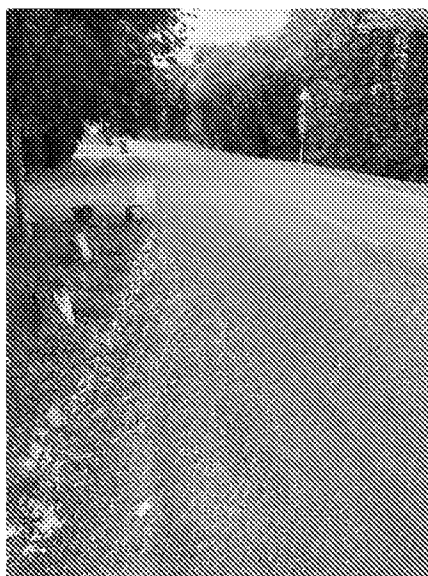
- 3.1 The application site access is approximately 850m from the village centre where numerous amenities are located including shops, a post office, surgery and pub. The site's proximity to existing local amenities, pedestrian, cycle, public transport and equestrian networks, presents a good opportunity to encourage the use of sustainable transport and create a sustainable development.
- 3.2 A summary of the local facilities and amenities in the vicinity of the site and their associated walking/cycling distances measured from the site access is shown in **Table 1**.

Amenity/Facility	Distance from Site Access	Walking Time (minutes)	Cycle Time (minutes)
Bus Stops	160m	3	1
Walberton Baptist Church	650m	8	2
The William Booker Yard (Industrial Units)	700m	9	2
Holly Tree Pub	800m	10	3
Walberton and Binsted Primary School	800m	11	3
Walberton Village Hall	800m	11	3
Walberton Play Centre	850m	11	4
Walberton Newsagent	950m	12	3
Walberton Post Office	950m	12	3
Walberton Dental Practise	950m	12	3
Flintcroft Surgery	950m	12	3
Walberton Cricket Ground	1.1km	12	3
St Mary's Church	1.2km	14	4

Table 1: Local Amenities and Services

Pedestrian Infrastructure

- 3.3 The gentle topography of the area lends itself to promoting walking as a primary method of travel to local facilities and amenities. Whilst Eastergate Lane does not provide any pedestrian infrastructure in the vicinity of the site, grass verges are present for its duration eastbound towards Walberton Green. The existing conditions along Eastergate Lane are demonstrated in **Photograph 2**.



Photograph 2: Eastergate Lane Refuge Areas

- 3.4 To the immediate south of the site, a 3m wide shared footway/cycleway connects Eastergate Lane to Barnham Lane. This is demonstrated in **Photograph 3**.



Photograph 3: Eastergate Lane Shared Footway/Cycleway

- 3.5 Within the village itself, footways are provided which ensures a continuous route is provided, albeit with pedestrian required to cross The Street a couple of times to ensure that they can walk on a footway. It is, however, important to note that given the nature of the village, pedestrians and cyclists are already utilising the carriageway with vehicle speeds and volumes relatively low.
- 3.6 Opportunities to provide a safe pedestrian connection between the site and the existing infrastructure is assessed later in the report.

Wider Pedestrian Network

- 3.7 A number of Public Rights of Way (PRoW) have also been identified within the study area, with footpath no.332 providing an alternative route between the site and the village centre. The location of the local PRoWs is demonstrated in **Figure 4**.

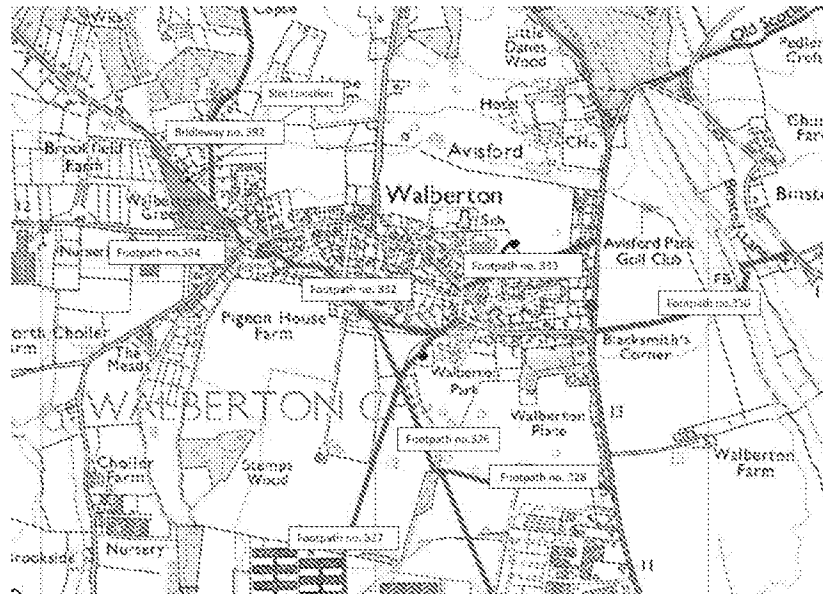


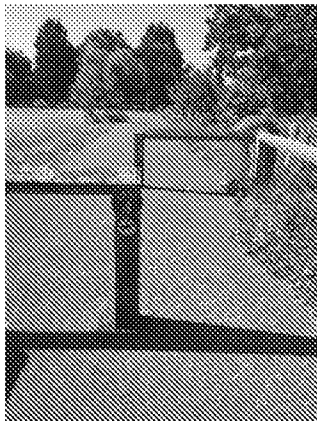
Figure 4: PRoW (Source: WSCC)

Public Bridleway

- 3.8 Bridleway no. 392 is located to the north of the proposed development site and provides a route between the A27 (and beyond) to the north to Copse Lane to the south. The Bridleway is available for use by pedestrians and equestrians for approximately 350m as it also provides access to a number of residential properties.

Cycle Network

- 3.9 There are currently no formal off-road cycle networks in the vicinity of the site, however, it is common for cyclists to cycle within the carriageway in and around the village. This is promoted using signage on the key cycle routes to make drivers aware and to help reduce vehicle speeds. The existing cycle infrastructure in the vicinity of the site area is demonstrated in **Photographs 4** and **5**.



Photograph 4: Cycle Routes



Photograph 5: Cycle Signage

3.10 As part of the West Sussex Walking and Cycling Strategy (2016 - 2026) a number of routes in the vicinity of the site were suggested and identified as potential improvement schemes. These include enhancing the links between Walberton and nearby villages of Barnham and Fontwell as well as Arundel. The location of the improvement schemes in relation to the proposed site is demonstrated in **Figure 5**.

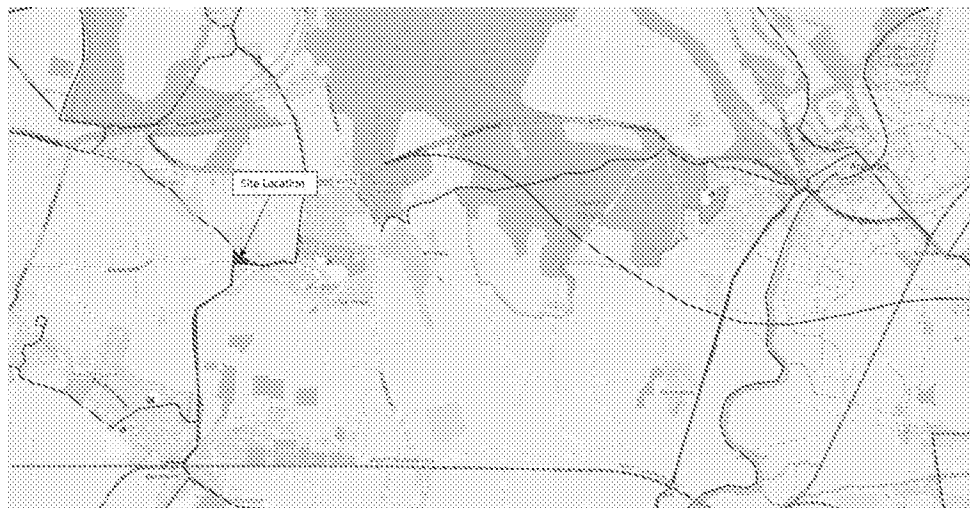


Figure 5: WSCC Cycle Improvement Schemes 2016 - 2026 (Source: WSCC)

Bus Network

3.11 The closest bus stops to the site are situated on The Street. The bus stops are approximately 160m from the site access on Eastergate Lane. Both bus stops comprise a single pole and timetable. The services available from these bus stops are summarised in **Table 2**.

Service Number	Route	Frequency		
		Monday – Friday	Saturday	Sunday
85	Arundel – Walberton – Fontwell – Chichester	Three times a day (06:55-16:38)	No Service	No Service
85A	Arundel – Walberton – Barnham – Chichester	Twice a day (09:55-17:25)	No Service	No Service
66C	Bognor Regis – Barnham – Walberton – Yapton – Bognor Regis	Three times a day (08:15-17:35)	Three times a day (08:15-17:35)	No Service

Table 2: Local Bus Services

- 3.12 The bus services available present an opportunity to encourage bus travel by residents to local destinations, with journeys to Arundel taking approximately 15 minutes, journeys to Bognor Regis taking 40 minutes and journeys to Chichester taking approximately 30 minutes.

Rail Services

- 3.13 Barnham Station is located approximately 2.2km from the site and is accessible via cycle (approximately 7 minutes) or via bus service no. 66C for which the journey takes approximately 15 minutes.
- 3.14 Barnham Station is served by Southern Rail, with direct trains to destinations including Bognor Regis Littlehampton, Brighton, Chichester, Portsmouth, Southampton and London. Journeys to Bognor Regis take approximately 7 minutes, journeys to Chichester take approximately 7 minutes and journeys to London take approximately 90 minutes.
- 3.15 The location of the site in relation to the station therefore provides a realistic opportunity to encourage cycle-rail-cycle or bus-rail-bus commuter journeys.

Summary

- 3.16 The site is located 800m west of the local parade of shops along The Street and is also within close proximity to bus stops, public footpaths and local amenities. Overall, the site is considered suitably accessible for the proposed level of residential development.

4. DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises 30 dwellings with access onto Eastergate Lane. The proposed accommodation schedule is set out within **Table 3** and the site layout is included in **Appendix A**.

Type of Unit	Number of Units
1 Bedroom	4
2 Bedrooms	9
3 Bedrooms	13
4 Bedrooms	4
Total	30

Table 3: Accommodation Schedule

Car Parking

- 4.2 Car parking will be provided in accordance with Arun District Council's Parking Standards Supplementary Planning Document (January 2020) which identifies Walberton as forming part of Zone 1. The parking standards for Zone 1, coupled with the required provision, is summarised in **Table 4**.

Number of Bedrooms	Number of Habitable Rooms	PZ1 (spaces per dwelling)	Number of Units	Number of Spaces Required
1	1 to 3	2	4	8
2	4	2	9	18
3	5 to 6	2	13	26
4+	7 or more	3	4	12
Total	N/A	N/A	30	64

Table 4: WSCC Car Parking Standards

- 4.3 A mixture of car barns, allocated spaces and driveway spaces are provided to serve the residential properties. A total of 64 spaces are provided for the residential dwellings with a further 7 spaces provided on site to accommodate visitors, totalling 71 spaces on site. The development therefore accords with ADC's expected parking standards.
- 4.4 The layout of the car parking on site is demonstrated in **Appendix A**.
- 4.5 All parking spaces measure 2.4m x 4.8m in accordance with Manual for Streets (MfS) design guidance with a 6m aisle width where appropriate. Where garages are provided, internal measurements of 3m x 6m will be provided in accordance with MfS design guidance. For parallel parking bays, the spaces measure a minimum of 2m x 6m. Tracking of the car parking spaces is included in **Appendix B**.

- 4.6 All houses on the development that are provided with a driveway and garage will be provided with active electric vehicle charging points in accordance with the ADC Parking Standards SPD (January 2020). With active electric vehicle charging points to be provided at 20% for all other dwelling types.

Cycle Parking

- 4.7 Cycle parking will also be provided in accordance with the standards which are summarised in **Table 5**.

Type	Dwelling Size	Cycle Provision (per unit)
Houses	1 & 2 Bed	1 space
	3+ Bed	2 spaces
Flats	1 & 2 Bed	1 space (if communal storage otherwise same as 1 & 2 Bed house)
	3+ Bed	1 space

Table 5: ADC Cycle Parking Standards

- 4.8 For every house provided with a garage, the dimensions of the garage are at least 3m x 6m to accommodate the cycle parking requirements. All other houses will be provided with a secure shed within the rear garden of the property, with direct access to the rear garden either via a side gate or rear gate.
- 4.9 For the flats on site, secure cycle stores are provided, as demonstrated on the site layout included in **Appendix A**.

Internal Road Layout

- 4.10 The parameters of the site layout would be designed to create an attractive and permeable pedestrian and cycle environment. The development access road would measure 6m in width, after which the carriageways narrow and become more reflective of MfS design principles. A carriageway width of 4.8m is sufficient in accommodating a car and a larger vehicle to pass simultaneously. To summarise, the design principles on which the scheme will be based:
- Access road to measure 6m in width, before narrowing to 4.1m – 4.5m upon entry to cul-de-sacs.
 - 2m – 3m wide footways flanking the western side of the estate road.
- 4.11 As the internal road moves towards the outskirts of the site into quieter cul-de-sacs, there will be shared-surface carriageways adopting 'home zone' principles.

- 4.12 An internal design speed of 15mph is anticipated with internal junctions and forward alignments designed to achieve the required inter-visibility for vehicles travelling up to 15mph within the site. Any planting provided within the visibility envelope would be maintained to below 600mm in height.
- 4.13 Visibility at the internal junction between Plots 7-8 would provide visibility to 2m x 17m in both directions, with the visibility splay in the primary direction measured to a 0.7m offset. This is considered to be acceptable given that this part of the site provides access to a small quantum of the development (4 plots to the west) and that the road reduces in width eastbound and therefore vehicles would be travelling offset from the kerb line.
- 4.14 The suitability of the internal layout has been assessed and is included in **Appendix C**.

5. ACCESS ARRANGEMENTS

Proposed Vehicular Access

- 5.1 The proposed site would be served by a single vehicular access onto Eastergate Lane. The type of vehicular access required has been established using the likely trip generation, the observed conditions whilst on site and an Automated Traffic Count (ATC) survey undertaken along Eastergate Lane the vicinity of the site access between 23rd – 29th September 2020.
- 5.2 The results of the ATC survey are provided in **Table 6**, with the full outputs included in **Appendix D**.

Eastergate Lane	5-day Average Weekday AM (0800-0900) Volume	5-day Average Weekday PM (1500-1600) Volume	5-day, 24hour Total Daily Flows
Eastbound	90	89	850
Westbound	72	86	749
Total	162	175	1599

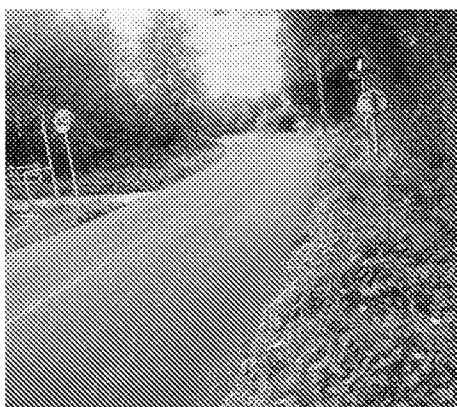
Table 6: Eastergate Lane Traffic Survey Summary

- 5.3 The access will be provided in the form of a bellmouth arrangement on Eastergate Lane. The access road would measure 6m and supported by 6m corner radii. The access design (which is included in **Appendix E**) ensures that two vehicles can pass simultaneously when turning in and out of the access. Swept path analysis of the site access has been undertaken and is included in **Appendix E**.
- 5.4 An independent Stage 1 Road Safety Audit (RSA) was undertaken on 1st December 2020 for the proposed access arrangement and pedestrian infrastructure. The auditor raised a couple of concerns specifically relating to the following:
- Visibility plays pass through vegetation which would need to be maintained:
 - More information regarding the crossing of ditches and barriers to be included: and
 - The 30mph speed limit should be extended westwards.
- 5.5 The RSA report and Designer's Response are included in **Appendix F**.

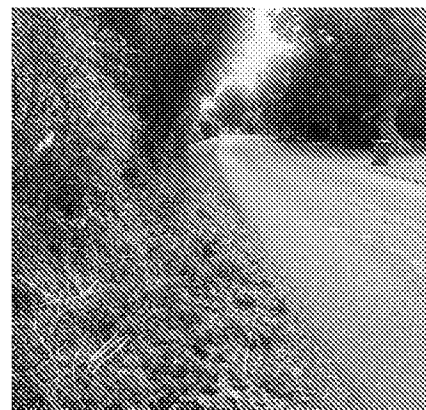
Visibility

- 5.6 Speed surveys were undertaken across the site frontage to establish the vehicle speeds and resultant visibility plays required at the site access. Eastergate Lane is subject to a 30mph speed limit to the east of the site before becoming a 40mph speed limit across the site frontage. The recorded 85thile speeds were 35.4mph eastbound and 33.6mph westbound.

- 5.7 The resultant visibility splay requirements are 2.4m x 51m in the eastbound direction and 2.4 x 55m in the westbound direction, in accordance with MfS guidance on stopping sight distances and visibility splays. Visibility in both the primary and secondary direction is demonstrated in **Photographs 6 and 7**, with a visibility splay drawing included in **Appendix E**.



Photograph 6: Primary Direction Visibility



Photograph 7: Secondary Direction Visibility

Refuse and Servicing

- 5.8 Servicing will take place internally within the site boundary in order to reduce the impact on the local road network. It is envisaged that kerbside collection would be undertaken for all the properties. The carry and/or reversing distances is in accordance with MfS best practice guidance of 30m for residents and 25m for refuse collection personnel with bin collection points provided where appropriate. To facilitate servicing bin stores and bin collection points have been provided and are shown on the layout attached in **Appendix A**.
- 5.9 Swept path analysis of a refuse vehicle throughout the site has been undertaken and is included in **Appendix G**.
- 5.10 Fire tender vehicles will be able to get within 45m of all dwellings in accordance with Building Regulations. Swept path analysis of a fire tender vehicle has been undertaken and is included in **Appendix H**.
- ### **Pedestrians**
- 5.11 The access road will be supported by a 3m wide footway/cycleway on the western side. This will be supported by dropped kerbs and tactile paving and will therefore provide a connection to the existing shared footway/cycleway on the southern side of Eastergate Lane. This arrangement can be seen on the access design included in **Appendix E**.

- 5.12 Internally, suitable pedestrian infrastructure is provided with a minimum of one footway flanking the internal carriageways where appropriate.
- 5.13 Additional external connections are provided between the site and the wider pedestrian and cycle infrastructure both to the east and north of the site. A pedestrian/cycle link will be provided from the eastern part of the site onto Walberton Green, with a second connection from the north of the site onto West Walberton Lane. The pedestrian and cycle links proposed are demonstrated on the site layout included in **Appendix A**.

Emergency Access

- 5.14 Within the pre-application discussions, it was suggested that emergency access should be considered. Given the quantum of development proposed it is not considered necessary that an emergency access is required to make the development acceptable (as is similar with many comparable applications within Arun District), with a fire tender able to navigate the internal roads of the development.

6. TRIP GENERATION

- 6.1 This section of the report assesses the likely vehicular and pedestrian movements to be generated by the proposed development.

Vehicular

- 6.2 Paul Basham Associates are currently supporting a residential development to the west of Tye Lane for up to 155 dwellings (application reference: WA/68/20/OUT). As part of the pre-application discussions for that site, WSCC highway officers stated that the vehicular trip rates submitted as part of an outline application to the east of Tye Lane (reference: WA/44/17/OUT) should be used. Therefore, for consistency, the trip rates submitted as part of the WA/44/17/OUT application have also been used for this assessment and are identified in **Table 7**.

Vehicular Trip Rates	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Dwelling	0.143	0.401	0.364	0.212	4.944
Trip Generation (30 Dwellings)	4	12	11	6	148

Table 7: Proposed Trip Generation

- 6.3 **Table 7** demonstrates that the proposed development would be anticipated to generate 16 vehicle movements in the AM peak period, 17 vehicle trips in the PM peak period and 148 vehicle trips across a 12-hour period.

Pedestrian

- 6.4 In order to calculate the pedestrian movements likely to be generated by the proposed development, the trip rates submitted as part of the Land west of Tye Lane application (reference: WA/68/20/OUT) have been used.
- 6.5 The results of the TRICS survey are demonstrated in **Table 8**, with the full outputs included in **Appendix I**.

Pedestrian Trip Rates	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Dwelling	0.032	0.080	0.050	0.025	0.879
Trip Generation (30 Dwellings)	1	2	2	1	26

Table 8: Pedestrian Trip Generation

- 6.6 **Table 8** demonstrates that the proposed development would be anticipated to generate 4 pedestrian movements in the AM peak period, 3 pedestrian trips in the PM peak period and 26 pedestrian trips across a 12-hour period.
- 6.7 While the proposed development would result in an increase in trips on the network, the impact of the proposed development on the AM and PM peaks is minor (a worst case of one additional trip every 3 - 4 minutes during the peak hours).
- 6.8 Due to the dispersed nature of the additional trips and the minor increase in the peak hour trips, it is not considered that the proposals will have a severe impact on the existing operation of the surrounding highway network.

A27 Arundel Bypass Scheme

- 6.9 Paul Basham Associates are aware that works are ongoing by Highways England and WSP to provide a bypass route around Arundel, with the preferred option (5BV1) having an impact on the village of Walberton. The route, if approved, will result in Tye Lane being closed off and access to the A27 no longer available from this location. The location of the proposed bypass is demonstrated in **Figure 6**.

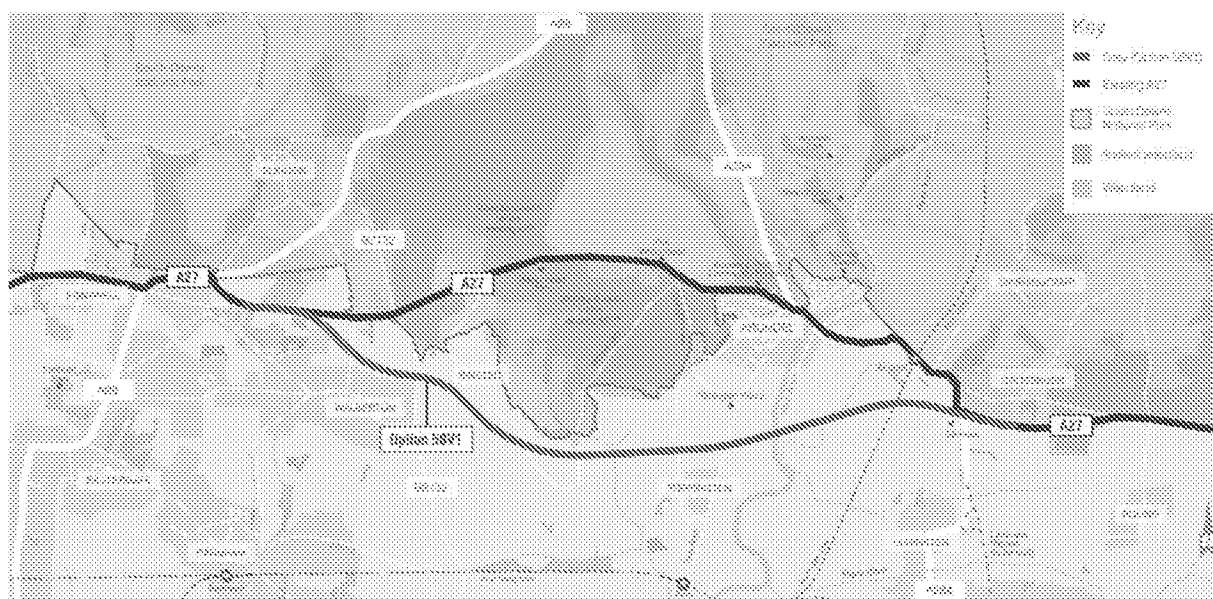


Figure 6: Extent of Preferred Route (Source: Highways England)

- 6.10 As a result, the distribution of vehicle trips in and around the village will be altered with Highways England assessing these impacts in greater detail. The quantum of the proposed development is modest and as such does not warrant any additional assessment of either the A27 Arundel Bypass impacts on the area or the impact of the proposed development on the operation of the local and wider road networks.

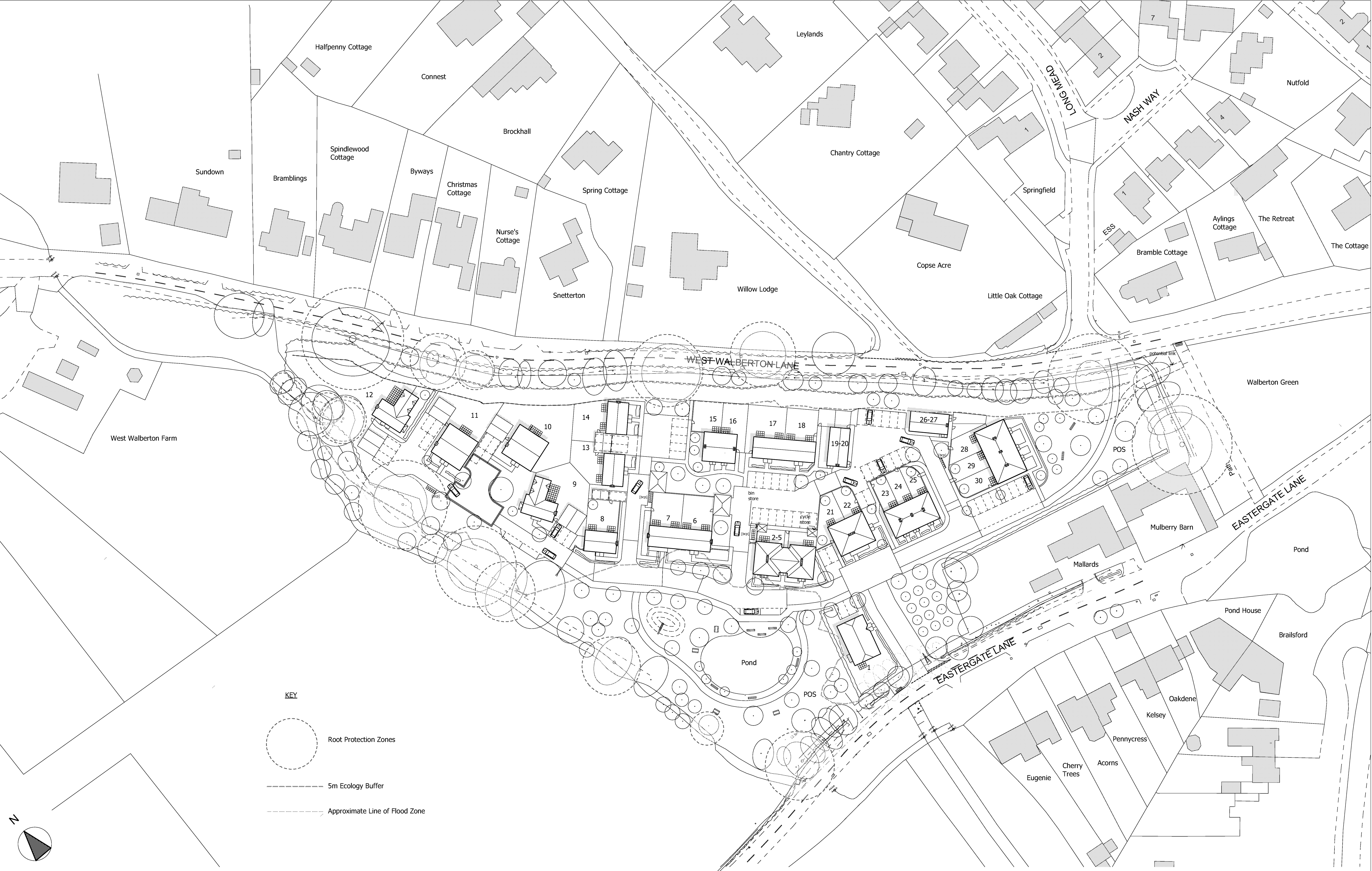
7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Macra Ltd to support a full planning application for 30 dwellings on Land south of West Walberton Lane, Walberton.
- 7.2 The site's proximity to the existing pedestrian network and local amenities on The Street presents a good opportunity to support sustainable travel from the proposed site.
- 7.3 A PIA data assessment indicates that only 1 slight incident has occurred within the proximity of the site during the latest available 5-year period. The findings do not indicate any specific highways concerns that would worsen as a result of the development proposals.
- 7.4 The proposed development would comprise 30 dwellings. Car and cycle parking will be contained wholly on site and electric charging will also be provided.
- 7.5 The site is to be accessed via a new bellmouth junction from Eastergate Lane. The access road will measure 6m in width and supported by 6m corner radii. A new 3m wide footway will flank the western side of the access road which will help connect the site to the shared footway/cycleway on the southern side of Eastergate Lane. Servicing of the development would be undertaken from within the internal site boundary in order to reduce the impact on the local road network.
- 7.6 The proposed development would be anticipated to generate 16 vehicle movements in the AM peak period, 17 vehicle trips in the PM peak period and 148 vehicle trips across a 12-hour period. The site is also anticipated to generate 4 pedestrian movements in the AM peak period, 3 pedestrian movements in the PM peak period and 26 pedestrian movements across a 12-hour day. The vehicular increases in the AM and PM peak are minor (a worst-case scenario of one additional trip every three to four minutes). Therefore, it is not considered that the proposals will have a severe impact on the existing operation of the surrounding highway network.
- 7.7 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operations of the local highway network, and we therefore encourage West Sussex County Council to look favourably upon this development in relation to highways.

Land South of West Walberton Lane, Walberton
Transport Statement

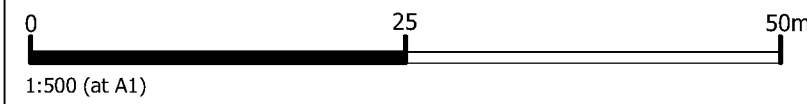
Appendix A

Paul Basham Associates Ltd
Report No. 195.0002/TS/4



REV	DESCRIPTION	DATE	AUTHOR	CHK'D
A	Layout updated	08.02.21	CW	SL
B	Layout updated	01.03.21	CW	SL
C	Layout updated	03.03.21	CW	SL
D	Layout updated	11.03.21	CW	SL
E	Layout updated	16.03.21	CW	SL
F	Layout updated	29.03.21	CW	SL

NOTES
For landscaping details refer to drawing P20_2233_07 Masterplan by Pegasus Design



DATE
Jan 2021

SCALE @ A1
1:500

AUTHOR
CW
CHECKED BY
SL

PROJECT
Proposed Development, West Walberton Lane/Eastergate Lane, Walberton

CLIENT
Macra

STATUS
FOR PLANNING

DRAWING
Proposed Site Layout



DESIGN
ARCHITECTURE | URBAN DESIGN | LANDSCAPE

SOUTHAMPTON The Pavilion, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AP Tel: 02382 022 800 www.wyg.com

PROJECT NO.
A117709

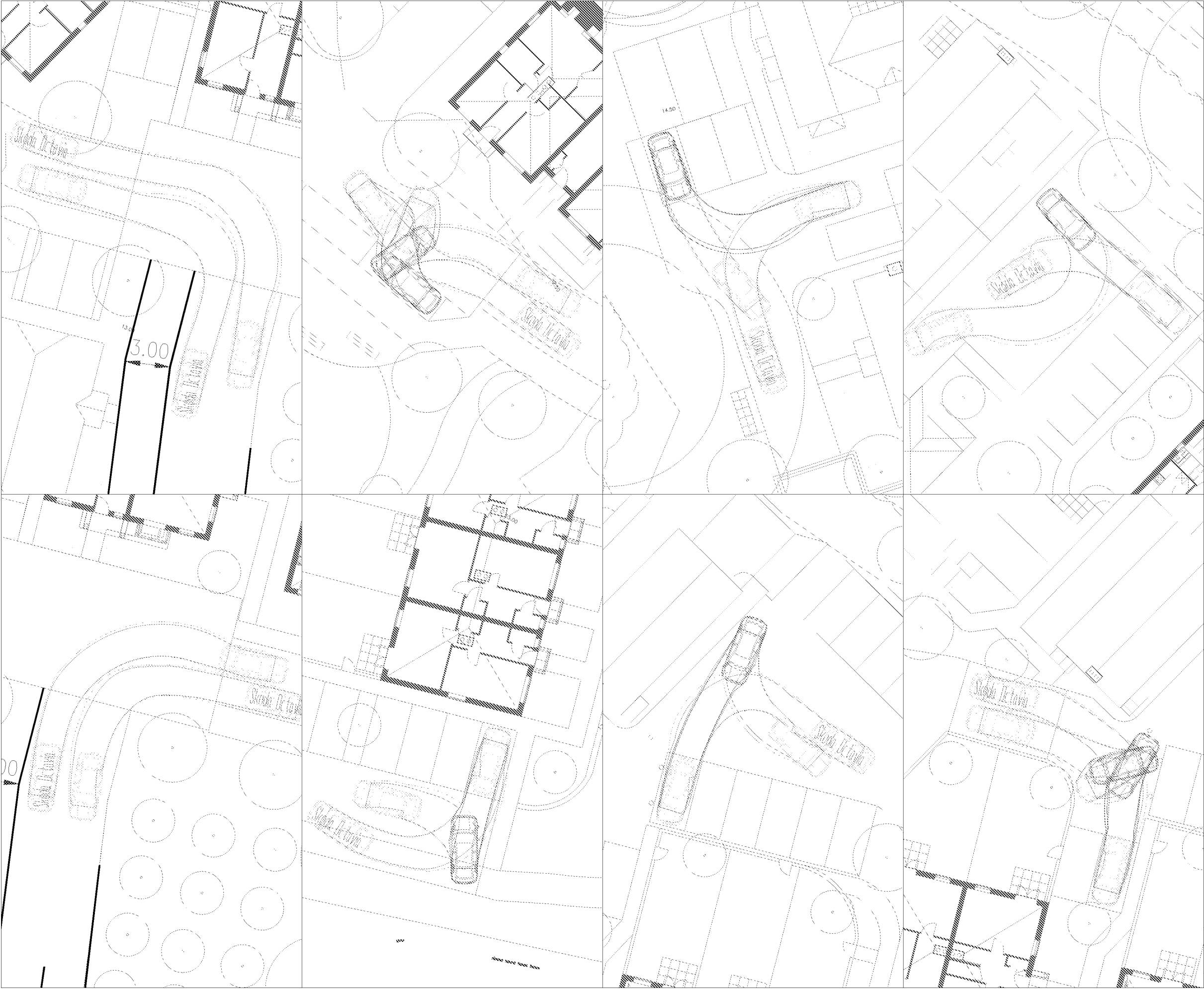
DRAWING NO.
101

REV.
F

Land South of West Walberton Lane, Walberton
Transport Statement

Appendix B

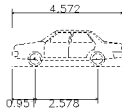
Paul Basham Associates Ltd
Report No. 195.0002/TS/4



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

CAR VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



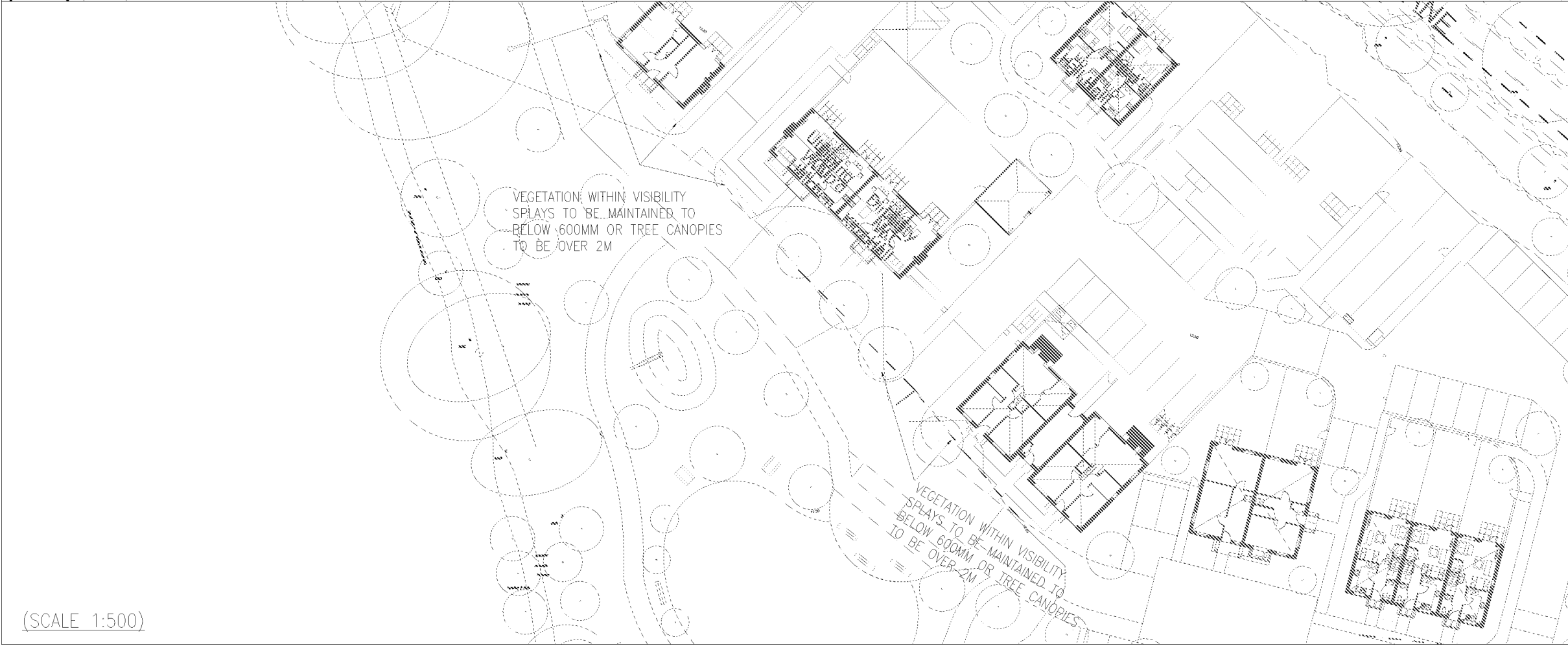
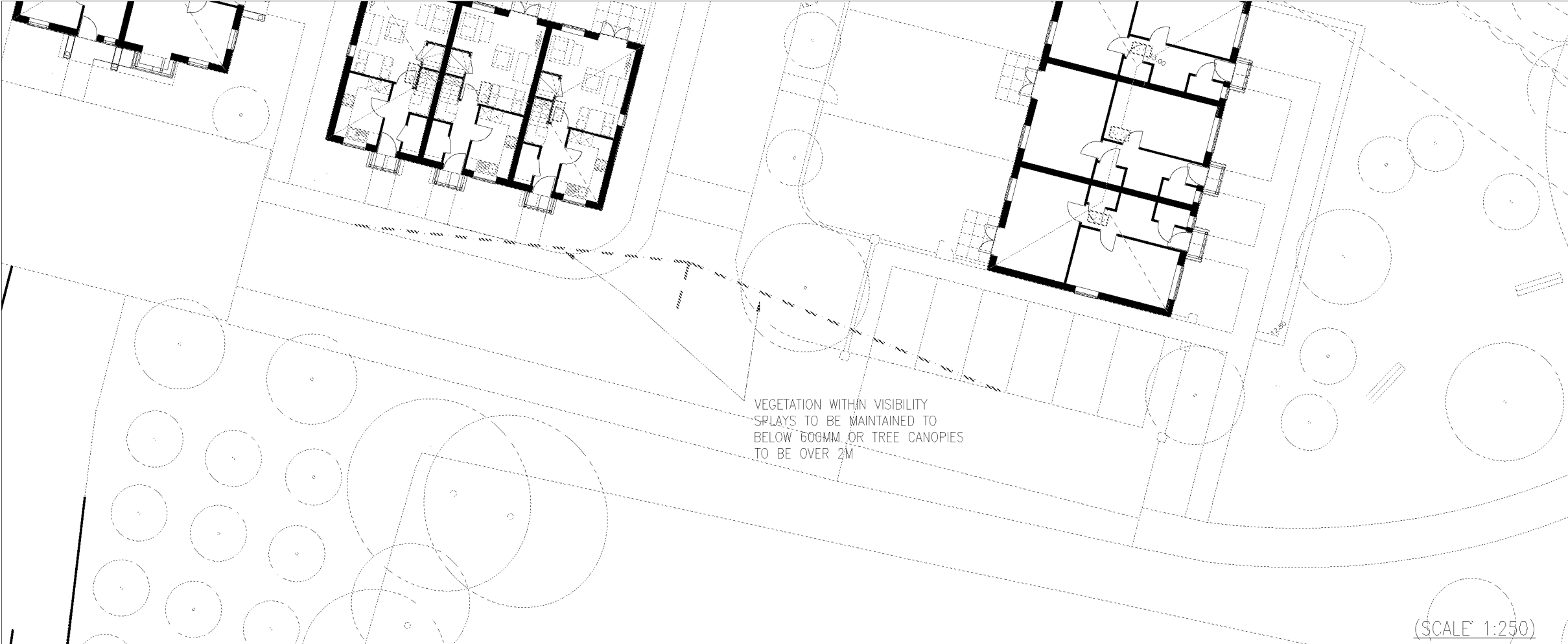
Rev	Description	Date	By	Chk
B	REVISED LAYOUT	31.03.21	JL	MS
A	REVISED LAYOUT	18.03.21	SN	MS

Project Name LAND AT WEST WALBERTON LANE WALBERTON	Title CAR TRACKING	 Paul Basham Associates Ltd The Brity, Conis Hall Estate, Farnham PO18 8UT 01250 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client MACRA LTD	Checked By MS	Checked Date 01.02.21	Scale 1:250	Client Drawing No. -	PBA Drawing No. 195.0002.008	Revision B
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 01.02.21				

Land South of West Walberton Lane, Walberton
Transport Statement

Appendix C

Paul Basham Associates Ltd
Report No. 195.0002/TS/4



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

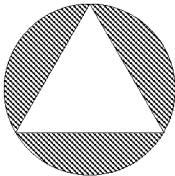
KEY



VISIBILITY SPLAY DEMONSTRATED AT 2.4M X 17M



VISIBILITY SPLAY DEMONSTRATED AT 2M X 17M TO 0.7M OFFSET IN THE PRIMARY DIRECTION AND 2M X 17M IN THE SECONDARY DIRECTION



NORTH

Rev	Description	Date	By	Chk
B	REVISED LAYOUT	31.03.21	JL	MS
A	REVISED LAYOUT	18.03.21	SN	MS

Project Name LAND AT WEST WALBERTON LANE WALBERTON	Title INTERNAL VISIBILITY SPLAYS DEMONSTRATED TO ACCORD WITH 15MPH SPEED LIMIT	 Paul Basham Associates Ltd The Britay, Conis Hall Estate, Farnham PO18 8UT 01250 711 020 info@paulbashamassociates.com www.paulbashamassociates.com	Client MACRA LTD	Checked By MS	Checked Date 01.02.21	Scale AS SHOWN		
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 01.02.21	Client Drawing No. -	PBA Drawing No. 195.0002.007	Revision B

(AT A3 SIZE)

ARUN DISTRICT COUNCIL WALBERTON

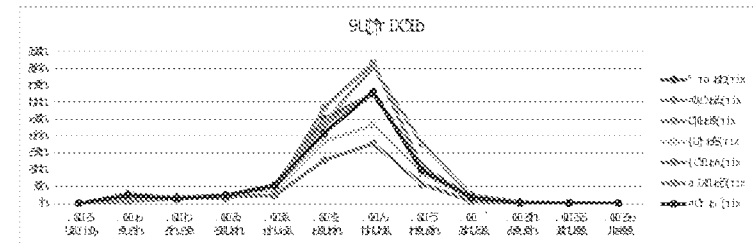
Appendix D

$$^{\circ} \quad \text{U} \downarrow \text{B} \uparrow \uparrow \text{IXII} \quad \text{a/} \quad \text{I} \downarrow \text{S} \downarrow \text{U} \downarrow \uparrow \uparrow \text{C} \uparrow \text{E} \uparrow \text{L} \uparrow \uparrow \text{I} \uparrow \quad [\quad \text{U} \uparrow \text{I} \uparrow]$$

/DUPPE 169LIT IX 76

	第1音	第2音	第3音	第4音	第5音	第6音	第7音	第8音	第9音	第10音	第11音	第12音	第13音	第14音	第15音	第16音	第17音	第18音	第19音	第20音
第1音	ア	カ	サ	シ	ス	ハ	ヘ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ
第2音	イ	キ	シ	ス	フ	ヘ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ	ヰ
第3音	ウ	ク	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第4音	エ	ケ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第5音	オ	コ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第6音	カ	キ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第7音	サ	シ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第8音	シ	ス	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第9音	ス	フ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第10音	ハ	ヘ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第11音	ヘ	マ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第12音	フ	マ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第13音	マ	メ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第14音	メ	ミ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第15音	ミ	モ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第16音	モ	ヤ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第17音	ヤ	ユ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第18音	ユ	ヨ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第19音	ヨ	ラ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第20音	ラ	レ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第21音	ロ	ワ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第22音	ワ	ヰ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第23音	ヰ	ヱ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第24音	ヱ	ヰ	セ	ソ	ホ	ベ	フ	マ	メ	ミ	モ	ヤ	ユ	ヨ	ラ	レ	ロ	ワ	ヰ	ヱ
第25音	ヰ	ヱ	セ	ソ	ホ	ベ	フ	マ												

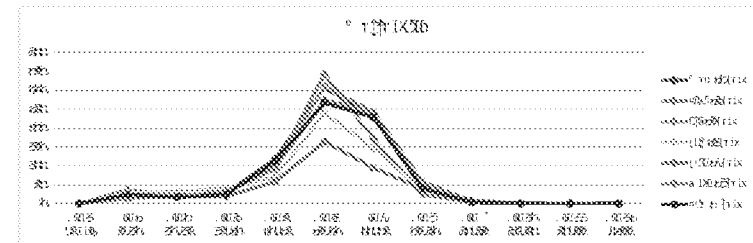
2010



10411111 1/2° T 11 IX 76

[illegible]

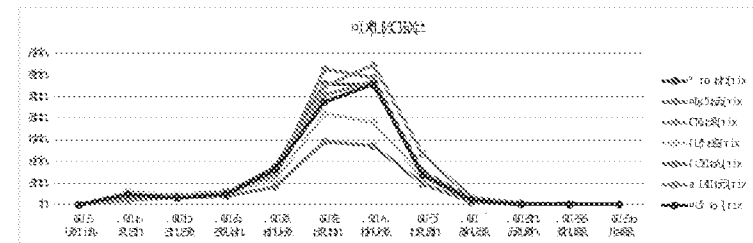
控制{[↑0



/D:\III\13\X\LMC\X2

[illegible]

2010

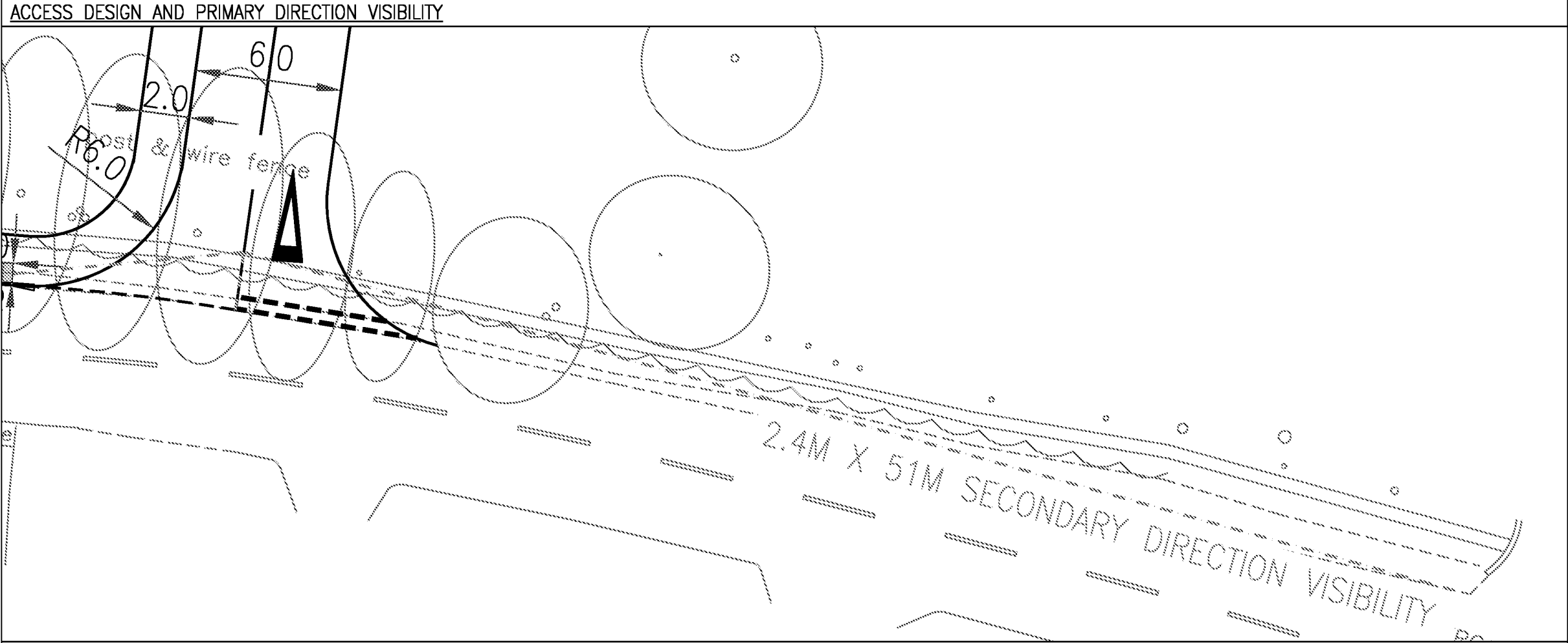
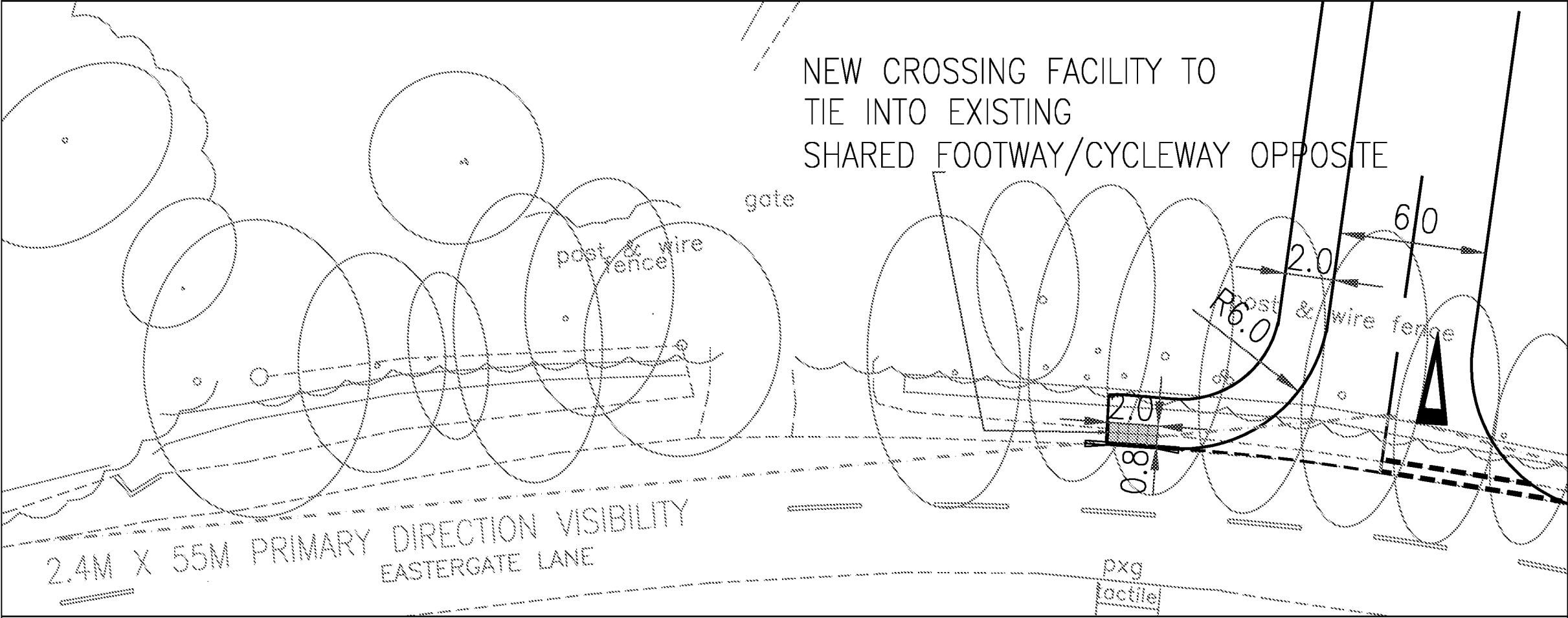


DATE: 10/10/2024

[illegible]

和

Appendix E



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 35.4MPH EASTBOUND & 33.6MPH WESTBOUND ON EASTERGATE LANE.



SECONDARY DIRECTION VISIBILITY

Project Name	Title	 Paul Basham Associates Ltd The Britay, Conis Hall Estate, Farnham PO18 8UT 01250 711 020 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
LAND AT WEST WALBERTON LANE WALBERTON	EASTERGATE LANE ACCESS DESIGN AND VISIBILITY		MACRA LTD	MS	17.09.20	1:200	Rev	Description	MS
Project Phase				Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision	
PRELIMINARY				SB	17.09.20	-	195.0002.002	A	

Appendix F



Road Safety Audit Stage 1

Eastergate Lane

Walberton

West Sussex

Date: 7th December 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Land at West Walberton Lane

Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/195.0002/1/MM

Record of Issue

Document Ref PBA/20/0195/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		7 th December 2020
Designers Response	Shannon Betteridge	Mark Smith		9 th December 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	9
5 Auditors Statement	10
Appendix A..... List of drawings	
Appendix B..... Comment Location Drawing	
Appendix C..... Road Safety Audit Decision Log	
Appendix D..... Design Organisation Statement	
Appendix E..... Overseeing Organisation Statement	

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with the residential development off Eastergate Lane, Walberton, West Sussex including:

- The provision of priority junction access onto Eastergate Lane.
- The provision of footway links.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT, on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in November 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 1st December 2020 between 13:00 and 13:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. Low level pedestrian and cycle movements were observed during the site visit. Note that the site visit was undertaken during the Covid 19 restriction period.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standard.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed access and footway crossing.

Summary: Existing ditch and lack of restraint system could increase severity of a loss of control collision.

The proposed access traverses an open ditch – see figure 1 below. No details of ditch accommodation or piping have been provided. Headwalls may be required at the footway crossing and junction crossing points. However, no details have been provided of any proposed headwalls or vehicle restraint system to prevent vehicles that may exit the carriageway being prevented from striking the headwalls. Should vehicles leave the carriageway, the severity of a loss of control collision could be increased if the vehicle strikes the headwall or enters the ditch.

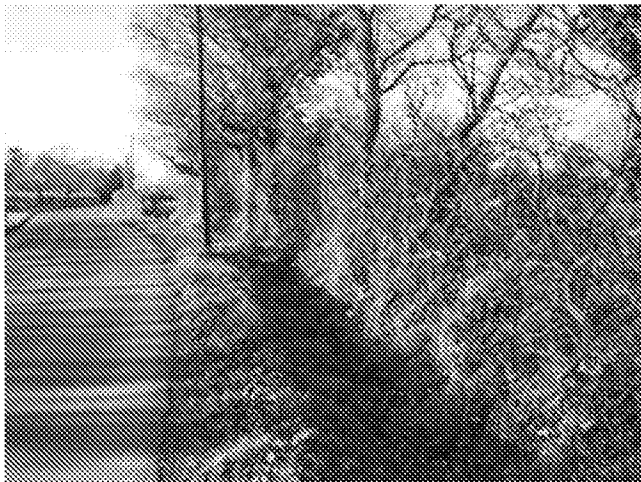


Figure 1: Existing ditch line.

RECOMMENDATION

It is recommended that details of how the ditch is to be accommodated or barriered off should be provided, or alternatively that a Local Roads Assessment should be undertaken.

3.2 Local Alignment

3.2.1 No comment.

3.3 **Junctions**

3.3.1 **PROBLEM**

Location: At the proposed access.

Summary: Lack of visibility could lead to side impact or rear end shunt collisions

Visibility splays have been proposed at the junction; however, the splays may pass through hedge lines. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility could lead to side impact or rear end shunt collisions.

RECOMMENDATION

It is recommended that the splays should be free from obstruction and that a regular maintenance programme to retain the visibility splays should be employed.

3.4 **Non-Motorised User Provision**

3.4.1 **PROBLEM**

Location: Proposed footway links and crossing points - see Appendix B, and below.

Summary: Open ditches could compromise pedestrian safety.

Footway links are proposed to join into the surrounding footway network:

- Across Eastergate Lane
- To link to the existing footway across Walberton Green.

These footway links traverse the ditch lines where no barriers are proposed to prevent pedestrians falling into the ditch, it was also observed that there is no streetlighting present – see figures 2 and 3 below.



Figures 2 & 3: Open ditches in the route of the footway links.

RECOMMENDATION

It is recommended that barriers should be included over the ditches.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Proposed access on Eastergate Lane.

Summary: Excessive speeds could lead to side impact collisions or rear end shunts.

The current 30mph/40mph change point is at the proposed junction see figure 4 below. Vehicles will likely not start reducing speed till after the access and approach speeds could be too high for the environment, however it is recognised that flows and speeds were low. This could lead to side impact collisions or rear end shunts.



Figure 4: Existing speed limit change point.

RECOMMENDATION

It is recommended that the 30mph speed limit should be extended westwards.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed

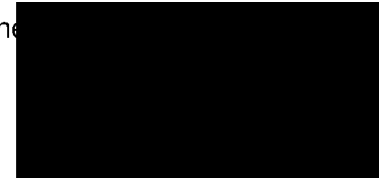


Date: 7/12/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed



Date: 7/12/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
195.0002.003	Eastergate Lane Tracking.
195.0002.002A	Eastergate Lane Access Design and Visibility.
P1-01 rev A	Proposed Site Layout.

Supporting Documentation:

- None supplied.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Stage 1 RSA Eastergate Lane, Walberton.

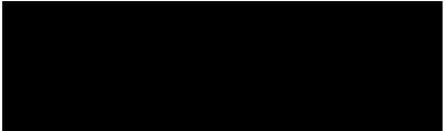
Date Audit Completed 7th December 2020

This response is to a Stage 1/2 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Visibility splays have been proposed at the junction; however, the splays may pass through hedge lines. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility could lead to side impact or rear end shunt collisions.	It is recommended that the splays should be free from obstruction and that a regular maintenance programme to retain the visibility splays should be employed.	Noted - Any vegetation provided within the visibility splay envelope will be cut back and maintained to below 600mm in height in accordance with Manual for Streets design guidance.		
3.4.1 Footway links are proposed to join into the surrounding footway network: Across Eastergate Lane To link to the existing footway across Walberton Green. These footway links traverse the ditch lines where no barriers are proposed to prevent	It is recommended that barriers should be included over the ditches.	Noted – Further details of the crossing of the ditches and pedestrian safety would be included as part of a detailed design stage of works, as this application is seeking outline permission only at this stage.		

pedestrians falling into the ditch, it was also observed that there is no streetlighting present – see figures 2 and 3.				
3.5.1 The current 30mph/40mph change point is at the proposed junction see figure 4 below. Vehicles will likely not start reducing speed till after the access and approach speeds could be too high for the environment, however it is recognised that flows and speeds were low. This could lead to side impact collisions or rear end shunts.	It is recommended that the 30mph speed limit should be extended westwards.	Noted – The visibility splays have been demonstrated as achievable to the recorded 85th percentile vehicle speeds which indicated speeds of 35.4mph eastbound and 33.6mph westbound. Therefore, the proposed access arrangements should be considered suitable. However, should WSCC support the principle of relocating the speed limit to the west, this could be assessed further at the Section 278 stage		

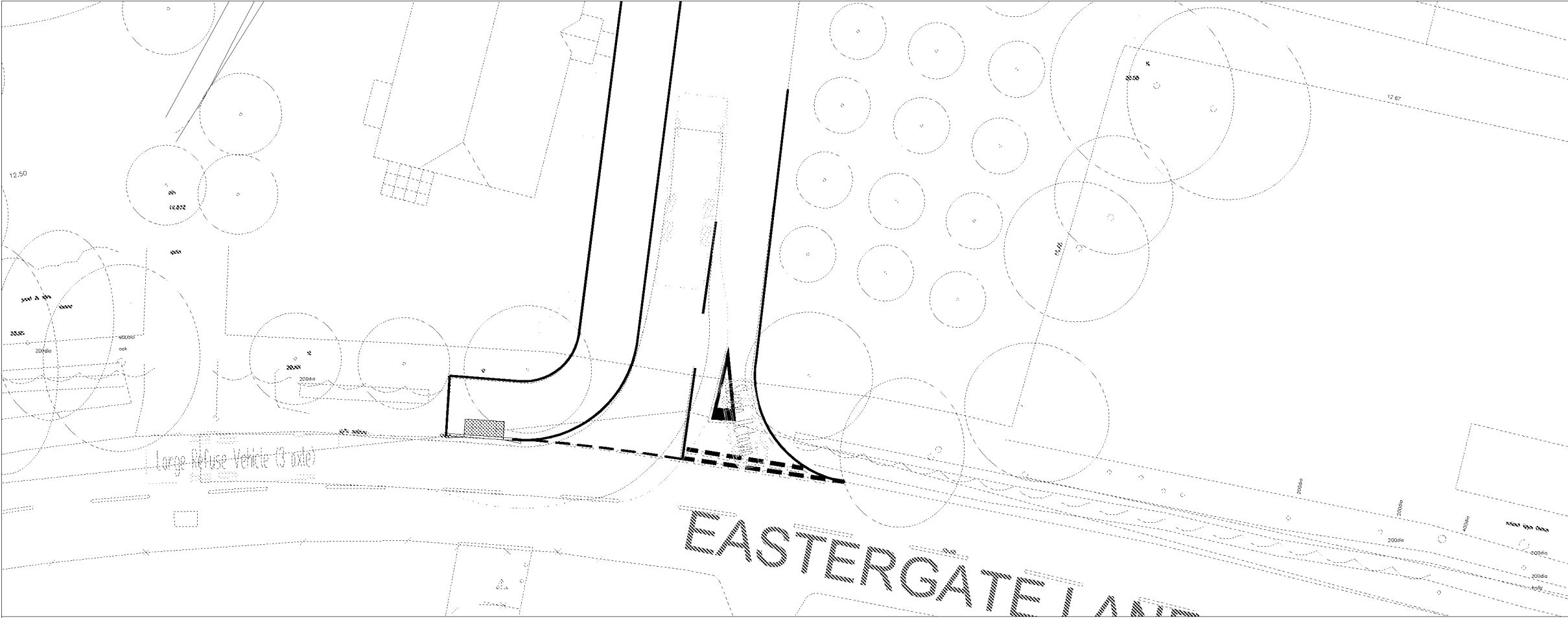
APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Eastergate Lane, Walberton.	
.	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Shannon Betteridge
Signed	
Position	Transport Planner
Organisation	Paul Basham Associates Ltd
Date	10.12.20

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Eastergate Lane, Walberton.	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix H



- ### GENERAL NOTES
- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 - ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
 - PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
 - ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
 - THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

REFUSE VEHICLE PROFILE

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	1.795m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

CAR VEHICLE PROFILE

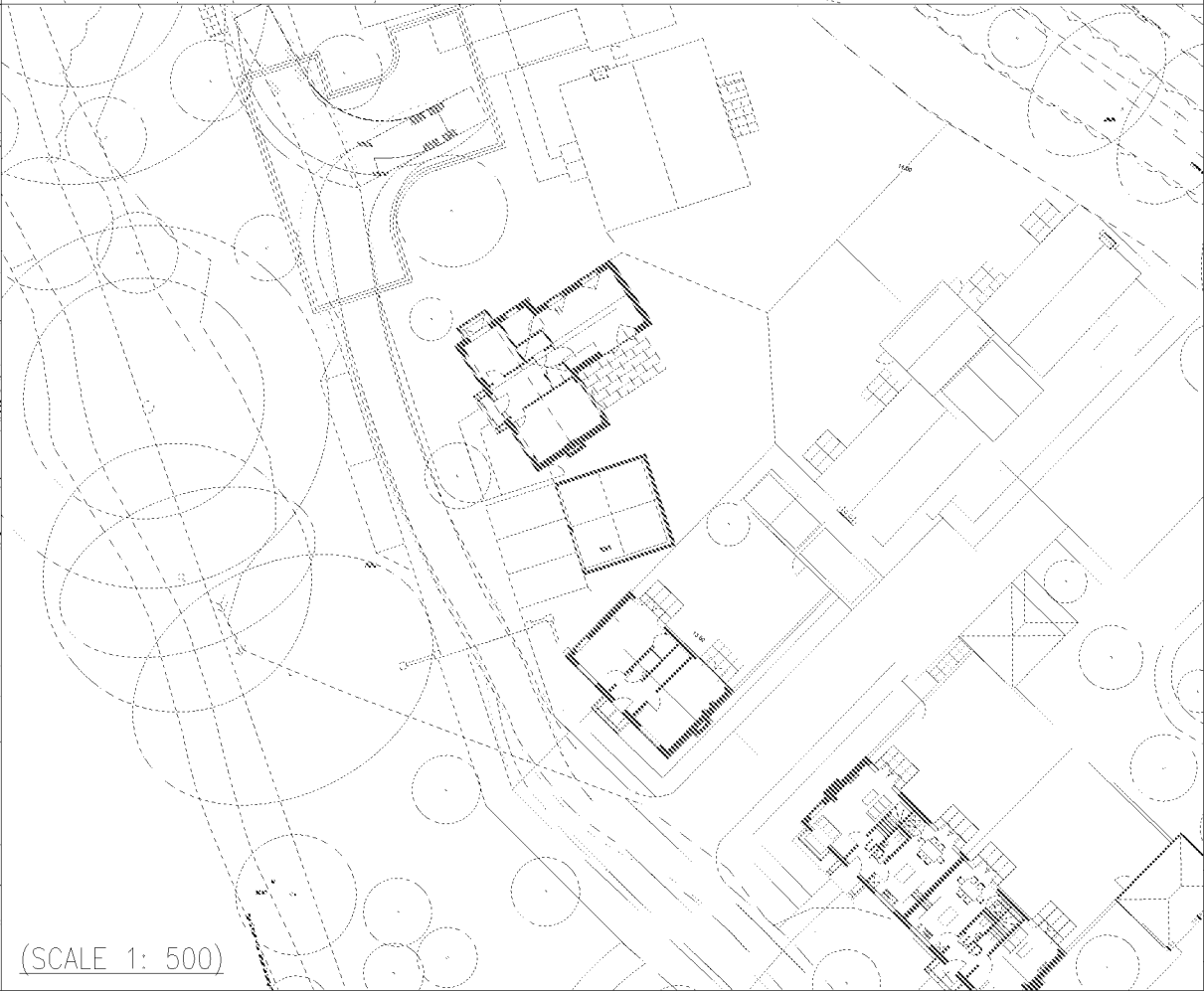
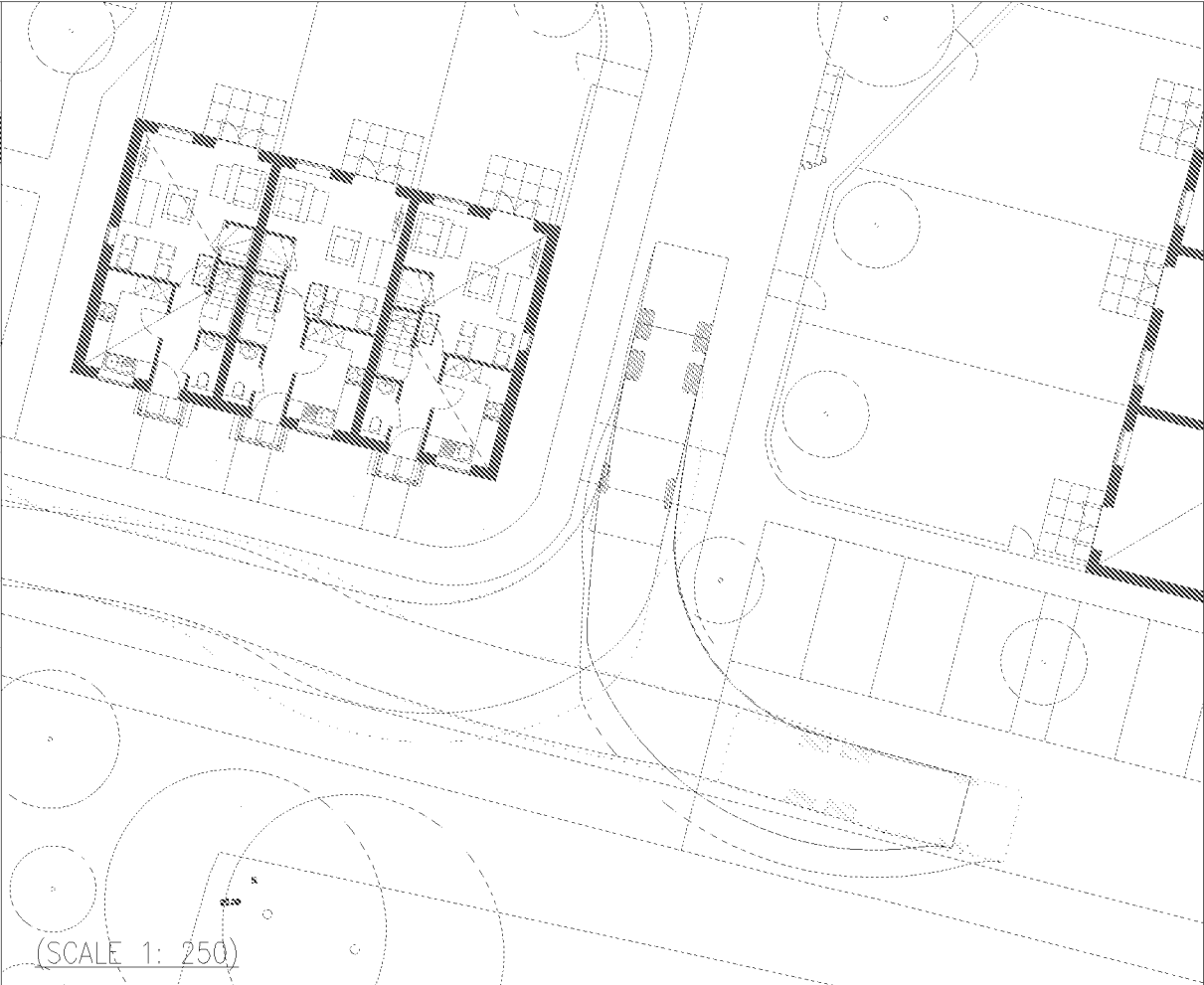
Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



B	REVISED SITE LAYOUT	31.03.21	JL	MS
A	UPDATED WITH SITE LAYOUT	01.02.21	SB	MS
Rev	Description	Date	By	Checked

Project Name LANG AT WEST WALBERTON LANE WALBERTON	Title EASTERGATE LANE ACCESS TRACKING	 paulbasham associates Paul Basham Associates Ltd The Brity, Conis Hall Estate, Farnham PO18 8UT 01250 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client MACRA LTD	Checked By MS	Checked Date 17.09.20	Scale 1:250	Client Drawing No. -	PBA Drawing No. 195.0002.003	Revision B	(AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 17.09.20					

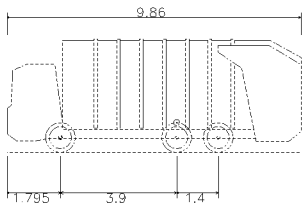
ARUN DISTRICT COUNCIL WALBERTON



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

REFUSE VEHICLE PROFILE



Large Refuse Vehicle (3 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

9.860m
2.450m
3.814m
0.366m
2.450m
4.00s
9.500m

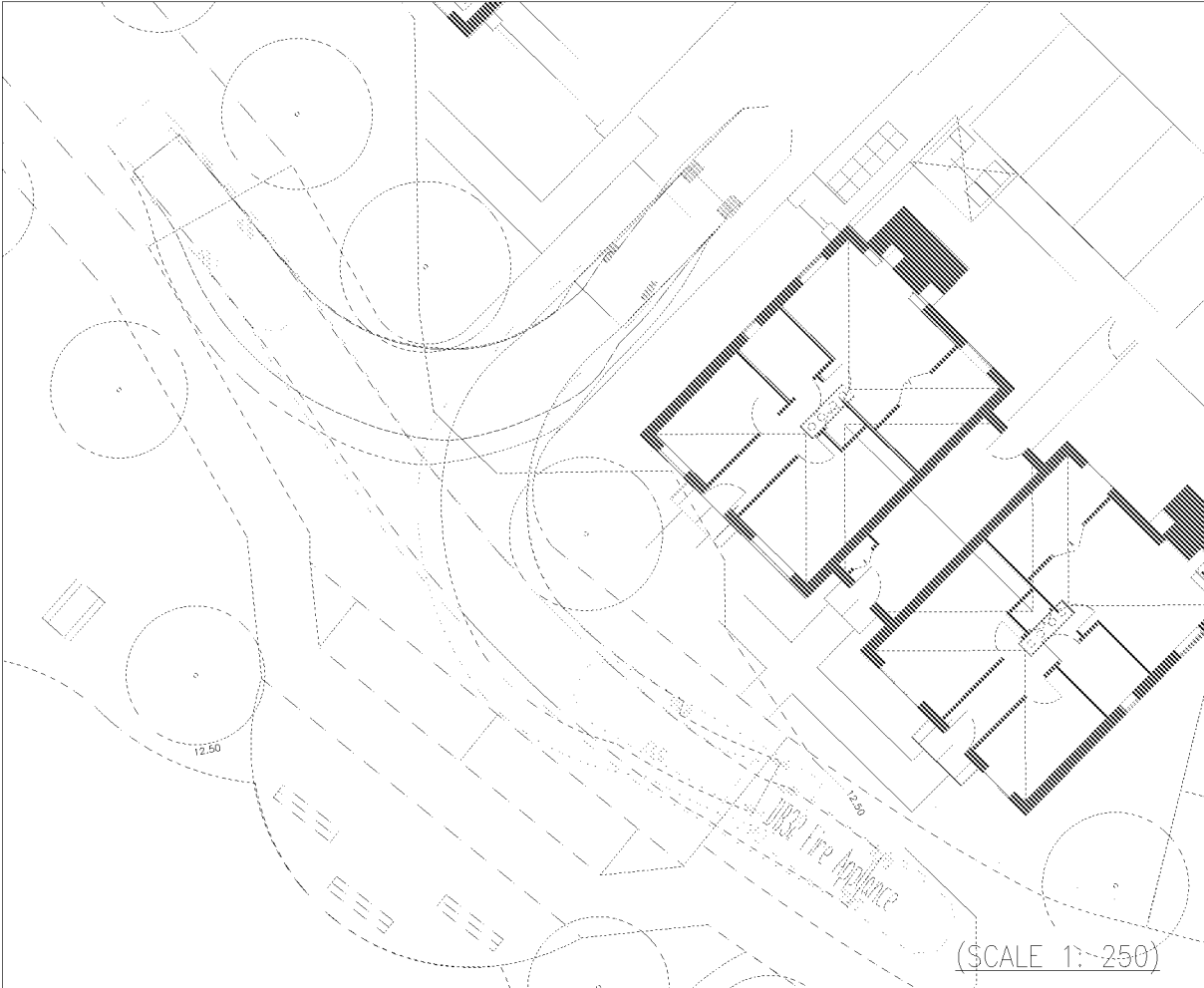


Rev	B	REVISED LAYOUT	31.03.21	JL	MS
Rev	A	REVISED LAYOUT	18.03.21	SN	MS
Rev		Description	Date	By	Chk

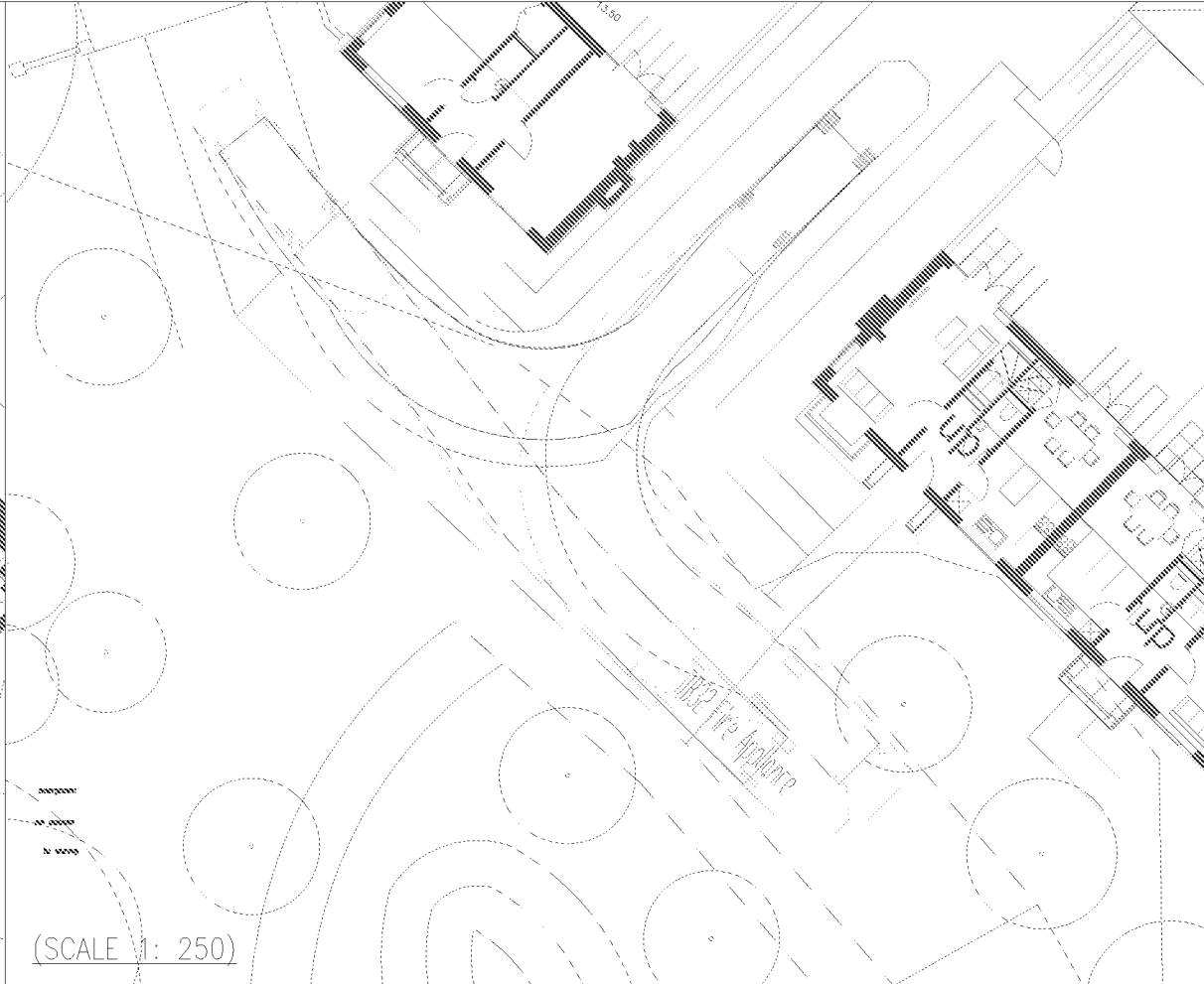
Project Name LANG AT WEST WALSERTON LANE WALSERTON	Title REFUSE VEHICLE TRACKING	 paulbasham associates Paul Basham Associates Ltd The Britty, Conis Hall Estate, Flixton, PD18 3UT 01225 711 020 info@paulbashamassociates.com www.paulbashamassociates.com	Client MACRA LTD	Checked By MS	Checked Date 01.02.21	Scale AS SHOWN	(AT A3 SIZE)	
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 01.02.21	Client Drawing No. -	PBA Drawing No. 195.0002.004	Revision B

ARUN DISTRICT COUNCIL WALTON

Appendix G



(SCALE 1: 250)



(SCALE 1: 250)



(SCALE 1: 500)

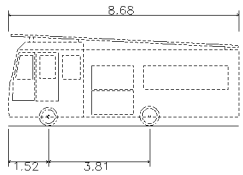


(SCALE 1: 500)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

FIRE VEHICLE PROFILE



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.537m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Rev	Description	Date	By	Chk
B	REVISED LAYOUT	31.03.21	JL	MS
A	REVISED LAYOUT	18.03.21	SN	MS

Project Name LAND AT WEST WARBERTON LANE WARBERTON	Title FIRE VEHICLE TRACKING	 paulbasham associates Paul Basham Associates Ltd The Brity, Conis Hall Estate, Farnham PO18 8UT 01256 711 020 info@paulbashamassociates.com www.paulbashamassociates.com	Client MACRA LTD	Checked By MS	Checked Date 01.02.21	Scale AS SHOWN	(AT A3 SIZE)	
Project Phase PRELIMINARY				Drawn By GB	Drawn Date 01.02.21	Client Drawing No. -	PBA Drawing No. 195.0002.005	Revision B

Appendix I

Calculation Reference: AUDIT-247601-200826-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL PEDESTRIANSSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	3 days
HC HAMPSHIRE	1 days
HF HERTFORDSHIRE	1 days
KC KENT	4 days
SC SURREY	2 days
WS WEST SUSSEX	4 days
03 SOUTH WEST	
DV DEVON	2 days
04 EAST ANGLIA	
NF NORFOLK	3 days
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
ST STAFFORDSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	1 days
NY NORTH YORKSHIRE	2 days
SY SOUTH YORKSHIRE	1 days
09 NORTH	
DH DURHAM	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: No of Dwellings
 Actual Range: 50 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	8 days
Tuesday	4 days
Wednesday	7 days
Thursday	7 days
Friday	4 days
Saturday	1 days

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

Selected survey types:

Manual count	31 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)	11
Edge of Town	20

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	29
No Sub Category	2

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	31 days
----	---------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	10 days
10,001 to 15,000	10 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	24 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:

Yes	10 days
No	21 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	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

- | | | |
|---|--|---------------------|
| 1 | DH-03-A-01 SEMI DETACHED
GREENFIELDS ROAD
BISHOP AUCLAND | DURHAM |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 | Survey Type: MANUAL |
| 2 | DH-03-A-03 SEMI-DETACHED & TERRACED
PILGRIMS WAY
DURHAM | DURHAM |
| | Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY 19/10/18 | Survey Type: MANUAL |
| 3 | DS-03-A-02 MIXED HOUSES
RADBOURNE LANE
DERBY | DERBYSHIRE |
| | Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY 10/07/18 | Survey Type: MANUAL |
| 4 | DV-03-A-02 HOUSES & BUNGALOWS
MILLHEAD ROAD
HONITON | DEVON |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY 25/09/15 | Survey Type: MANUAL |
| 5 | DV-03-A-03 TERRACED & SEMI DETACHED
LOWER BRAND LANE
HONITON | DEVON |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY 28/09/15 | Survey Type: MANUAL |
| 6 | ES-03-A-03 MIXED HOUSES & FLATS
SHEPHAM LANE
POLEGATE | EAST SUSSEX |
| | Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY 11/07/16 | Survey Type: MANUAL |
| 7 | ES-03-A-04 MIXED HOUSES & FLATS
NEW LYDD ROAD
CAMBER | EAST SUSSEX |
| | Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY 15/07/16 | Survey Type: MANUAL |
| 8 | ES-03-A-05 MIXED HOUSES & FLATS
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS | EAST SUSSEX |
| | Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
10	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
11	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
12	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
13	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
14	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
15	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
16	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 70		
	Survey date: WEDNESDAY 18/09/19		Survey Type: MANUAL
18	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 275		
	Survey date: MONDAY 23/09/19		Survey Type: MANUAL
19	NR-03-A-01	HOUSES	NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 102		
	Survey date: SATURDAY 22/09/12		Survey Type: MANUAL
20	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52		
	Survey date: MONDAY 16/09/13		Survey Type: MANUAL
21	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total No of Dwellings: 71		
	Survey date: TUESDAY 17/09/13		Survey Type: MANUAL
22	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: 71		
	Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
23	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY Edge of Town Residential Zone Total No of Dwellings: 207		
	Survey date: MONDAY 01/04/19		Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73		
	Survey date: THURSDAY 09/05/19		Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54		
	Survey date: THURSDAY 24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
27	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
29	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
30	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
31	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	147	0.012	31	147	0.035	31	147	0.047
08:00 - 09:00	31	147	0.032	31	147	0.080	31	147	0.112
09:00 - 10:00	31	147	0.035	31	147	0.036	31	147	0.071
10:00 - 11:00	31	147	0.029	31	147	0.037	31	147	0.066
11:00 - 12:00	31	147	0.027	31	147	0.026	31	147	0.053
12:00 - 13:00	31	147	0.033	31	147	0.024	31	147	0.057
13:00 - 14:00	31	147	0.027	31	147	0.028	31	147	0.055
14:00 - 15:00	31	147	0.030	31	147	0.035	31	147	0.065
15:00 - 16:00	31	147	0.071	31	147	0.042	31	147	0.113
16:00 - 17:00	31	147	0.058	31	147	0.033	31	147	0.091
17:00 - 18:00	31	147	0.050	31	147	0.025	31	147	0.075
18:00 - 19:00	31	147	0.035	31	147	0.039	31	147	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.439			0.440			0.879

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.