

VISTRY GROUP PLC

LAND EAST OF TYE LANE WALBERTON

RESIDENTIAL TRAVEL PLAN

REPORT REFERENCE NO. 183246-03A

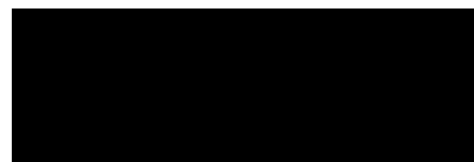
PROJECT NO. 183246

SEPTEMBER 2020

LAND EAST OF TYE LANE WALBERTON

RESIDENTIAL TRAVEL PLAN

**Ardent Consulting Engineers
3rd Floor, The Hallmark Building
52-56 Leadenhall Street
LONDON
EC3M 5JE**



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Appendix A TRICS Output

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	REVIEWED	APPROVED	DATE
-	Draft Client Issue	MRH	DH	Draft	17/08/2020
-	Final for submission	MRH	MRH	KM	26/08/2020
A	Updated layout	MRH	MRH	KM	04/09/2020

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1.0 CONTEXT

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Vistry Group PLC to provide highways and transportation advice to support a planning application of the proposed residential development at Land East of Tye Lane, Walberton, submitted to Arun District Council (ADC).
- 1.1 This TP is submitted to Arun District Council as planning authority. West Sussex County Council (WSCC) are the local highway authority.
- 1.2 The purpose of this TP is to provide a strategy through which journeys to and from the site are managed. This TP provides a package of measures tailored to the needs of the site to promote more sustainable and active travel choices, reducing reliance on the private vehicle.

Policy Background

- 1.3 In preparing this TP, ACE has reviewed relevant national guidance including the *National Planning Policy Framework (NPPF)*; White Paper *Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen*; and WSCC Travel Planning Guidance.
- 1.4 The White Paper entitled 'Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen', which was published in January 2011, sets out the Government's commitment to a sustainable local transport system which supports the economy and reduces carbon emissions.

- 1.5 The White Paper states that action taken locally is best placed to support economic growth and deliver reductions in transport-related carbon emissions. This can be achieved by providing people with options to choose sustainable modes for everyday local transport choices to, for example, help boost economic growth by facilitating access to local jobs.
- 1.6 The *National Planning Policy Framework* (NPPF) was adopted in July 2018. It sets out the Government's planning policies for England and how they are expected to be applied. The *NPPF* superseded the former NPPF, Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) to provide a single simplified, concise and consolidated policy document.
- 1.7 Effective transport planning is an important aspect to consider when seeking optimal sustainability and *NPPF* acknowledges this within a series of criteria which should be met by new development:
- A) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- B) safe and suitable access to the site can be achieved for all users; and
- C) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- (NPPF, page 31, paragraph 108).
- 1.8 In accordance with *NPPF*, this FTP and the associated TA provide an appraisal of the application site's accessibility to sustainable and vehicular modes of transport.

- 1.9 The Department for Health publication *Choosing Health: Making Healthy Choices Easier* (2004) recognises the health benefits of walking or cycling. Active travel can therefore be encouraged as part of a Travel Plan to allow people enjoy these health benefits as part of their daily routine.
- 1.10 The WSCC Travel Planning Guidance states that "*Travel Plans have become an essential tool for the delivery of national, regional and local transport policy, and are increasingly important within the planning process, where they can be critical to the acceptability of a development*".
- 1.11 The document further states that "*A well-developed Travel Plan can mitigate the adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.*"
- 1.12 Furthermore, the document states that an 'off the shelf' Travel Plan is not acceptable as they should reflect the unique nature of a site and the measures should also reflect the proposed objectives. In order to meet these requirements, this document has been constructed specifically to meet the requirements of future residents of the site.

2.0 EXISTING SITE USE AND LOCATION

Local Context / Highway Network

- 2.1 The site, as shown in **Plate 2.1**, is bounded by Yapton Lane to the east, Tye Lane to the West and open agricultural land to the south.

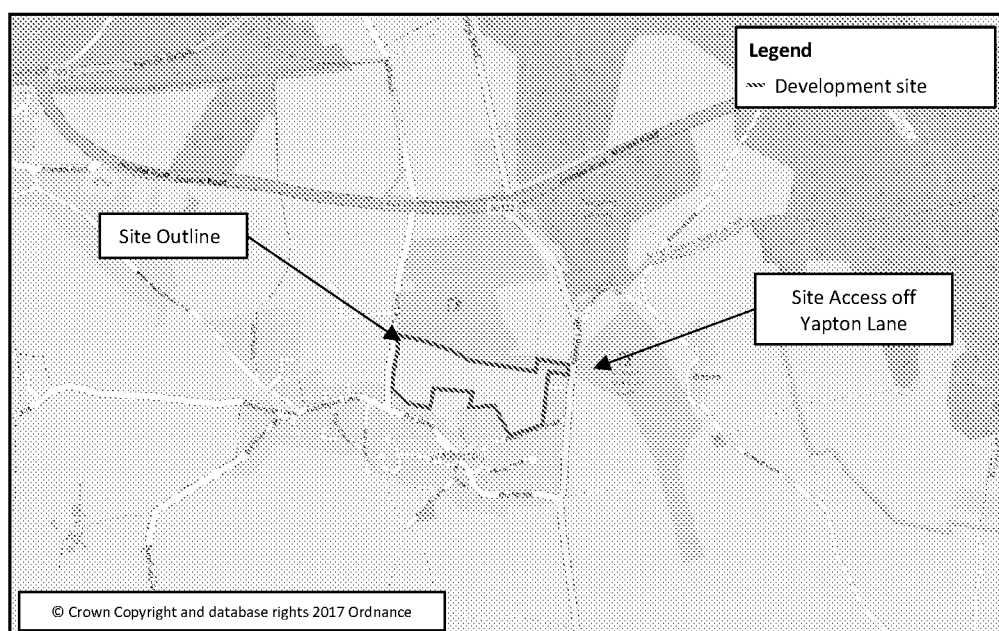


Plate 2.1: Site Location

- 2.2 Yapton Lane is a two-way single carriageway road of varying width, between 6.5m and 7.1m, and has a footway along its western side that runs to Walberton Village Centre.

Pedestrian and Cycling Infrastructure

- 2.3 The development connections to local roads will be improved as a part of this application. A list of these improvements and the connections to the centre of Walberton village and the wider area are provided below:

- Yapton Lane – Proposed site access will contain footways which will connect to the existing footways along the western site of Yapton Lane; and
 - A shared pedestrian / cycle path will be provided to the west of the site that will connect to Tye Lane.
- 2.4 In addition to the above, Tye Lane is lightly trafficked and although there are no dedicated footways, it is regularly used by cyclists and walkers.
- 2.5 There is also a new shared cycle/pedestrian route that runs between Walberton and Barnham railway station which provides an off-road route.
- 2.6 On the basis of the above, it is reasonable to state that the existing pedestrian and cycling infrastructure will be conducive for future residents to undertake sustainable forms of transport.

Public Transport Accessibility

Bus Services

- 2.7 The nearest bus stops in relation to the site are located on Yapton Lane, approximately 475m to the east of the centre of the site or a 6 minute walk. Facilities in the form of bus flagpole and timetable information are provided and these will be upgraded as part of the application.
- 2.8 Further stops are located 550m from the site at The Street, adjacent to the Holly Tree Junction.
- 2.9 The bus stops are served by two regular services, the 85/85A and 66, which operate Monday to Saturday. A summary of the frequencies of these services are provided within **Table 2.1** below.

Table 2.1: Bus Service Frequency

Route	Bus Stop	Destination	Service Frequency		
			Weekday	Saturdays	Sundays
85/85A	Yapton Lane	Arundel – Walberton – Fontwell – Chichester	Every 2 Hours	Every 2 Hours	-
66	The Street – Old Vicarage / Post Office	Bognor regis – Yapton – Walberton – Barnham – Bognor Regis (circular Route)	Every 4-5 Hours	Every 4-5 Hours	-

- 2.10 In addition to the above, there are also three school services from the bus stop at The Street which travel to Ormiston Six Villages Academy, Chichester High School and St Philip Howard School.

Rail Services

- 2.11 Barnham Railway Station is located some 3km from the centre of the site and is accessible via bus route 66 / 85A.
- 2.12 In addition to using the bus, future residents could also use the previously mentioned designated off-road shared footway / cycleway that runs between Walberton and Barnham.
- 2.13 In terms of facilities at Barnham railway station, there are 142 car parking spaces, 2 accessible spaces and 62 secure cycle storage spaces.
- 2.14 Destinations from this station include Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton. Up to date information regarding timetables can be accessed www.nationalrail.co.uk.

Local Amenities and Services

2.15 The site is situated within close proximity of several shops and amenities within Walberton Village Centre. The location of these facilities are summarised below within **Table 2.2**:

Table 2.2: Local Service / Amenities

Service / Amenity	Road Name	Distance from Site
Laundrette	The Street	500m South
Dentist	The Street	500m South
Convenience Store	The Street	500m South
Public House (The Holly Tree)	The Street	575m South

2.16 The Chartered Institution of Highways and Transportation (CIHT) document "Guidelines for Providing For Journeys on Foot" (2000) notes in paragraph 1.12 that walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile. Infrastructure that supports efficient travel on foot is therefore of great importance in the continuation of the promotion of sustainable travel and walking as a viable alternative to short car trips. The list above therefore illustrates that the site is suitable located to promote sustainable travel within the local area.

3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposal seeks to provide 30 new dwellings on the approved development site (WA/95/18/RES and WA/44/17/OUT) which was granted consent for a total of 175 dwellings. A total of 81 residential units were to be situated within the area proposed to be revised by this current planning application. The proposal will therefore provide a total of 111 dwellings incorporating 9 affordable units (an uplift of 30 dwellings from the approved 81 dwellings). Across the wider site this will deliver 205 new dwellings in total.
- 3.2 Much of the associated internal highway network and proposed access with Yapton Lane is to be retained as per the consented arrangements.
- 3.3 The proposed scheme layout is attached for illustrative purposes at **Plate 3.1** below.

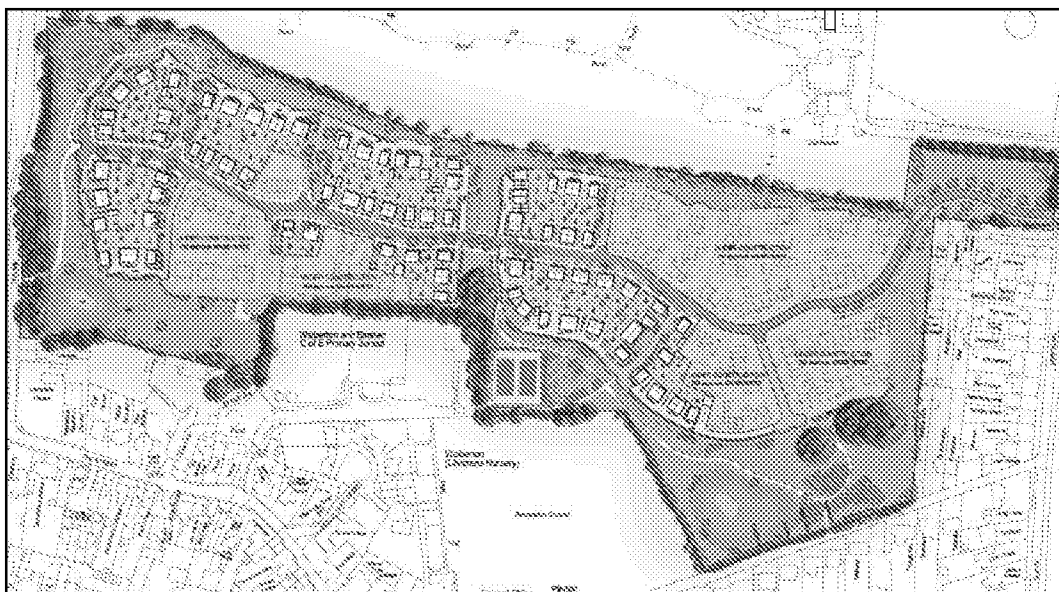


Plate 3.1 Proposed Scheme Layout

- 3.4 The proposals provide 224 allocated vehicle parking spaces and 13 garage spaces for the replanned area, and 53 visitor spaces for the wider site which is sufficient for the size of development, and in line with relevant Arun/WSCC parking policy requirements.
- 3.5 Electric Vehicle charging is provided in-line with the more onerous Arun Parking Standards, with all spaces for houses with a driveway and garage to include active charging facilities, and 26% of the remaining spaces in the replanned area to include active charging. This level of provision means that approximately 57% of dwellings in the replanned area has access to at least one parking space with active charging provision.
- 3.6 Cycle parking spaces are provided in-line with WSCC requirements. For houses this is located within the curtilage of each dwelling, within a garage or shed; whilst for the flatted units spaces are to be provided within a shared cycle store.

4.0 ANTICIPATED MODAL SPLIT

4.1 It is necessary to establish initial "Baseline" travel patterns to understand what the likely modal split would be when the development is occupied, although these are only able to be established once the development is built-out and occupied. Therefore, for a Travel Plan prepared in advance of occupation, such as in this case, the Plan should initially be assessed against the assumed anticipated modal split, with this assessment updated following occupation of the development.

4.2 The weekday modal split associated with the proposed scheme has been derived using TRICS. Only privately housing sites in England (except London) with parameter range of 85 to 255 houses (i.e. sites within +/-50% of the proposed total number of houses) with no Travel Plan in place were chosen within TRICS. The multi-modal split is summarised within **Table 4.1** below.

Table 4.1: Proposed Modal Split

Method of Travel	Trip rate per house	Modal %
Public Transport	0.208	2%
Vehicle Drivers	5.134	56%
Vehicle Passenger	2.176	24%
Bicycle	0.168	2%
On Foot	1.409	16%
Total	9.095	100%

4.3 As illustrated above, the majority of trips to and from the site will likely be undertaken by vehicles. A copy of the TRICS output is located within **Appendix A**.

5.0 AIMS, OBJECTIVES AND TARGETS

5.1 This TP represents a long-term strategy to promote more sustainable travel reduce vehicular movements associated with the scheme.

5.2 The main objectives of this TP are to: -

- Increase the use of sustainable and active modes of travel to and from the site;
- Promote healthy lifestyles and sustainable, vibrant communities; and
- Encourage use of good urban design principles that increase the opportunity for walking and cycling.

5.3 These objectives are designed to achieve the overall aim of the Travel Plan which is to promote the use of sustainable and active modes of travel, by achieving a change in attitude to travel and increasing awareness.

Targets, Monitoring and Management

5.4 Targets, monitoring and management measures ensure that the objectives of the Plan are achieved and that it remains sustainable over the longer term.

5.5 Targets should be both achievable and stretching, ideally the overall target should be expressed in terms of reducing car driver trips to/from the site, typically as percentage points. This measurement would allow progress to be judged over time.

5.6 Targets should be 'SMART' to ensure that the outcomes can be qualified and compared year-on-year.

Specific; Measurable; Achievable; Realistic; Time-bound

- 5.7 Taking into consideration the above, two targets will be set prior to occupation of the development and these will be monitored using surveys at year 1, 3 and 5 (following occupation) with base line surveys being undertaken at 50% of occupation, with these surveys undertaken in accordance with the TRICS UK Standard Assessment Methodology (TRICS SAM).
- 5.8 In line with WSCC's Travel Plans Policy document, the Travel Plan Co-ordinator (TPC) will strive to achieve these targets by the end of the 5-year period. These targets are:-
- To reduce the number of vehicle trips generated by the site over a 12 hour period (Weekday 7am to 7pm) by 10%; and
 - Increase the number of public transport trips generated over a 12 hour period by 5%.
- 5.9 The targets modal split over a 12-hour period for the end of the 5-year period are shown in Table 5.1 below

Table 5.1: Modal Split Target – 5-year Period

Method of Travel	Modal %
Public Transport	7%
Vehicle Drivers	48%
Vehicle Passenger	24%
Bicycle	4%
On Foot	17%
Total	100%

- 5.10 Based on the trip rates set out in Section 4 the number of vehicular trips is targeted to reduce from the forecast 1052 by 10% to 947 trips over a 12-hr period, on a typical weekday.

6.0 MEASURES AND INITIATIVES

6.1 A Travel Plan should set out the long term management strategy for an existing or proposed developments, and seek to integrate proposals for increasing sustainable travel by the future residents of the site.

6.2 Initial measures are detailed below.

Residential Travel Packs

6.3 Residential Travel Packs will be prepared and issued to each household by the site sales office upon first occupation. This will provide details of the following: -

- The existence and identity of the Travel Plan Co-ordinator (see below);
- The cycle route network in the area, on-site cycle parking facilities, local cycle shops (for repairs/maintenance);
- Locations of the nearest bus stops and details of the routes that serve them and current timetable information and websites providing information on bus travel;
- Location of Barnham railway Station and the destinations which can be directly reached there by train, together with current timetable information and websites providing information on train travel;
- Details on the County Council car sharing scheme, including provision of the 'West Sussex Car Share' leaflet;
- Promotion of the West Sussex cycle journey planner;
- Details of local taxi companies;

- Offer of £150 voucher per dwelling for initial occupants, to be exchanged for:
 - Bus season ticket
 - Rail season ticket/network card
 - Cycle voucher
 - Cycle training

On-site Infrastructure

- 6.4 Cycle parking is to be provided to serve the development, in-line with local standards, within garages/sheds for the houses and dedicated cycle stores for flats. The use of these spaces will be monitored as part of this TP, and if demand for cycle parking (monitored by the Travel Plan Co-ordinator, see below) regularly exceeds the supply, the provision of additional spaces will be investigated.
- 6.5 Public Right of Way (PROW 333) runs along Avisford Park Road. This road forms south-eastern site boundary. A pedestrian link onto this PROW will be provided which would facilitate easy pedestrian connection from the eastern part of the site to The Street which provides a number of local village facilities.
- 6.6 Furthermore, there will be a shared pedestrian/cycle link from the south-western site boundary onto Yapton Lane which will facilitate easy pedestrian and cycle connection from the western part of the site to The Street.
- 6.7 EV charging is included in-line with Arun Parking Standards, with approximately 57% of houses in the replanned area having access to at least one active charging bay.
- 6.8 All units within the development will be provided with broadband connection points to facilitate use of the internet by residents and so maximising the potential for home working and shopping, so reducing the need to travel.

Travel Plan Co-ordinator

6.9 Prior to first occupation of the development, a Travel Plan Co-ordinator (TPC) will be appointed to implement the TP, promote its existence to residents, and undertake regular monitoring of travel behaviour (see below). It is anticipated that the TPC will be fulfilled by the Site Management Company (SMC) and its on-going funding calculated into the site management fee for the life of the TP. The amount of time to be dedicated to this role will be set out in the detailed TP.

6.10 The TPC will be responsible for the following: -

- Offering a Personalised Travel Planning service for residents;
- Distributing information on updated bus and train timetables to residents;
- Acting as the contact for all matters concerning travel, such as adequacy and maintenance of cycle parking facilities;
- Liaising with TPCs at other nearby developments to promote car sharing and car club use in conjunction with residents of other nearby schemes.

6.11 Contact details of the TPC will be provided to ADC and WSCC once they have been appointed.

Implementation and Management

6.12 Following approval, the principles set out in this RTP will be implemented, with further detail, such as the identity of the TPC, provided prior to occupation.

6.13 The TPC would be required to implement and promote the Travel Plan. They would also be responsible for organising and reviewing the travel surveys, in accordance with recommendations from WSCC's Travel Plan Officer.

- 6.14 The Travel Plan will be reviewed on an annual basis for 5 years from implementation (to be extended if targets are not achieved), with the TPC liaising with WSCC's Travel Plan Officers regarding its success.

Remedial Measures

- 6.15 If targets are not achieved, then several potential mitigation options will be considered. Examples of these measures are listed below:
- TPC coordinating Travel Plan forums where information on the benefits of sustainable travel are discussed amongst employees of the site;
 - Monthly cycle to work breakfasts to encourage residents to cycle;
 - Offer of further £150 sustainable travel voucher to each household; and
 - Personalised travel planning services will be offered to all residents.

Funding

- 6.16 On agreement of the detailed TP with WSCC, this would be handed over to the SMC/TPC. The operational costs of the TP will be calculated into the site management fee by the SMC to enable its on-going funding.

Action Plan

6.17 A number of actions are required to ensure the implementation and management of the TP and achieve its targets. Anticipated actions, timescales and responsibilities are set out in **Table 6.1**.

Table 6.1: Action Plan

Action	Responsibility	Target Date
Production of detailed TP	Developer	Prior to occupation
Agree Interim Targets and timelines with WSCC	Developer & WSCC	Prior to occupation
Agree details of monitoring and review with WSCC	Developer & WSCC	Prior to occupation
Implementation of physical measures (cycle parking, car parking, pedestrian links)	Developer	During construction
Appoint TPC	Developer/SMC	3 months prior to first occupation
Timeline for implementation of soft measures	TPC/SMC	Prior to occupation
TP launch	Developer/TPC/SMC	On first occupation
Implementation of TP measures	TPC/SMC	Upon opening
Submission of Baseline Travel Survey results to WSCC	TPC/Consultant	Within 1 month of TPC receiving survey results
Review findings of Travel Survey with WSCC and agree targets	TPC/Consultant/WSCC	Within 1 month of SCC receiving survey results
Repeat Travel Surveys	TPC/Consultant	Years 1, 3 and 5
Submission of Monitoring Report and discussion on progress with WSCC	TPC/Consultant/WSCC	1 month after receiving each set of survey results

Appendix A

TRICS Output

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 15 October 2018]

population All usual residents aged 16 to 74 in employment in the area the week before th
units Persons
date 2011

Method of travel to work	msoa2011:E02006544 : Arun 003	%
Train	200	7%
Bus, minibus or coach	25	1%
Taxi	11	0%
Motorcycle, scooter or moped	31	1%
Driving a car or van	2,096	73%
Passenger in a car or van	173	6%
Bicycle	115	4%
On foot	201	7%
Total	2,852	100%

In order to protect against disclosure of personal information, records have been swapped between different ge

e census

ographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 85 to 248 (units:)
 Range Selected by User: 85 to 255 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 05/07/18

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	15
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Selected Location Sub Categories:

Residential Zone	13
Out of Town	1
No Sub Category	1

Secondary Filtering selection:Use Class:

C3	15 days
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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	7 days

Travel Plan:

No	15 days
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PTAL Rating:

No PTAL Present	15 days
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LIST OF SITES relevant to selection parameters

1	CF-03-A-02	MIXED HOUSES	CARDIFF
	DROPE ROAD CARDIFF		
	Edge of Town Residential Zone Total Number of dwellings:	196	
	Survey date: FRIDAY	05/10/07	Survey Type: MANUAL
2	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone Total Number of dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone Total Number of dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
4	EX-03-A-01	SEMI-DET.	ESSEX
	MILTON ROAD STANFORD-LE-HOPE CORRINGHAM		
	Edge of Town Residential Zone Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
5	FI-03-A-03	MIXED HOUSES	FIFE
	WOODMILL ROAD DUNFERMLINE		
	Edge of Town Residential Zone Total Number of dwellings:	155	
	Survey date: MONDAY	30/04/07	Survey Type: MANUAL
6	HI-03-A-11	BUNGALOWS	HIGHLAND
	STEVENSON ROAD INVERNESS INSHES		
	Edge of Town Residential Zone Total Number of dwellings:	85	
	Survey date: MONDAY	05/06/06	Survey Type: MANUAL
7	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone Total Number of dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
8	LC-03-A-22	BUNGALOWS	LANCASHIRE
	CLIFTON DRIVE NORTH BLACKPOOL		
	Edge of Town Residential Zone Total Number of dwellings:	98	
	Survey date: TUESDAY	18/10/05	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
	BRANT ROAD		
	LINCOLN		
	BRACEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL
10	NT-03-A-03	SEMI DETACHED	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD		
	KIRKBY-IN-ASHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	166	
	Survey date: WEDNESDAY	28/06/06	Survey Type: MANUAL
11	SF-03-A-02	SEMI DET./ TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	IPSWICH		
	MAIDENHALL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
	Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
12	SF-03-A-03	MIXED HOUSES	SUFFOLK
	BARTON HILL		
	BURY ST EDMUNDS		
	FORNHAM ST MARTIN		
	Edge of Town		
	Out of Town		
	Total Number of dwellings:	101	
	Survey date: MONDAY	15/05/06	Survey Type: MANUAL
13	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
14	WL-03-A-01	SEMI D./ TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
15	WO-03-A-06	DET./ TERRACED	WORCESTERSHIRE
	ST GODWALDS ROAD		
	BROMSGROVE		
	ASTON FIELDS		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	232	
	Survey date: THURSDAY	30/06/05	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	164	0.091	15	164	0.296	15	164	0.387
08:00 - 09:00	15	164	0.140	15	164	0.426	15	164	0.566
09:00 - 10:00	15	164	0.161	15	164	0.208	15	164	0.369
10:00 - 11:00	15	164	0.140	15	164	0.179	15	164	0.319
11:00 - 12:00	15	164	0.165	15	164	0.165	15	164	0.330
12:00 - 13:00	15	164	0.177	15	164	0.173	15	164	0.350
13:00 - 14:00	15	164	0.185	15	164	0.172	15	164	0.357
14:00 - 15:00	15	164	0.185	15	164	0.179	15	164	0.364
15:00 - 16:00	15	164	0.289	15	164	0.191	15	164	0.480
16:00 - 17:00	15	164	0.322	15	164	0.207	15	164	0.529
17:00 - 18:00	15	164	0.391	15	164	0.201	15	164	0.592
18:00 - 19:00	15	164	0.275	15	164	0.199	15	164	0.474
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.521			2.596			5.117

Parameter summary

Trip rate parameter range selected:	85 - 248 (units:)
Survey date date range:	01/01/05 - 05/07/18
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	164	0.006	15	164	0.007	15	164	0.013
08:00 - 09:00	15	164	0.008	15	164	0.010	15	164	0.018
09:00 - 10:00	15	164	0.004	15	164	0.002	15	164	0.006
10:00 - 11:00	15	164	0.001	15	164	0.004	15	164	0.005
11:00 - 12:00	15	164	0.003	15	164	0.004	15	164	0.007
12:00 - 13:00	15	164	0.004	15	164	0.003	15	164	0.007
13:00 - 14:00	15	164	0.003	15	164	0.003	15	164	0.006
14:00 - 15:00	15	164	0.002	15	164	0.002	15	164	0.004
15:00 - 16:00	15	164	0.013	15	164	0.012	15	164	0.025
16:00 - 17:00	15	164	0.010	15	164	0.009	15	164	0.019
17:00 - 18:00	15	164	0.015	15	164	0.011	15	164	0.026
18:00 - 19:00	15	164	0.012	15	164	0.010	15	164	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.077			0.158

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	15	164	0.028	15	164	0.047	15	164	0.075
08:00 - 09:00	15	164	0.042	15	164	0.152	15	164	0.194
09:00 - 10:00	15	164	0.049	15	164	0.049	15	164	0.098
10:00 - 11:00	15	164	0.036	15	164	0.046	15	164	0.082
11:00 - 12:00	15	164	0.029	15	164	0.041	15	164	0.070
12:00 - 13:00	15	164	0.035	15	164	0.033	15	164	0.068
13:00 - 14:00	15	164	0.038	15	164	0.032	15	164	0.070
14:00 - 15:00	15	164	0.036	15	164	0.046	15	164	0.082
15:00 - 16:00	15	164	0.171	15	164	0.070	15	164	0.241
16:00 - 17:00	15	164	0.082	15	164	0.057	15	164	0.139
17:00 - 18:00	15	164	0.060	15	164	0.045	15	164	0.105
18:00 - 19:00	15	164	0.060	15	164	0.062	15	164	0.122
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.666			0.680			1.346

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	164	0.000	15	164	0.019	15	164	0.019
08:00 - 09:00	15	164	0.003	15	164	0.030	15	164	0.033
09:00 - 10:00	15	164	0.004	15	164	0.008	15	164	0.012
10:00 - 11:00	15	164	0.003	15	164	0.007	15	164	0.010
11:00 - 12:00	15	164	0.001	15	164	0.007	15	164	0.008
12:00 - 13:00	15	164	0.006	15	164	0.008	15	164	0.014
13:00 - 14:00	15	164	0.007	15	164	0.006	15	164	0.013
14:00 - 15:00	15	164	0.007	15	164	0.002	15	164	0.009
15:00 - 16:00	15	164	0.020	15	164	0.009	15	164	0.029
16:00 - 17:00	15	164	0.021	15	164	0.004	15	164	0.025
17:00 - 18:00	15	164	0.019	15	164	0.004	15	164	0.023
18:00 - 19:00	15	164	0.011	15	164	0.002	15	164	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.106			0.208

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	164	0.135	15	164	0.471	15	164	0.606
08:00 - 09:00	15	164	0.225	15	164	0.891	15	164	1.116
09:00 - 10:00	15	164	0.251	15	164	0.339	15	164	0.590
10:00 - 11:00	15	164	0.223	15	164	0.299	15	164	0.522
11:00 - 12:00	15	164	0.246	15	164	0.279	15	164	0.525
12:00 - 13:00	15	164	0.280	15	164	0.274	15	164	0.554
13:00 - 14:00	15	164	0.296	15	164	0.273	15	164	0.569
14:00 - 15:00	15	164	0.303	15	164	0.289	15	164	0.592
15:00 - 16:00	15	164	0.687	15	164	0.371	15	164	1.058
16:00 - 17:00	15	164	0.594	15	164	0.389	15	164	0.983
17:00 - 18:00	15	164	0.642	15	164	0.344	15	164	0.986
18:00 - 19:00	15	164	0.481	15	164	0.363	15	164	0.844
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.363			4.582			8.945

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	164	0.003	15	164	0.003	15	164	0.006
08:00 - 09:00	15	164	0.003	15	164	0.003	15	164	0.006
09:00 - 10:00	15	164	0.002	15	164	0.002	15	164	0.004
10:00 - 11:00	15	164	0.003	15	164	0.004	15	164	0.007
11:00 - 12:00	15	164	0.002	15	164	0.001	15	164	0.003
12:00 - 13:00	15	164	0.004	15	164	0.003	15	164	0.007
13:00 - 14:00	15	164	0.005	15	164	0.004	15	164	0.009
14:00 - 15:00	15	164	0.001	15	164	0.002	15	164	0.003
15:00 - 16:00	15	164	0.002	15	164	0.002	15	164	0.004
16:00 - 17:00	15	164	0.002	15	164	0.004	15	164	0.006
17:00 - 18:00	15	164	0.002	15	164	0.001	15	164	0.003
18:00 - 19:00	15	164	0.002	15	164	0.002	15	164	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.031			0.062