

Arundel Road, Fontwell

Transport Statement

Client: Crayfern Homes Ltd

i-Transport Ref: JCB/ZB/ITB14108-002 TS

Date: 25 April 2019

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i-Transport LLP

Grove House
Lutyens Close
Chineham Court
Basingstoke
Hampshire
RG24 8AG

Quality Management

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SECTION 1 INTRODUCTION

1.1 Background

1.1.1 Crayfern Homes Ltd has appointed i-Transport to provide highways and transport advice in relation to a full planning application for a residential development comprising 8 dwellings on land to the south of Arundel Road in Fontwell, West Sussex.

1.1.2 This Transport Statement (TS) assesses the acceptability of the proposed development in transport terms. In particular, the TS assesses the proposal against the three key transport tests identified in paragraph 108 of the National Planning Policy Framework of February 2019 ('the NPPF'), i.e.:

- Will the opportunities for travel by sustainable modes be appropriately taken up?
- Will safe and suitable access be provided for all users?
- Will there be an acceptable impact in traffic impact terms, i.e. in terms of highway safety and congestion?

1.1.3 This TS has been produced in accordance with guidance contained in Planning Practice Guidance (PPG) and, where necessary, other local and national guidance.

1.2 Scope and Structure of Transport Statement

1.2.1 The remainder of this TS is structured as follows:

- Section 2 – provides a brief overview of national and local transport planning policy and guidance;
- Section 3 – summarises the existing transport conditions in the vicinity of the site;
- Section 4 – describes the development proposal and proposed site access arrangements;
- Section 5 – considers the accessibility and sustainability of the site;
- Section 6 – considers the development traffic impact on the local highway network; and
- Section 7 provides a summary and conclusions.

SECTION 2 TRANSPORT POLICY

2.1 Introduction

2.1.1 This section of the TS summarises the national and local transport planning policies that provide the context for the transport appraisal of the proposed development. The following policy documents are relevant and have been reviewed for the purpose of the assessment:

- National
 - National Planning Policy Framework (NPPF – February 2019); and
 - Planning Practice Guidance (PPG – web-based and constantly updated).
- Local
 - Arun District Council Local Plan 2011-2031 (July 2018);
 - West Sussex County Council's Transport Plan 2011-2026;
 - West Sussex Guidance for Parking in New Residential Developments (September 2010) & Car Parking Demand Calculator;
 - Walberton Neighbourhood Development Plan 2015-2035 (made March 2017).

2.2 National Policy

National Planning Policy Framework (NPPF) – February 2019

2.2.1 This Transport Statement (TS) assesses the acceptability of the proposed development in transport terms. In particular, the TS assesses the proposal against the three key transport tests identified in paragraph 108 of the National Planning Policy Framework (NPPF), which states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location***
- ***safe and suitable access to the site can be achieved for all users; and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

2.2.2 Furthermore, paragraph 109 of the NPPF goes on to state:

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

- 2.2.3 Therefore, development should provide opportunities for sustainable travel; achieve safe access; and should only be prevented on highways grounds if there is an unacceptable impact on highways safety or where the residual cumulative impact is ‘severe’.

Planning Practice Guidance (PPG) – March 2014

- 2.2.4 The PPG is a government published web-based planning guidance resource that was launched in March 2014 and replaced a number of previous guidance documents, including the DfT’s ‘Guidance for Transport Assessment’ (2007).

- 2.2.5 The NPPG sets out the key roles of Transport Assessments and Travel Plans:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005)”.

- 2.2.6 Whilst the development proposal will not generate significant amounts of movements – because it is very modest indeed – this TS has nevertheless been produced in line with the PPG.

2.3 Local Policy

Arun District Council Local Plan 2011-2031 (Adopted July 2018)

- 2.3.1 Local policy is set out in the saved policies of the Arun District Local Plan. The Local Plan was adopted in in July 2018 and sets out the District Councils’ vision for new development in the Arun Local Planning Authority Area (LPA) until 2031. The Arun District Local Plan has five strategic objectives related to transport.
- 2.3.2 In July 2018, Arun DC adopted a new Local Plan which sets out the district councils’ vision for new development in the Arun Local Planning Authority Area (LPA) until 2031. The Local Plan identifies a series of policies relating to transport, including:

“Policy T SP1 – Transport and Development - This identifies that development sites will be supported where they:

- *Are designed to reduce the need to travel by car, but make provision for safe access to the site for all travel modes;*
- *Give priority to pedestrian and cycle movements;*
- *Incorporate appropriate levels of parking in line with WSCC Guidance;*
- *Are supported by effective and deliverable Transport Assessments and Travel Plans;*
- *Explain how development can:*
 - *Accommodate deliveries and servicing;*
 - *Give priority to pedestrian and cycle movements and have access to high-quality public transport;*
 - *Create safe and secure layouts for all users;*
 - *Incorporate electric charging infrastructure; and*
 - *Consider the needs of people with disabilities.”*

2.3.3 And..

“Policy T DM1 – Sustainable Travel and Public Rights of Way – This identifies that proposals for new development must:

- *Be located where they are close to sustainable travel opportunities which link to key destinations;*
- *Contribute to the extension of public transport services;*
- *Make provision for pedestrian and cycling facilities; and*
- *Contributes to provision of a joined-up cycle and PROW network.”*

West Sussex County Council's Transport Plan 2011-2026

2.3.4 The West Sussex County Council (WSCC) Local Transport Plan 3 was published in February 2011 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county over the next 20 years.

2.3.5 The strategy for Arun is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, they will

ensure that all new scheme and developments contribute, and support, in some way to the following:

- *increasing use of sustainable modes of transport;*
- *improving network efficiency in order to improve journey times and air quality;*
- *improving safety for all road users;*
- *discouraging HGVs from using unsuitable roads; and*
- *improving accessibility between communities within the District.*

2.3.6 This Transport Statement has been prepared in accordance with the strategies set out in the Local Transport Plan.

West Sussex Guidance for Parking in New Residential Developments (September 2010)
& Car Parking Demand Calculator

2.3.7 This document provides information about the number of the appropriate amount parking spaces required for a new development, based on the location and the characteristics of the development.

Walberton Neighbourhood Development Plan 2015-2035

2.3.8 The Walberton Neighbourhood Development Plan (WNDP) was 'made' in March 2017 and sets out the planning strategy for Walberton between 2015 and 2035. The Neighbourhood Plan establishes general planning principals for development and the use of land within a defined neighbourhood area.

2.3.9 The site is identified under Policy HP 5 of the WNDP as Land at the rear of West Walberton Lane and allocates the site for two four / five bedroom houses.

Image 2.1 – Indicative Site Allocation



Source: Extract of WNDP

2.4 Summary

2.4.1 The NPPF identifies three 'key transport tests':

- Will the opportunities for travel by sustainable modes be appropriately taken up?
- Will safe and suitable access be provided for all users?
- Will there be an acceptable impact in traffic impact terms, i.e. in terms of highway safety and congestion?

2.4.2 These tests are reflected in local policy, and this TS assesses the development proposal against these tests despite it being well below a level where such an assessment is required by Planning Practice Guidance.

2.4.3 It is noted that the site is allocated for new housing – albeit at a slightly smaller scale – within the Neighbourhood Plan. The acceptability of new housing on this site has therefore been assessed and found to be acceptable in principle.

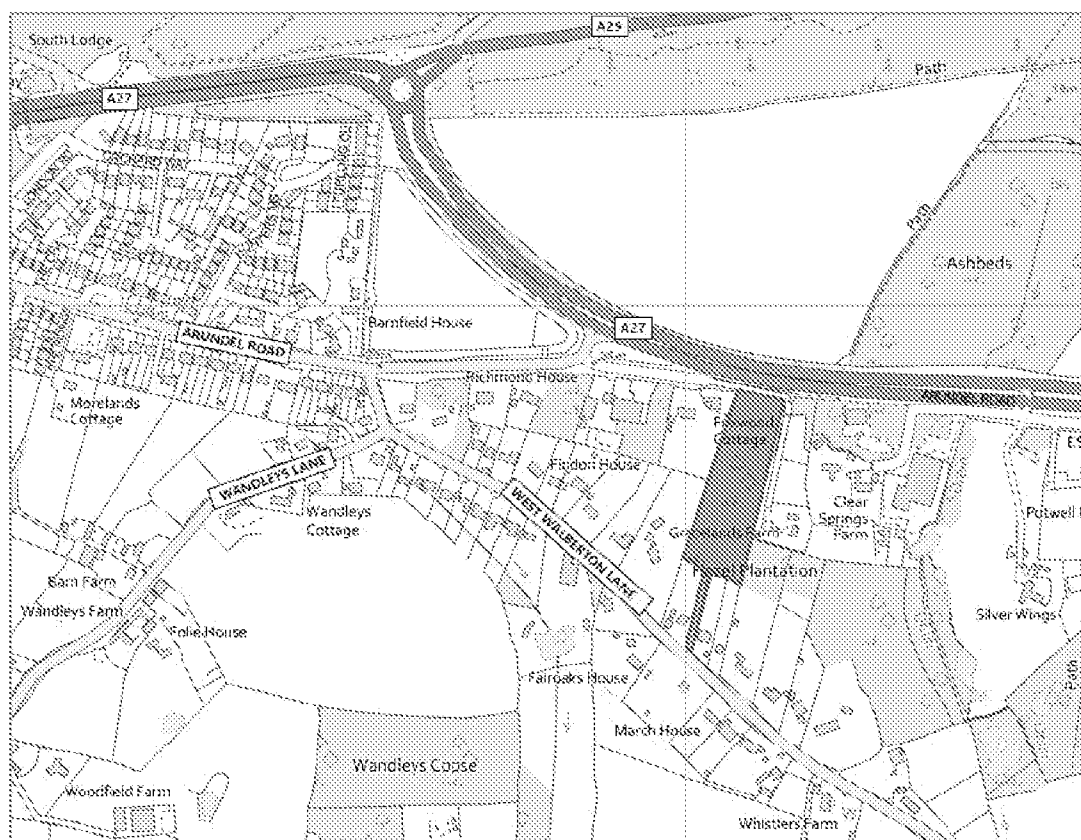
SECTION 3 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The site is located on land south of Arundel Road and north of West Walberton Lane, approximately 1km east of Fontwell and some 1.5km from Walberton. The site is bounded to the north by Arundel Road, to the east and west by residential dwellings and to the south by West Walberton Lane.

3.1.2 The location of the site is shown on **Figure 1**, an extract of which is provided as **Image 3.1**.

Image 3.1: Site Location



Source: i-Transport

3.2 Local Highway Network

3.2.1 Access to the site is currently gained via existing gated access points from Arundel Road to the north and West Walberton Lane to the south.

- 3.2.2 Arundel Road is a cul-de-sac and provides a connection westbound to the centre of Fontwell village, via a priority junction with Arundel Road, which in turn forms a left in left out junction with the A27 Arundel Road to the north. At the eastern boundary of the site, Arundel Road provides access to a single residential dwelling (Gracelands Farm), where the cul-de-sac ends.
- 3.2.3 To the south of the site, West Walberton Lane provides a connection westbound to Fontwell village and eastbound to the village of Walberton.
- 3.2.4 Arundel Road operates as a single track road some 3.4m in width along the northern boundary of the site. However, some 30m to the west, the carriageway width increases up to 7.4m and operates as a two-way road. Arundel Road is subject to a 30mph speed limit, although on-site observations indicated that vehicles travel well below the posted speed limit.
- 3.2.5 A 1.2m wide footway is present on the southern side of Arundel Road, which terminates some 18m west of the site. While there is no formal footway provision along the site frontage, Arundel Road currently operates safely as a shared surface, with no Personal Injury Accidents (PIA's) reported in the most recent 5-year period. A grass verge is present between the site and the end of the dedicated footway.
- 3.2.6 To the south, West Walberton Lane is some 5m in width and is subject to a 30mph speed limit. West Walberton Lane has no formal footway provision and operates safely as a shared surface, with no reported PIA's in the most recent 5-year period.

3.3 Public Transport

Bus

- 3.3.1 The closest bus stops to the site are located on Arundel Road circa 50m to west of the site. These bus stops provide access to the 85 and 85A bus routes services, which provide connections between Arundel and Chichester via Barnham and Walberton.
- 3.3.2 A summary of the bus services available at the bus stops on Arundel Road is provided in **Table 3.1 below**.

Table 3.1: Bus Services

Bus Stop	Service	Destination	Service Frequency		
			Weekday	Saturdays	Sundays
Arundel Road	85/85A	Arundel - Chichester	4 services a day First bus at 07:11 Last bus at 16:07	3 services a day First bus at 08:11 Last bus at 16:21	-

Source: Traveline Southeast – April 2019

Rail

- 3.3.3 Barnham railway station is located 3.9km to the south. Barnham railway station provides 142 car parking spaces, 2 accessible spaces and 62 secure bicycle spaces. **Table 3.2** shows the direct services from Barnham Railway Station, including their typical frequency and journey time during both peak and off-peak periods. Destinations accessible by rail include Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton.

Table 3.2: Rail Services and Destinations

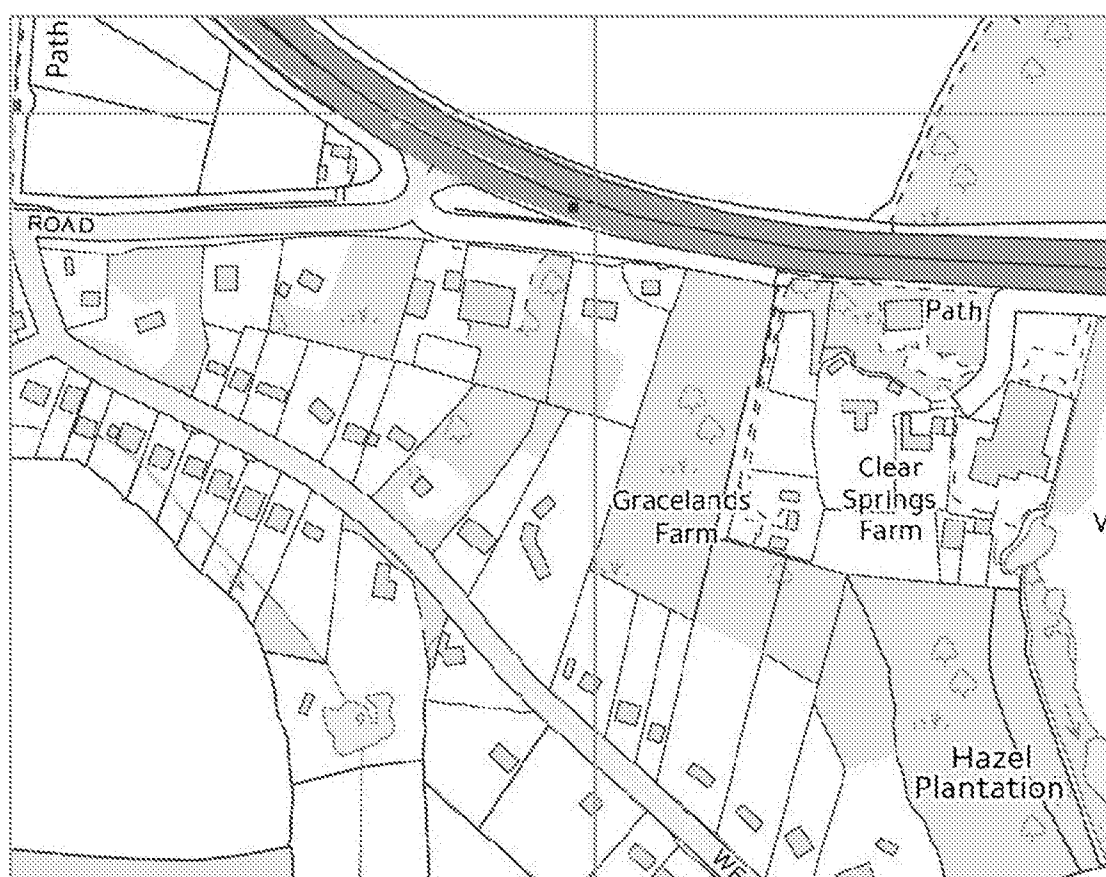
Destination	Typical Frequency		Typical Journey Time (approx.)
	Peak Hour	Off-Peak	
Chichester	Every 8-10 minutes	Every 12 minutes	8 minutes
Bognor Regis	Every 15-20 minutes	Every 15 minutes	8 minutes
Littlehampton	Every 30-60 minutes	Every 30 minutes	9 minutes
Portsmouth	Every 20 - 30 minutes	Every 30 minutes	39 minutes
Brighton	Every 20 - 30 minutes	Every 30 minutes	43 minutes
Southampton Central	Every 20 -45 minutes	Every 30 minutes	1 hour 5 minutes
London Victoria via Horsham	Every 15 minutes	Every 15 minutes	1 hour 25 minutes

Source: National Rail / Southern Rail

3.4 Personal Injury Accident Data

3.4.1 Personal injury accident (PIA) data has been obtained from the West Sussex Road Accidents and Casualty Data website¹ for the most recently available five-year period between February 2014 and January 2019. The study area covered is shown on **Image 3.2**.

Image 3.2: PIA Study Area



Source: West Sussex Road Accidents and Casualty Data website

¹ <https://www.westsussex.gov.uk/roads-and-travel/road-safety/accident-locations-map/>

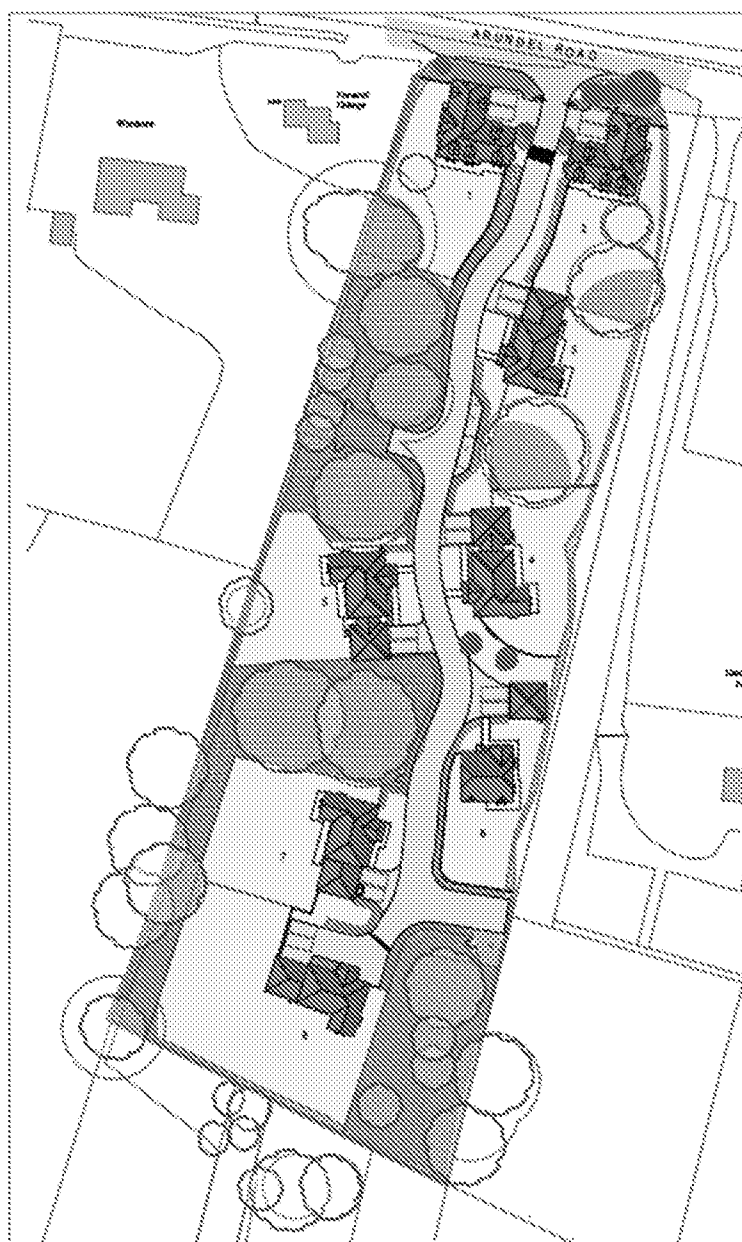
- 3.4.2 A total of three PIA's were reported to have taken place within the study area, two resulted in 'slight' injuries and one in 'serious' injuries. Of the three recorded PIA's, none were recorded on Arundel Road (i.e. where access is currently / proposed to be gained), all occurred on the A27 Arundel Road (bypass). The section of Arundel Road providing vehicular access to the site therefore currently operates safely as a shared surface.
- 3.4.3 Of the two 'slight' injury accidents, one was the result of a vehicle failing to notice the car in front slowing down leading to a rear end shunt while the other was the result of a vehicle pulling out into the path of another vehicle.
- 3.4.4 The remaining reported collision was as a result of a vehicle changing lane on the A27 Arundel Road (bypass) and colliding with a motorcycle, resulting in 'serious' injury.
- 3.4.5 The safety record of the local road network in the immediate vicinity of the site is good (with no recorded PIA's within the last 5 years) and the overall number and pattern of injury accidents does not suggest a particular highway safety issue.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Proposal

- 4.1.1 The development proposal comprises the construction of a new vehicle crossover access, eight new residential dwellings (made up of 7x five beds and 1x four bed) with associated parking and landscaping. The development masterplan is provided as **Appendix A**; an extract of which is shown as **Image 4.1**.

Image 4.1: Development Masterplan



Source: Crayfern Homes

- 4.1.2 The development masterplan has been informed by the constraints and opportunities of the site and takes account of the highway requirements in terms of road hierarchy, parking (on plot and visitor), servicing and pedestrian / cycle movement.

4.2 Proposed Access Arrangement

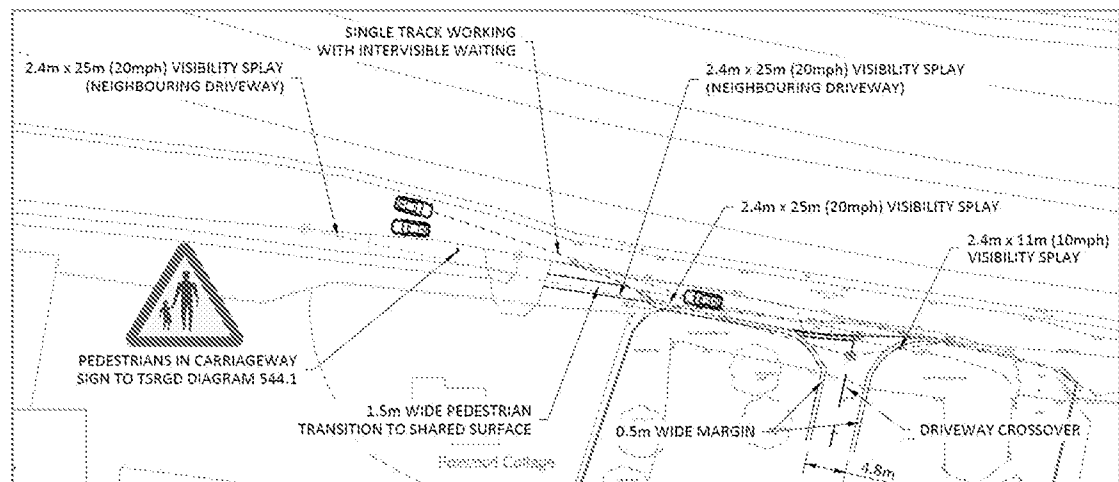
- 4.2.1 It is proposed to continue to provide access to the site from Arundel Road, within the vicinity of the existing gated access. Access is proposed to be in the form of a vehicle crossover approximately 40m west of the access to Foxwood Cottage.

- 4.2.2 The proposed site access arrangement will comprise of:

- A 4.8m wide vehicle driveway access arrangement with Arundel Road;
- Localised widening of Arundel Road at the access to allow a vehicle to wait while another vehicle approaches the site;
- Provision of a new 1.5m wide section of footway to tie in to the extents of the existing footway;
- Provision of a 1.5m wide dedicated pedestrian footway transition onto Arundel Road, with associated 'Pedestrian in Carriageway' signage; and
- A 0.5m construction margin on both sides of the new access road.

- 4.2.3 Arundel Road will continue to operate as a single-track shared surface road with suitable achievable inter-visibility for vehicles entering / exiting the site. The Proposed Site Access Junction Arrangement is shown on **Drawing ITB14108-GA-003**; contained in **Appendix B**; an extract of which is provided at **Image 4.2**.

Image 4.2 – Proposed Site Access Arrangement



Source: i-Transport

- 4.2.4 Visibility splays of 2.4m x 25m (for vehicle speeds of 20mph) and 2.4m x 11m (for vehicle speeds of 10mph) are shown to the left (west) and right (east) respectively. This is robust because vehicles are likely to be travelling well below these speeds as they approach the end of the cul-de-sac / proposed site access. Notwithstanding this, visibility in excess of that shown is achievable.
- 4.2.5 Pedestrians will continue to share the carriageway space along the access road with vehicles until reaching the new section of footway. This would provide an access arrangement in accordance with Manual for Streets (MfS) design guidance and would be appropriate to accommodate the very modest levels of vehicles and pedestrians generated by the proposed development.
- 4.2.6 A shared surface arrangement on the eastern side of the Arundel Road cul-de-sac and within the site is appropriate. Guidance in the MfS identifies that shared surfaces work well in the following circumstances: -
- Over short lengths or in cul-de-sacs;
 - Where peak hour traffic volumes are less than 100 vehicles per hour; and
 - Where parking is restricted or controlled (nothing that all dwellings have adequate curtilage parking provision).
- 4.2.7 As set out in **Table 6.1**, the proposed development is expected to generate up to five two-way vehicle movements. This is very lightly trafficked and is clearly well below the MfS threshold of

100 two-way vehicle movements where shared surfaces work well. It is therefore evident that the continued use of Arundel Road and the site as a shared surface is acceptable.

4.3 Refuse Collection Arrangements

4.3.1 Swept path analysis has been undertaken for a Large Refuse Vehicle; as shown on **Drawing ITB14108-GA-006 Revision A** contained in **Appendix C**. As can be seen, the refuse vehicle can enter, circulate within the site and exit in forward gear. Turning heads are of sufficient size to allow a refuse vehicle to turn.

4.3.2 Refuse vehicles will be able to gain access to within 30m of all individual dwellings, to meet the carry distance requirements given in Section 6 of MfS.

4.4 Emergency Vehicle Access

4.4.1 An emergency vehicle will be able to enter and egress the proposed development in forward gear and manoeuvre as required within the development, as shown on **Drawing ITB14108-GA-005 Revision A** contained in **Appendix D**.

4.4.2 The emergency vehicle access requirements for the development comply with Section 5.4 and 5.5 of the WSCC Design Guide. Specifically: -

- Access to within a maximum of 45m of the furthest point of every dwelling will be provided for a fire tender;
- A fire tender appliance will not be required to reverse more than 20m; and
- Turning facilities have been provided where there are no-through-vehicular routes.

4.5 Parking

Car Parking

4.5.1 Both car and cycle parking has been provided in accordance with the guidance contained within the WSCC Guidance for 'Parking in New Residential Developments' SPD (September 2010) and the associated Car Parking Demand Calculator.

4.5.2 Applying the development mix to the car parking demand calculator yields the requirement for 24 allocated spaces and 2 visitor / unallocated spaces. The completed parking demand calculator is contained in **Appendix E**.

Cycle Parking

- 4.5.3 Cycle parking has been provided in accordance with WSCC's cycle parking standards set out in WSCC Guidance for Parking in New Residential Developments (dated September 2010); reproduced in **Table 4.1**.

Table 4.1: WSCC Cycle Parking Standards

Type	Size	Parking Standard
Flats	1 & 2 bed	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	3+ bed	1 space
Houses	1 & 2 bed	1 space
Houses	3+ bed	2 spaces

Source: WSCC Guidance for Parking in New Residential Developments

- 4.5.4 Cycle parking for the proposed houses has been provided in the garages.
- 4.5.5 The site layout masterplan (*ref: **Appendix A***) demonstrates a feasible layout which can deliver the required level of car and cycle parking consistent with the current adopted standards.

SECTION 5 PROMOTING SUSTAINABLE TRANSPORT

5.1 Introduction

5.1.1 Paragraph 108 of the NPPF sets out that development proposals should ensure that:

“Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location”

5.1.2 This section of the report considers the accessibility of the site by non-car modes of transport to key services and facilities.

5.1.3 It is noted that the site is allocated for new housing in the Neighbourhood Plan. The site is therefore an in-principle acceptable location for new dwellings.

5.2 Journey Purpose

5.2.1 In promoting sustainable travel, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department for Transport’s National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 5.1** below.

Table 5.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	12%
Personal Business	10%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2017 Edition

5.2.2 Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

5.3 Propensity to Travel by Non-Car Modes

- 5.3.1 In order to consider the potential for trips to be made by walking, cycling and public transport, consideration needs to be given to the distances that people are likely to travel.

Walking Distances

- 5.3.2 The National Travel Survey (NTS) 2016 identifies the mode share journeys of different lengths. This is repeated in **Image 5.1** and demonstrates that the vast majority (81%) of trips of up to one mile (1.6km) are undertaken on foot for journeys. This is corroborated by the CIHT guidance 'Planning for Walking'.
- 5.3.3 The NTS data also shows that 30% of journeys between 1 and 2 miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).

Image 5.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: NTS 2017 (NTS0308)

- 5.3.4 DMRB TD91/05 'Provision for Non-Motorised Users', identifies that walking is a 'normal' mode of transport for journeys undertaken within a range of two miles:

"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances". (Para 2.3)

- 5.3.5 Against this background, the following walking distances are identified:

- Up to **1,600m** – A comfortable walking distance i.e. the distance where the majority of trips are undertaken on foot; and
- Up to **3,200m** – An acceptable walking distance, i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

Cycling Distances

- 5.3.6 The Design Manual for Roads and Bridges (DMRB) TA 91/05 'Provision for Non-Motorised Users' paragraph 2.11 states:

"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."

- 5.3.7 Guidance within CIHT "Planning for Cycling" also states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)..."

- 5.3.8 Paragraph 1.5 in the Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (October 2008) states that:

"Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (4.8km) (ECF, 1998), although for commuter journeys, a trip distance of over 5 miles (8km) is not uncommon."

- 5.3.9 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

- 5.3.10 On this basis, the following cycling distances are identified:

- Up to **5,000m** - a 'reasonable' everyday cycle distance; and
- Up to **8,000m** - the maximum 'commuter' cycling distance for regular (non-leisure) trips.

5.4 Key Destinations

5.4.1 The key local destinations for future residents of the proposed development within the context of the local walking and cycling catchments are illustrated on **Figure 2** and are presented in **Table 5.2**.

Table 5.2: Key Local Destinations

Facility	Destination	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Employment	Fordingbridge Contractors	2400	3	1
	The Farplants Group	3600	43	14
	Stuart Lyons (Haulage) Ltd	4500	54	17
Education	Walberton and Binstead CofE Primary School	2300	27	9
	Eastergate CofE Primary School	2700	32	10
	Westergate Community School	2800	33	11
	Ormiston Six Villages Academy	2800	33	11
	Barnham Primary School	3900	46	15
	St Phillip Howard Catholic High School	3900	46	15
Retail	Arundel Road Parade of Shops	650	8	2
	Elm Tree Stores and Post Office	2400	29	9
	Walberton Post Office	2400	29	9
	Walberton News Local Shop	2400	29	9
Leisure	The Old Stables Pub	1000	12	4
	Walberton Village Hall	2300	27	9
	Walberton Cricket Club	2600	31	10
	Community Play Centre at Walberton	2200	26	8
	The Holly Tree	2200	26	8
	Fontwell Park Racing	1200	14	5
	Avisford Park Golf Club	2500	30	9
	LivingWell Health Club Arundel	2100	25	8
	Six Villages Sports Centre	2900	35	11
Healthcare	Flintcroft Surgery Walberton	2400	29	9
	Walberton Dental Practice	2400	29	9
	The Croft Surgery Eastergate	2600	31	10

Source: Consultant's Estimates & Google2019

Notes: Walk Distances –  less than 1600m  between 1600m-2km,  between 2km-3.2km

Cycle Distances –  less than 2km  between 2km-5km,  between 5km-8km

5.4.2 **Table 5.2** and **Figure 2** demonstrate that there is a reasonable range of local services and facilities that residents are likely to use on a day-to-day basis within an acceptable walking distance and within reasonable cycle distance. These services include primary education, convenience retail, personal business services, a range of leisure facilities and employment opportunities. Furthermore, access to the public transport network can be gained nearby for journeys further afield.

SECTION 6 TRAFFIC IMPACT

6.1 The TRICS database has been used to assess the potential traffic generation of the 8 new houses proposed on site. The TRICS database contains independent traffic survey data for a number of different land uses and trip rates have been obtained using the following parameters:

- England (excluding Greater London);
- Privately owned houses;
- Surveys in suburban, edge of town locations and Neighbourhood Centre's;
- Population within 1m of less than 10,000; and
- Sites with between six – 30 houses.

6.2 The morning and evening peak hour vehicular trip rates are provided in **Table 6.1** along with an estimate of the likely traffic generation of the proposed development. The full TRICS outputs are included in **Appendix F**.

Table 6.1: Vehicular Trip Rates and Traffic Generation (TRICS Assessment)

Time	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate (per house)	0.122	0.463	0.585	0.415	0.146	0.561
Trips – 8 Houses	1	4	5	3	1	4

Source: TRICS

6.3 As shown in **Table 6.1**, the proposed development will generate up to five vehicle movements in the morning peak period, equating to one vehicle every 12 minutes, and four vehicle movements in the evening peak period, equating to one vehicle every 15 minutes.

6.4 This is a very modest increase in traffic flows and will be well below the day-to-day variation in traffic flows, i.e. it will not have a noticeable impact, let alone a severe one.

SECTION 7 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 Crayfern Homes Ltd has appointed i-Transport to provide highways and transport advice in respect of a full planning application for a proposed residential development on land to the south of Arundel Road in Fontwell, West Sussex. The proposed development will comprise 8 residential dwellings with associated access, car parking and landscaping.
- 7.1.2 The site is identified as suitable for residential development under Policy HP 5 of the Walberton Neighbourhood Development Plan as Land at the rear of West Walberton Lane.
- 7.1.3 The site is well located to existing day-to-day facilities in Fontwell and is served by bus service 85 / 85A from Arundel to Chichester via Barnham and Walberton and Barnham railway station, whereby access can be gained to destinations further afield such as Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton.
- 7.1.4 It is proposed to access the site via a 4.8m wide vehicle crossover onto Arundel Road. Arundel Road will continue to operate as a single track shared surface road with suitable achievable inter-visible passing spaces for vehicles entering / exiting the site. Localised widening of Arundel Road at the access will be provided to allow a vehicle to wait while another vehicle approaches the site.
- 7.1.5 Pedestrians will continue to share the carriageway space along the access road with vehicles until reaching the new section of footway. This will provide an access arrangement in accordance with MfS design guidance and will be appropriate to accommodate the very modest levels of vehicles and pedestrians generated by the proposed development.
- 7.1.6 The proposed development is expected to generate up to five two-way vehicle movements in the morning peak period and four vehicle movements in the evening peak period, equating to one vehicle every 12 and 15 minutes respectively. This is a very modest increase in traffic flows and will well below the day-to-day variation in traffic flows, i.e. it will not have a noticeable impact, let alone a severe one, on the operation of the local highway network.

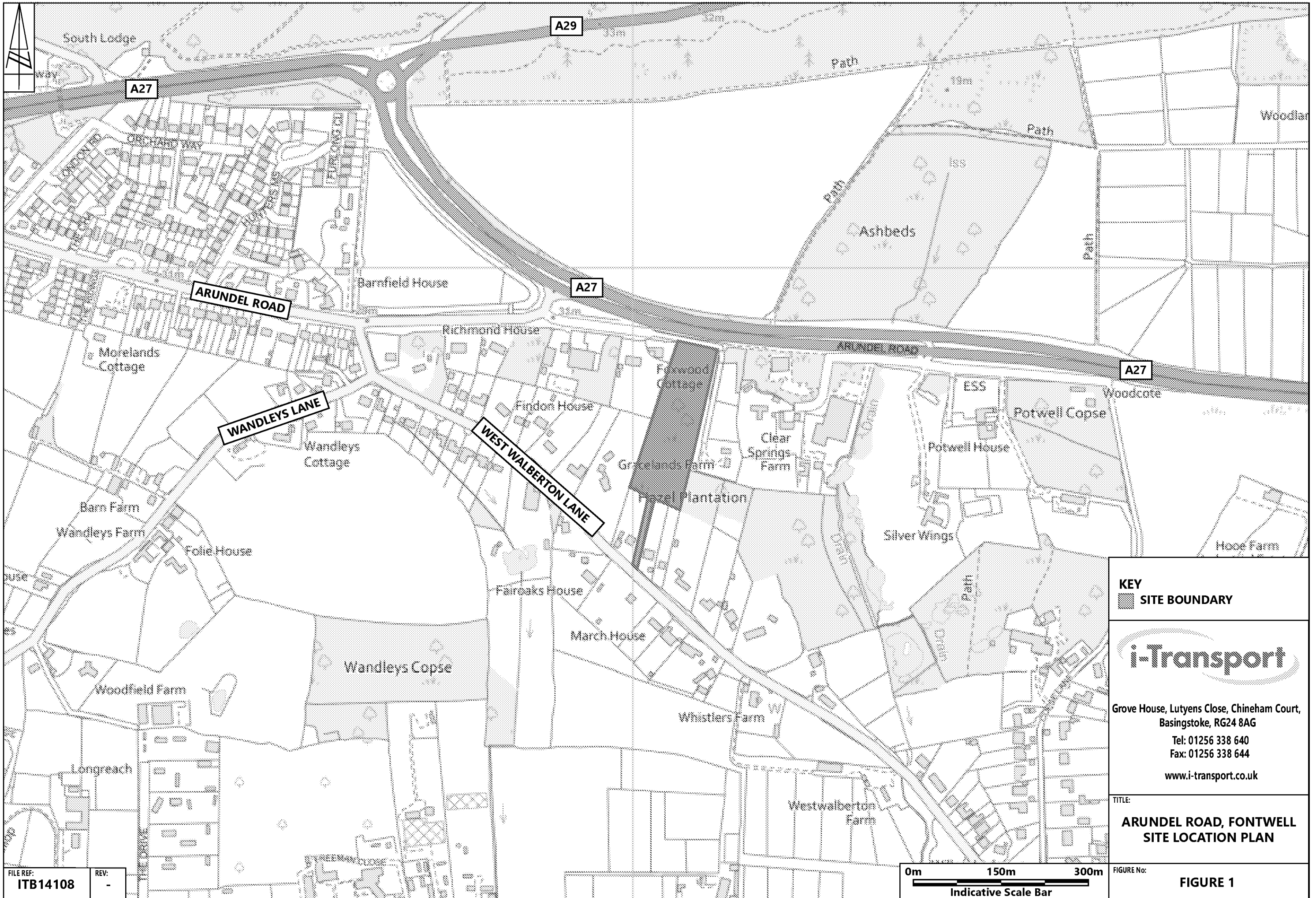
7.2 Conclusions

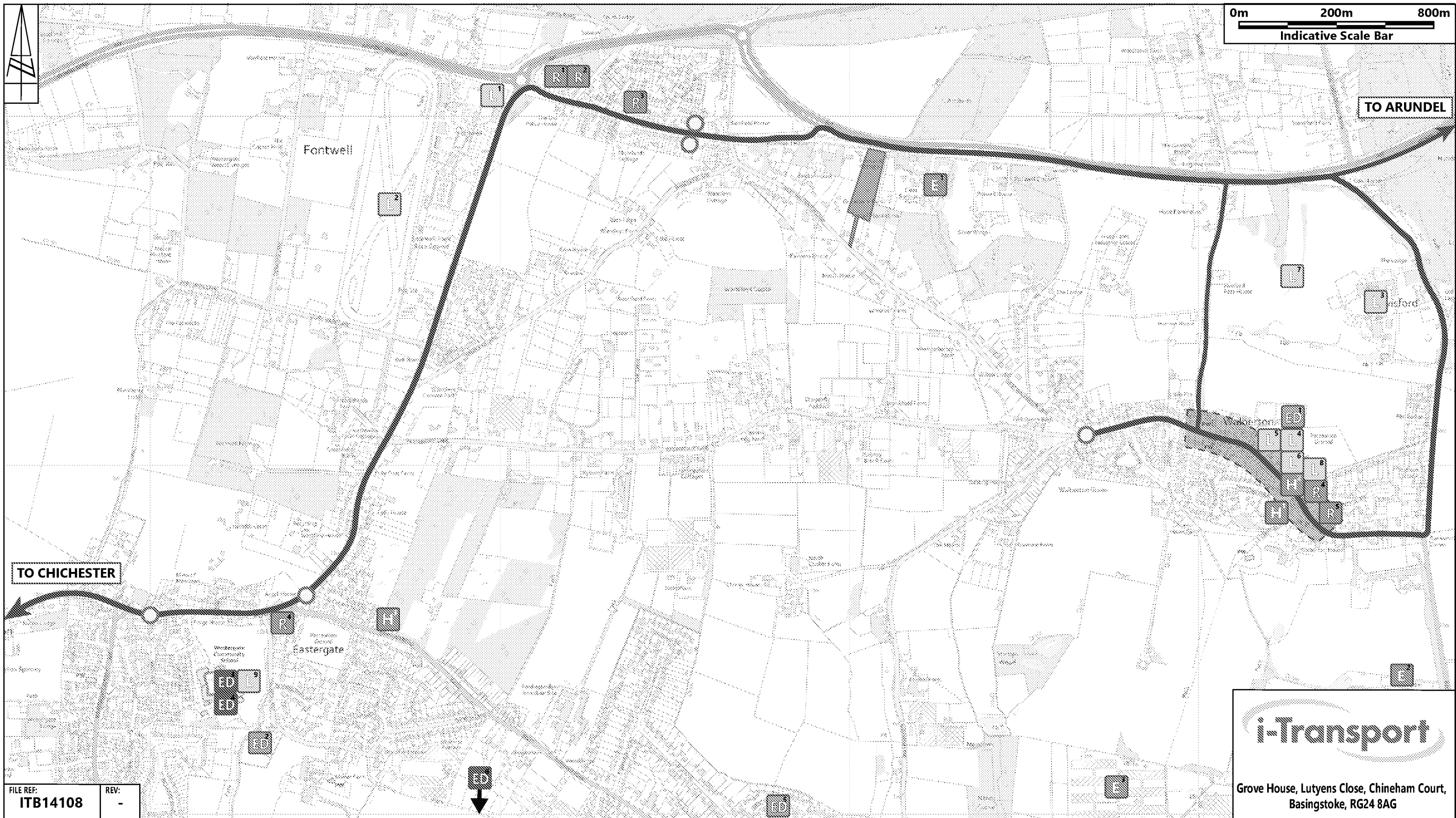
7.2.1 On this basis, it is concluded that:

- The site is located in an accessible location that is suitable for development. Appropriate infrastructure will be in place to encourage the use of sustainable modes of travel, including walking and bus travel;
- The site access arrangements will deliver safe and suitable access for all people; and
- The impact of development on the operation of the wider highway network will be very modest, and will have a negligible impact, let alone a severe one.

7.2.2 The proposal complies with relevant transport policy and is acceptable in transport and highways terms.

FIGURES





FILE REF: ITB14108
REV: -

- | | |
|---|---|
| KEY
SITE BOUNDARY
WALBERTON VILLAGE CENTRE
BUS STOP
BUS SERVICE 85/85A | LEISURE
THE OLD STABLES PUB
FONTWELL PARK RACING
LIVINGWELL HEALTH CLUB
COMMUNITY PLAY CENTRE
THE HOLLY TREE
WALBERTON VILLAGE HALL
AVISFORD PARK GOLF CLUB |
|---|---|

- | |
|---|
| WALBERTON CRICKET CLUB
SIX VILLAGES SPORTS CENTRE
EMPLOYMENT
FORDINGBRIDGE CONTRACTORS
THE FARPLANTS GROUP
STUART LYONS (HAULAGE) LTD |
|---|

- | |
|---|
| EDUCATION
WALBERTON AND BINSTAD C OF E PRIMARY SCHOOL
EASTERGATE C OF E PRIMARY SCHOOL
WESTERGATE COMMUNITY SCHOOL
ORMISTON SIX VILLAGES ACADEMY
BARNHAM PRIMARY SCHOOL
ST PHILLIP HOWARD CATHOLIC HIGH SCHOOL |
|---|

- | |
|---|
| RETAIL
SHELL PETROL STATION
DELI TO GO SHOP
ARUNDEL ROAD PARADE OF SHOPS
ELM TREE STORES AND POST OFFICE
WALBERTON POST OFFICE
WALBERTON NEWS LOCAL SHOP |
|---|

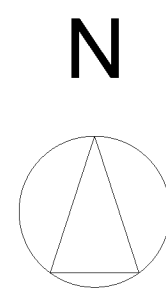
- | |
|--|
| HEALTHCARE
FLINTCROFT SURGERY
WALBERTON DENTAL PRACTICE
THE CROFT SURGERY EASTERGATE |
|--|

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
**ARUNDEL ROAD, FONTWELL
LOCAL FACILITIES PLAN**

FIGURE No:
FIGURE 2

APPENDIX A. Masterplan



SITE LOCATION PLAN | PROPOSED - 1:1250@A2
os licence no. 100022432

SITE LAYOUT | PROPOSED - 1:500@A2

-  Areas of shade tolerant / habitat planting
-  Tree root protection areas

A Read layout amended in line with Transport comments 12/04/19



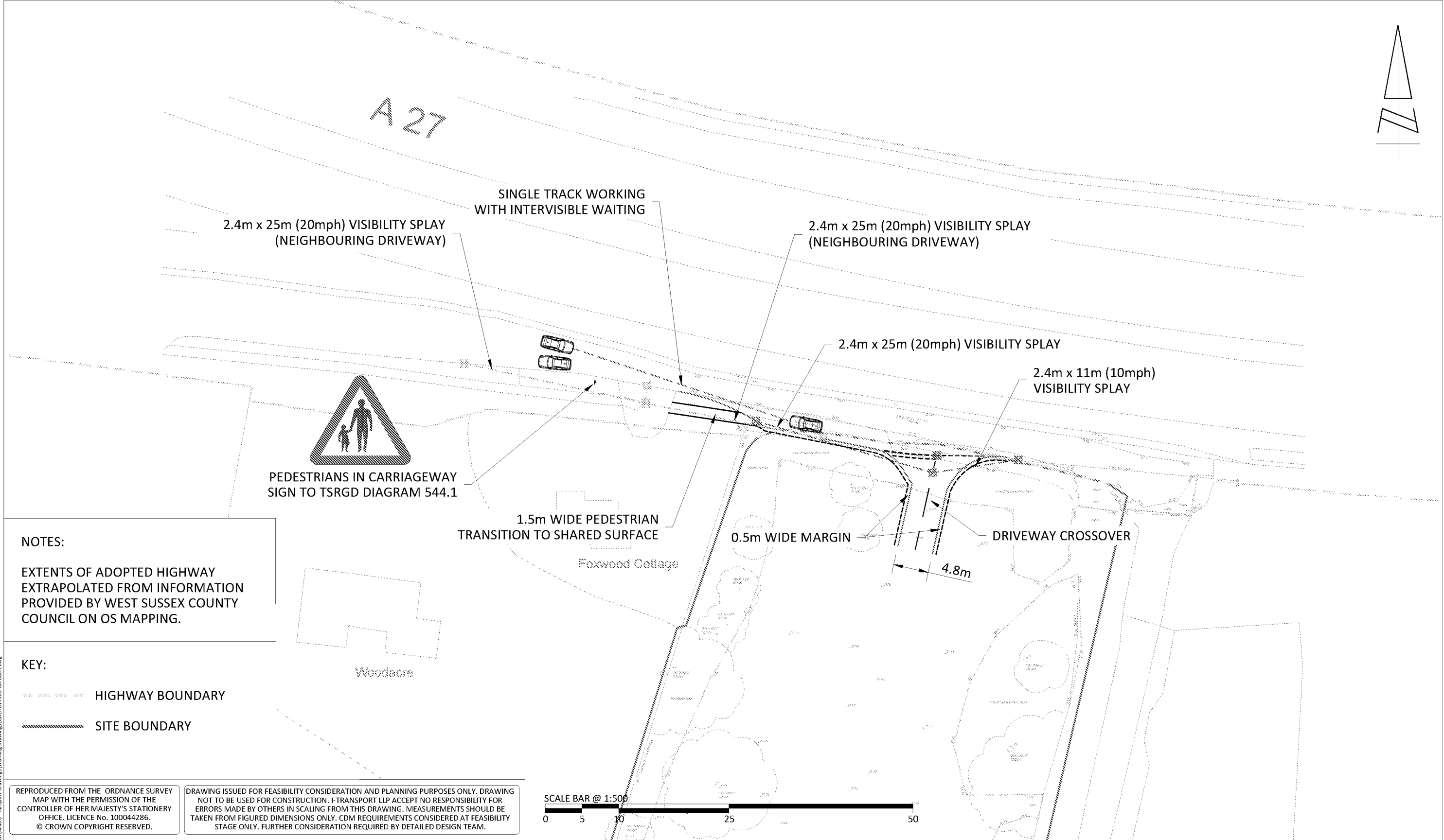
PROPOSED SITE LAYOUT

DEVELOPMENT AT
LAND ADJACENT TO
WOODCROFT
WEST WALBERTON LANE

FOR
CRAYFERN HOMES LIMITED

SCALE 1:500 DATE JAN 19 DRAWING NO 54_17_100_A

APPENDIX B. Site Access Arrangement



NOTES:

EXTENTS OF ADOPTED HIGHWAY
EXTRAPOLATED FROM INFORMATION
PROVIDED BY WEST SUSSEX COUNTY
COUNCIL ON OS MAPPING.

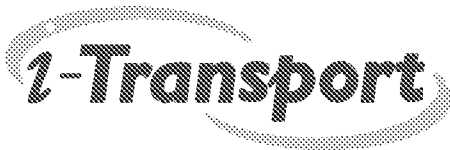
KEY:

----- HIGHWAY BOUNDARY

===== SITE BOUNDARY

REPRODUCED FROM THE ORDNANCE SURVEY
MAP WITH THE PERMISSION OF THE
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Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640
Fax: 01256 338644

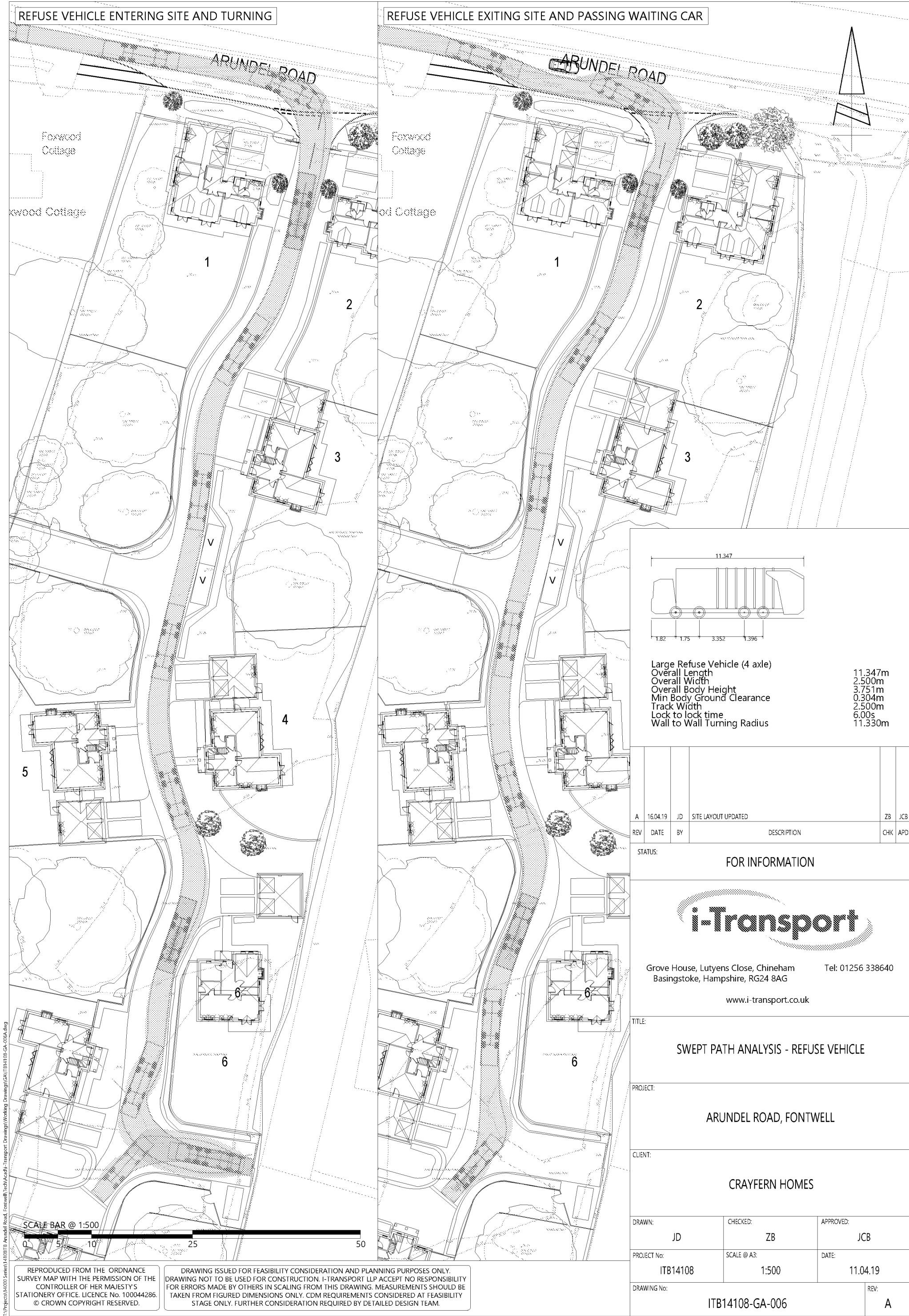
www.i-transport.co.uk

A	16.04.19	JD	MINOR AMENDMENTS	ZB	JCB
A	11.04.19	JD	MINOR AMENDMENTS	ZB	JCB
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:			ISSUE		

TITLE:		PROPOSED SITE ACCESS ARRANGEMENT	
PROJECT:		ARUNDEL ROAD, FONTWELL	
CLIENT:		CRAYFERN HOMES	

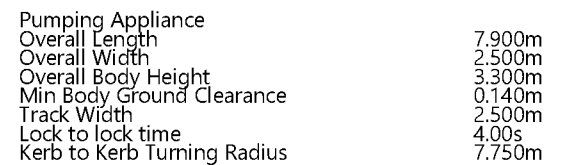
SCALE @ A3:	1:500	CHECKED:	ZB	APPROVED:	JCB
FILE REF:	ITB14108	DRAWN:	JD	DATE:	25.05.18
DRAWING No: ITB14108-GA-003					
PROJECT No: ITB14108					REV: B

APPENDIX C. Refuse Vehicle Swept Path Analysis



APPENDIX D. Emergency Vehicle Swept Path Analysis

FIRE TENDER EXITING SITE AND PASSING WAITING CAR

[illegible]

STATUS:	FOR INFORMATION
---------	-----------------



TITLE:

SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT:

ARUNDEL ROAD, FONTWELL

CLIENT:

CRAYFERN HOMES

DRAWN:	CHECKED:	APPROVED:
JD	ZB	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITB14108	1:500	10.04.19
DRAWING No:		REV:
ITB14108-GA-005		A

SCALE BAR @ 1:500

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APPENDIX E. Completed Parking Demand Calculator



Ward Finder			
Postcode	BN180QP	Ward	Walberton Ward

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

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

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may vary in some cases.

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

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward highlighted if the Census data does not include data for certain dwelling sizes. In such cases car owners have been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. Ownership Data is highlighted in purple where such an approach has been used. Where Census data is not available for small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Houses	Private	6	1	3+
B	Houses	Private	7	7	3+
C					
D					
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				8	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
3	0	0	0	0	3
21	0	0	0	1	23
24		0.44		1.60	26

PROJECT
CENTRE
PEOPLE | PASSION | PLACES

APPENDIX F. TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 27 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/11/17

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
Village	1

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

Secondary Filtering selection:Use Class:

C3

5 days

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

Population within 1 mile:

1,001 to 5,000

3 days

5,001 to 10,000

2 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

1 days

50,001 to 75,000

1 days

125,001 to 250,000

2 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

2 days

1.1 to 1.5

2 days

1.6 to 2.0

1 days

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

Travel Plan:

No

5 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

5 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED	CAMBRIDGESHIRE
	PETERBOROUGH		
	THORPE PARK ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	9	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
2	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
4	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
5	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-03-A-02	Bungalows

i-Transport Grove House Basingstoke

Licence No: 236601

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	16	0.073	5	16	0.256	5	16	0.329
08:00 - 09:00	5	16	0.122	5	16	0.463	5	16	0.585
09:00 - 10:00	5	16	0.159	5	16	0.183	5	16	0.342
10:00 - 11:00	5	16	0.159	5	16	0.134	5	16	0.293
11:00 - 12:00	5	16	0.159	5	16	0.159	5	16	0.318
12:00 - 13:00	5	16	0.146	5	16	0.171	5	16	0.317
13:00 - 14:00	5	16	0.098	5	16	0.134	5	16	0.232
14:00 - 15:00	5	16	0.195	5	16	0.244	5	16	0.439
15:00 - 16:00	5	16	0.268	5	16	0.183	5	16	0.451
16:00 - 17:00	5	16	0.280	5	16	0.195	5	16	0.475
17:00 - 18:00	5	16	0.415	5	16	0.146	5	16	0.561
18:00 - 19:00	5	16	0.341	5	16	0.220	5	16	0.561
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.415			2.488			4.903

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 27 (units:)
Survey date range:	01/01/11 - 22/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

i-Transport Grove House Basingstoke

Licence No: 236601

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

TAXIS**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	5	16	0.000	5	16	0.000	5	16	0.000
08:00 - 09:00	5	16	0.012	5	16	0.012	5	16	0.024
09:00 - 10:00	5	16	0.000	5	16	0.000	5	16	0.000
10:00 - 11:00	5	16	0.000	5	16	0.000	5	16	0.000
11:00 - 12:00	5	16	0.000	5	16	0.000	5	16	0.000
12:00 - 13:00	5	16	0.000	5	16	0.000	5	16	0.000
13:00 - 14:00	5	16	0.000	5	16	0.000	5	16	0.000
14:00 - 15:00	5	16	0.000	5	16	0.000	5	16	0.000
15:00 - 16:00	5	16	0.000	5	16	0.000	5	16	0.000
16:00 - 17:00	5	16	0.000	5	16	0.000	5	16	0.000
17:00 - 18:00	5	16	0.000	5	16	0.000	5	16	0.000
18:00 - 19:00	5	16	0.012	5	16	0.012	5	16	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

i-Transport Grove House Basingstoke

Licence No: 236601

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	16	0.000	5	16	0.000	5	16	0.000
08:00 - 09:00	5	16	0.000	5	16	0.000	5	16	0.000
09:00 - 10:00	5	16	0.000	5	16	0.000	5	16	0.000
10:00 - 11:00	5	16	0.000	5	16	0.000	5	16	0.000
11:00 - 12:00	5	16	0.000	5	16	0.000	5	16	0.000
12:00 - 13:00	5	16	0.000	5	16	0.000	5	16	0.000
13:00 - 14:00	5	16	0.000	5	16	0.000	5	16	0.000
14:00 - 15:00	5	16	0.012	5	16	0.012	5	16	0.024
15:00 - 16:00	5	16	0.000	5	16	0.000	5	16	0.000
16:00 - 17:00	5	16	0.012	5	16	0.012	5	16	0.024
17:00 - 18:00	5	16	0.000	5	16	0.000	5	16	0.000
18:00 - 19:00	5	16	0.000	5	16	0.000	5	16	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

i-Transport Grove House Basingstoke

Licence No: 236601

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	16	0.000	5	16	0.098	5	16	0.098
08:00 - 09:00	5	16	0.000	5	16	0.024	5	16	0.024
09:00 - 10:00	5	16	0.000	5	16	0.012	5	16	0.012
10:00 - 11:00	5	16	0.012	5	16	0.012	5	16	0.024
11:00 - 12:00	5	16	0.000	5	16	0.012	5	16	0.012
12:00 - 13:00	5	16	0.000	5	16	0.012	5	16	0.012
13:00 - 14:00	5	16	0.012	5	16	0.000	5	16	0.012
14:00 - 15:00	5	16	0.000	5	16	0.000	5	16	0.000
15:00 - 16:00	5	16	0.073	5	16	0.000	5	16	0.073
16:00 - 17:00	5	16	0.049	5	16	0.000	5	16	0.049
17:00 - 18:00	5	16	0.024	5	16	0.000	5	16	0.024
18:00 - 19:00	5	16	0.000	5	16	0.000	5	16	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.170			0.340

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

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

