

CINDERS LANE, YAPTON

TRANSPORT STATEMENT

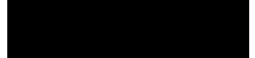
June 2017

Building Potential

RESIDENTIAL DEVELOPMENT
CINDERS LANE, YAPTON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Shannon Betteridge		December 2016
<i>Checked:</i>	Stewart Rose		December 2016
<i>PBA Approved:</i>	Jon Huggett		December 2016

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Building Potential
Wessex Manor
Satchell Lane
Southampton
Hampshire
SO31 4HS

 **paulbasham**
associates
Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

**RESIDENTIAL DEVELOPMENT
CINDERS LANE, YAPTON**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Building Potential to support an outline planning application for a residential development comprising 51 units at Cinders Lane, Yapton. The site location is demonstrated in **Figure 1**, with the proposed site layout included as **Appendix A**.

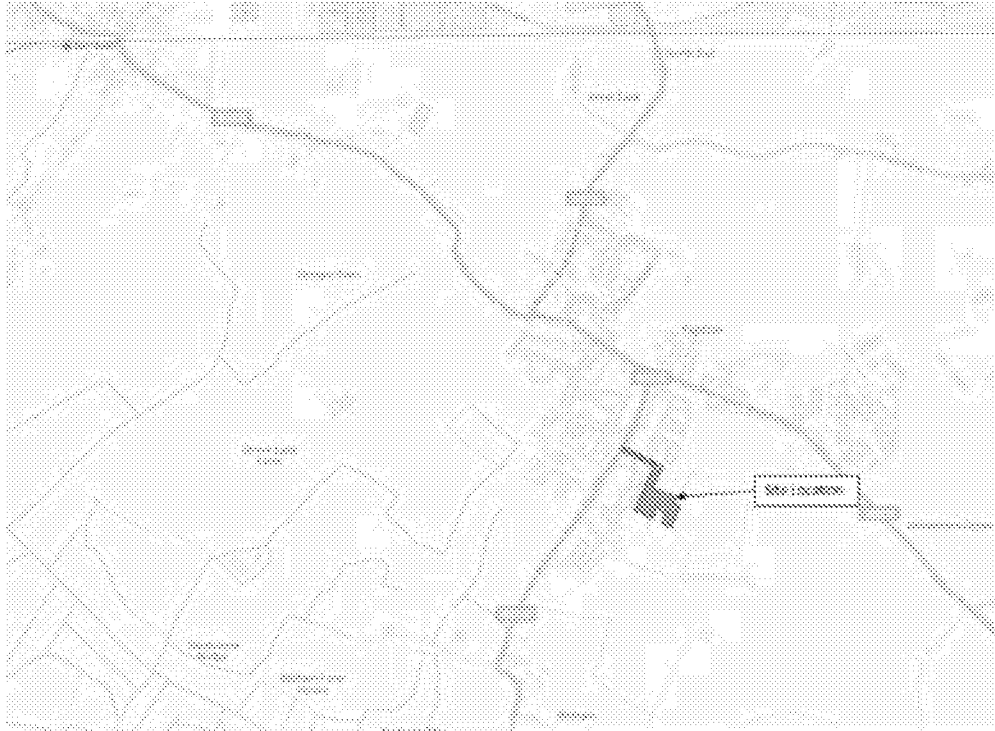


Figure 1: Application Site Location

- 1.2 The scope of this TS reviews site history, site accessibility, Personal Injury Accident (PIA) Data, proposed development including servicing arrangements and parking provision, access arrangements, trip generation and impact on the Local Road Network (LRN).

2. APPLICATION SITE HISTORY

- 2.1 Land at Cinders Lane has been allocated for residential development in the Yapton Neighbourhood Plan (2014-2029) as Policy SA2, which forms part of the wider emerging Arun District Local Plan (2011-2031). The development proposals utilise only part of the allocated land and does not compromise the overall objective of SA2 in delivering approximately 60 dwellings on the allocated site.
- 2.2 The Neighbourhood Plan identifies the site as an acceptable extension to the existing settlement of Yapton, and with capacity to accommodate approximately 60 dwellings. The site is well located for access to the centre of the village with appropriate pedestrian provision via existing footpaths and access by vehicles a matter for consideration.
- 2.3 The application site has been subject to several planning applications relating to site use and development proposals. **Table 1** outlines relevant planning applications for the site since 1985.

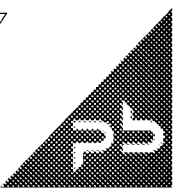
Application Reference	Application	Decision
Y/70/85	Change of use from fence manufacturer to roofing contractor's yard	Approved Conditionally 6 th November 1985
Y/64/04/CLE	Application for a Certificate of Lawfulness for an existing use – use as wood yard with hard standing for vehicles associated with the use and stationing of three caravans	Refused 16 th December 2004
Y/30/06	Outline application for 18 semi-detached two storey houses	Refused 29 th September 2006
Y/54/06	Outline application for 16 semi-detached two storey houses (Resubmission following Y/30/06)	Refused 28 th November 2006 Appealed May 2007, Dismissed January 2008

Table 1: Planning Application History

- 2.4 The highways consultation response received as part of the refused outline application (Y/54/06) has been used to guide and inform this revised scheme for 51 units. The specific reasons for refusal in relation to highways included the following:
- ✱ “The access road is unsatisfactory to serve the proposed development by reason of inadequate width, construction and visibility ...”.
 - ✱ “The proposal does not make provision for adequate visibility at the junction of the access road with the public highway (Bilsham Road)”.

2.5 PBA undertook pre-application discussions with WSCC for the potential residential redevelopment at Cinders Lane in April 2015. West Sussex County Council provided positive feedback on the following, agreeing to the principle of:

- Using Cinders Lane for access for c.60 dwellings;
- Access design and improvements including widening of the road and pedestrian footway; and
- Visibility splays from the site access onto Bilsham Road
- Reduction in forward visibility speed to 12.5mph at right-angled bend in access road.



3. EXISTING CONDITIONS

Site and Surroundings

- 3.1 The development site (shown in red in **Figure 2**) currently comprises 2 residential dwellings and greenhouses, with vehicular access onto Cinders Lane. The site is located to the north of Elmer, 7.5km to the northeast of Bognor Regis, and is bordered by allotments and residential dwellings to the north, farmland to the east, and the remaining allocated land to the south (currently comprising of a storage yard). To the west lies Bilsham Road and further residential properties. The site's surroundings are shown in **Figure 2**.



Figure 2: Site Context (Source: Google Earth)

- 3.2 Currently, the site is accessed via Cinders Lane, which is a private lane. Cinders Lane connects with Bilsham Road via a vehicle crossover, measuring c. 7m wide. This access is shared by the site and a doctor's surgery which is located c.8m off the highway. The existing site and access arrangements from the private lane are demonstrated in **Photographs 1 and 2**.



Photograph 1: Existing Site Use



Photograph 2: Existing Access Arrangement (Shared Access)

Local Road Network and Pedestrian Infrastructure

- 3.3 Bilsham Road is an adopted highway c.6m wide, subject to a 30mph speed limit across the site frontage, with frequent laybys of varying lengths providing additional parking and provides access to Yapton Village from the A259 and provides a link between the A259 to the south of the site and to the A27 to the north.
- 3.4 The site's proximity to existing local amenities and pedestrian and cycle networks presents a good opportunity to encourage the use of sustainable transport and create a sustainable development. A summary of the proximity to local amenities is shown in **Table 2**, with an Accessibility Map included as **Appendix B**.

Amenity	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Doctors Surgery	250m	3	1
Convenience Store	260m	3	1
Bus Stop	350m	4	1
Primary School	1.4km	18	5

Table 2: Proximity to Local Amenities

- 3.5 Yapton Primary School is located within Yapton centre (1.4km or an 18 minute walk from the site) and caters for children in Reception to Year 6. The nearest secondary school is located 2.3km away in Barnham, accessible via bus. There are also school services to Chichester High School and Chichester Bishop Luffa School from bus stops located near the site.
- 3.6 In terms of health provision, there is a Doctor's surgery located 250m from the site with the closest pharmacy located in Middleton, approximately 3km away. The nearest dentist is also located in Middleton.

- 3.7 The local road network benefits from a gentle topography which makes it attractive for use by pedestrians. Bilsham Road benefits from footways on both sides of the carriageway in both directions from the site access for approximately 300m in both directions. A pedestrian crossing point is located c.300m north of the site at the junction with Burndell Road. The conditions of the footways along Bilsham Road are demonstrated in **Photograph 3**.



Photograph 3: B2132 Bilsham Road Footway Conditions

Cycle Network

- 3.8 The gentle topography experienced within Yapton also makes the area attractive to cyclists. Furthermore, The National Cycle Network (NCN) 2 fronts directly onto Cinders Lane. For a local cycle, a ride into Bognor Regis takes approximately 25 minutes whilst a ride further afield to Chichester takes approximately 50 minutes. Accessible cycle routes are shown in **Figure 3**.

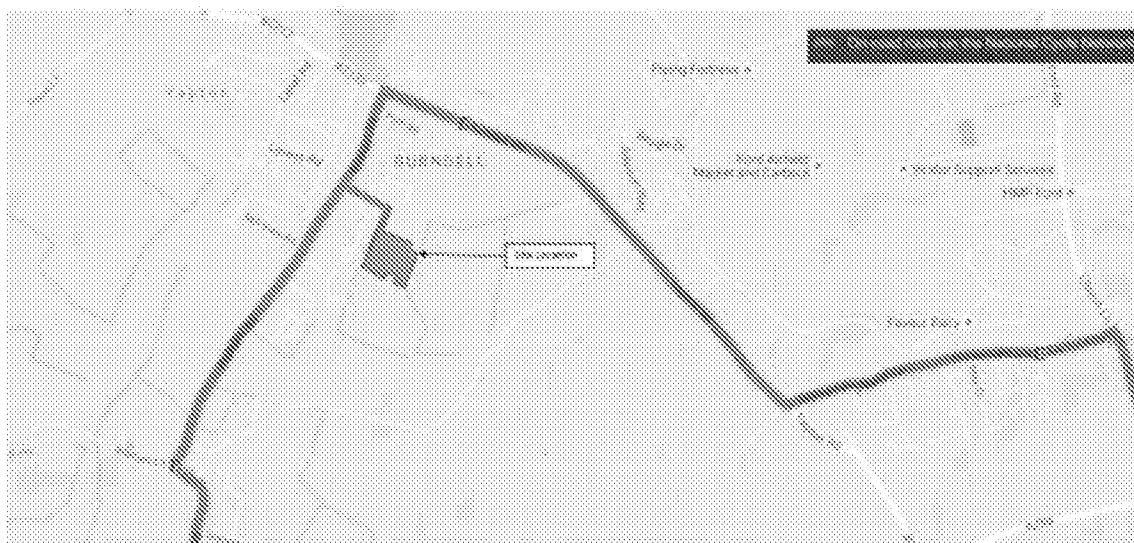


Figure 3: Local Cycle Routes (www.sustrans.org.uk)

Bus Services

- 3.9 The site is supported by a pair of bus stops on Bilsham Road, with the closest bus stop to the site located c.100m south of the proposed site access. The bus stops comprise a single pole with timetable, with the northbound bus stop also benefiting from a shelter and bench, as demonstrated in **Figure 4**.

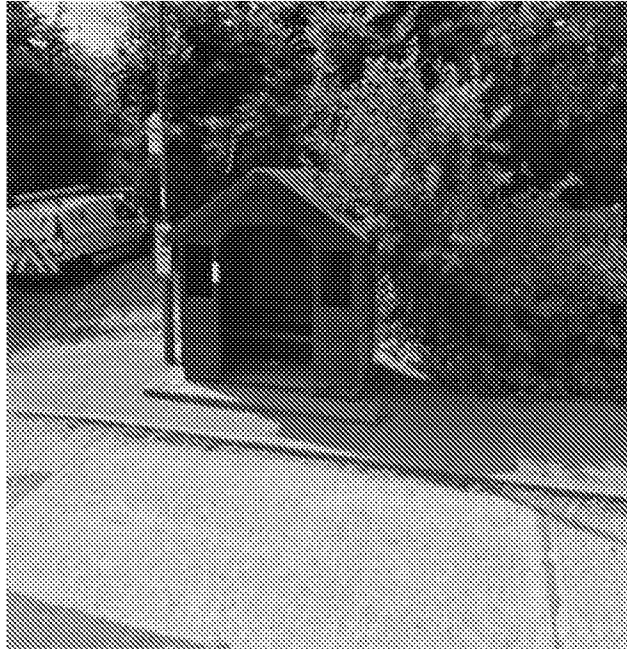


Figure 4: Bus Stop Conditions (Source: Google)

- 3.10 A summary of the services provided by these bus stops and the bus stops located c.200m to the north of the development site are summarised within **Table 3**.

Route Number	Bus Stop	Route	Monday - Friday	Saturday	Sunday & Bank Holidays
66	Sparks Corner (N-Bound)	Bognor Regis – Barnham – Yapton – Walberton	Every 2 hours	Every 2 Hours	No Service
700	Adjacent/ Opposite Loveys Lane	Littlehampton – Yapton – Flansham Park – Felpham – Bognor Regis – North Berstead - Chichester	Every 20/30 minutes	Every 20/30 minutes	Every 30 minutes
141*	Adjacent/ Opposite Loveys Lane	Elmer – Felpham – North Berstead – Chichester Bishop Luffa School	Depart: 06:42 Arrive: 15:30	No Service	No Service
665*	Village Hall (NW-Bound)	Littlehampton – Yapton – Chichester High School	Depart: 07:40 Arrive: 15:07	No Service	No Service

Table 3: Local Bus Services

*School Service Only

- 3.11 The 700 Coastliner provides a frequent service to Chichester and the surrounding area. The service operates 7 days a week and therefore provides an alternative to the private car. A journey to Chichester averages 50 minutes.

Rail Services

- 3.12 Barnham Rail Station is located 3.2km (10 minute cycle) from the site. The station is equipped with sheltered and secure cycle storage with the capacity to store 62 bicycles, as well as accessible ticket machines, a manned ticket office, step free access and waiting rooms.
- 3.13 Barnham Railway Station provides direct access to destinations including Chichester and Bognor Regis. Trains to Chichester typically operate every 10 minutes and take approximately 10 minutes. A journey to Bognor Regis typically operates every 15 minutes and takes approximately 6 minutes.

PIA Data

- 3.14 An analysis of Personal Injury Accident (PIA) data between January 2013 and December 2015 reveals a relatively low recurrence of comparable types of incidents, with no incidents occurring within 300m of the site. The PIA data is demonstrated in **Figure 5**.

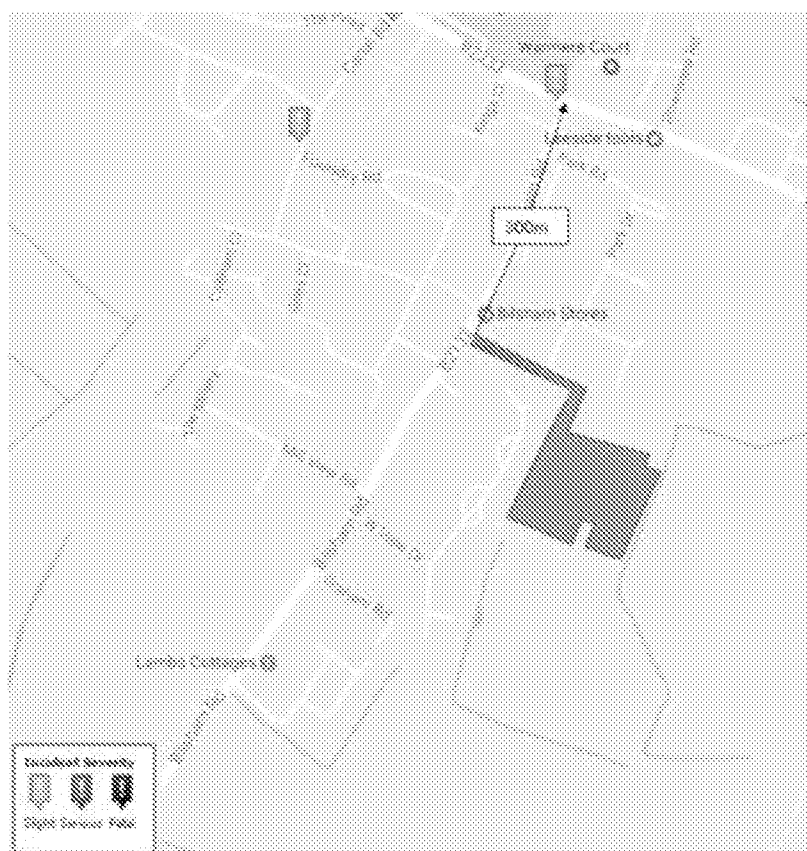
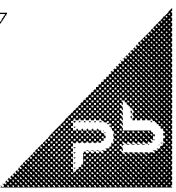


Figure 5: PIA Incidents (www.crashmap.co.uk)

- 3.15 One slight accident was recorded at the junction of Bilsham Road and Burndell Road, 320m to the north of the site. The PIA investigation does not indicate any specific highways concern that would worsen as a result of the development, or pose a highways safety concern for future site users.

Summary of Local Accessibility

- 3.16 The site is within walking/ cycling distance of many local amenities such as doctor's surgery (250m), convenience store (260m) and bus stops (350m), enhancing the site's ability to produce a sustainable development.
- 3.17 Yapton benefits from a gentle topography which therefore lends itself as an attractive area for pedestrians and cyclists.
- 3.18 With a minimal number of incidents occurring within 300m of the site access, the development is not expected to pose a highways safety concern for future site users.



4. PROPOSED DEVELOPMENT

- 4.1 The proposed development comprises of the redevelopment of the site into 51 residential dwellings, landscaping, and associated works with access from Cinders Lane. A summary of the proposed accommodation schedule is provided within **Table 4**, whilst the site layout is included as **Appendix A**.

Type of Dwelling	No. of Units
1 Bed	7
2 Bed	15
3 Bed	26
4 Bed	3
Total	51

Table 4: Proposed Accommodation Schedule

Parking Provision

- 4.2 The number of parking spaces required to serve the residential dwellings has been informed by WSCC parking standards calculator. WSCC Guidance for Car Parking in New Residential Developments (September 2010) states that *“Good parking design is as important as providing the appropriate number of spaces. Developers will therefore be expected to provide balanced, mixed and flexible parking provision. This should reflect best practice as set out in national guidance...”* (Paragraph 2.10).
- 4.3 With regards to providing visitor parking, paragraph 2.11(b) states that *“Adequate visitor parking is required and this will be influenced by the level of unallocated parking. The West Sussex County Council Residential Parking Demand Calculator should be used to ensure sufficient visitor parking is provided.”*
- 4.4 The WSCC parking calculator has been used to determine the appropriate level of parking provision. This is demonstrated in the calculator outputs as **Figure 6** and included as **Appendix C**.

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Yapton
District	Arun
Ward 2	Barnham
District	Arun
Ward 3	Bersted
District	Arun
Ward Tempro Factor 2009-2026	1.058484
District Tempro Factor 2009-2026	1.067644



Ward Finder	
Postcode	Ward

RESET

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Private	3	7
B	Houses	Private	4	15
C	Houses	Private	5	26
D	Houses	Private	6	3
E				
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				51

ALLOCATED
Spaces (Per Unit)
1
2
2
3+

Figure 6: WSCC Parking Calculator Outputs

- 4.5 The parking provision has been calculated based upon demand for Yapton, Barnham and Berstead wards due to the similar characteristics of the wards such as rurality and with small residential villages.
- 4.6 **Figure 6** demonstrates that a total of 115 parking spaces would be required for this development in accordance with WSCC parking standards, when applying a “worst case” scenario of each dwelling being a private house. This includes 98 allocated and seven unallocated spaces for residents, and 10 spaces for visitors (15% on top of the allocated parking requirement).
- 4.7 The location of each space would be provided as part of a reserved matters application. In addition, each parking bay would be required to measure 2.4m x 4.8m in accordance with Manual for Streets (MfS) guidance, with an aisle width of 6m where applicable, and internal garage dimensions of 3m x 6m.

- 4.8 Swept Path Analysis for the proposed parking spaces would be undertaken to support any subsequent reserved matters application.

Cycle Parking

- 4.9 Paragraph 2.11c of WSCC Guidance on Parking in New Residential Developments (September 2010) sets out the recommended amount of cycle parking/ storage required for residential developments, and is summarised in **Table 5**.

Type of Dwelling	No. of Units	WSCC Cycle Parking Standards (Per Unit)	Development Provision
1 Bed	7	1	7
2 Bed	15	1	15
3 Bed	26	2	52
4 Bed	3	2	6
Total	51	N/A	80

Table 5: WSCC Cycle Parking Standards

- 4.10 **Table 5** demonstrates that the proposed development would be required to provide 80 cycle parking spaces for the 51 residential units.

Refuse and Servicing

- 4.11 The proposed access from Bilsham Road has been tracked to ensure it can accommodate a large refuse vehicle whilst cars are also on the access road. Vehicle tracking for the junction of Bilsham Lane / Cinders Lane, the build outs on Cinders Lane and the bend on Cinders Lane is demonstrated in **Appendix D**.
- 4.12 Swept Path Analysis for the proposed development would be undertaken to support any subsequent reserved matters application.

5. ACCESS ARRANGEMENT

- 5.1 The proposed development will be accessed from Cinders Lane. Cinders Lane currently measures c. 3.5m in width, is uneven and unmetalled, with no pedestrian facilities. As part of the development proposals, improvements will be made to the access road in order to ensure safe and convenient access is achieved for all highway users.

Road Widening

- 5.2 The development proposals will include the widening of Cinders Lane and the implementation of footways for pedestrians. The access road will be initially widened to 5.5m, enabling two vehicles to pass simultaneously. This will be provided due to the doctor's surgery access being stopped up. The road will remain at this width for approximately 40m, which will enable a minimum of 5 cars to give way for an oncoming vehicle without affecting the operation or safety of Bilsham Road. A footway, a minimum of 1.2m wide, will flank the southern side of the road.
- 5.3 The road then narrows to 3.7m for c.20m through a pinch point before widening to 4.9m for a duration of c. 27m. A second pinch point (c.4.6m long) then narrows the road back to 3.7m before Cinders Lane become a two-way road c.4.8m wide for the duration of its length, into the site. Advisory signage will be implemented along the duration of the road to inform the direction of priority for site users. The site access arrangements are demonstrated in **Appendix E**.

Access to Doctor's Surgery

- 5.4 With the widening of Cinders Lane incorporating the existing access to the doctor's surgery, the development proposals will include the redesign of the access to the surgery. Two accesses are proposed, with the first located c.7m back from the junction with Bilsham Road which will provide access to the smaller car park. The second access is located a further 28m back, providing access to a larger car park.
- 5.5 Visibility from both accesses has been investigated with visibility measured to the junction with Bilsham Road from the first and 25m achievable in the secondary direction, in accordance with a 20mph design speed. Visibility from the second access is also achievable in accordance with 20mph speeds in both directions. The drawing illustrating visibility from both proposed surgery accesses is included as **Appendix E**.

Visibility

- 5.6 Bilsham Road is subject to a 30mph speed limit across the site frontage, and in accordance with Manual for Streets (MfS) guidance, the minimum visibility in both the primary and secondary direction should be 2.4m x 43m. **Photographs 4** and **5** visually demonstrate the primary and secondary visibility from the proposed site access, with a visibility drawing included as **Appendix E**.



Photograph 4: Primary Direction Visibility



Photograph 5: Secondary Direction Visibility

- 5.7 In accordance with Manual for Streets guidance, on street parking is not considered to have a significant impact on visibility for vehicles at the junction with Bilsham Road.
- 5.8 Due to the sharp bend that is present on Cinders Lane, a forward visibility assessment has been undertaken. **Photographs 6** and **7** visually demonstrate the forward visibility around the bend, whilst a forward visibility drawing is included within **Appendix E**.



Photograph 6: Forward Visibility: Entering the Site



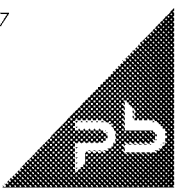
Photograph 7: Forward Visibility: Exiting the Site

- 5.9 Given the speed reducing nature of the bend, forward visibility was measured to 15m. This was agreed in principle at the pre-application stage with WSCC.

- 5.10 The redevelopment of the site into 51 residential units will provide a betterment onto the Local Road Network due to a reduction of Ordinary Goods Vehicles (OGVs) using the access road. Currently 154 trips are placed upon Cinders Lane, and the proposed development will provide 128 additional trips (as further detailed in Section 6). Coupled with the access and road widening improvements, the proposed development is expected to have a negligible impact on the LRN.

Public Right of Way

- 5.11 Public Right of Way (PRoW) route 166 currently utilises Cinders Lane for access. The proposed development will provide an improvement for the existing PRoW because the current access comprises potholes, floods easily and there is no safe and convenient pedestrian provision is provided.
- 5.12 Access to the PRoW will be achieved through a crossing point located on Cinders Lane via dropped kerbs.



6. TRIP GENERATION

6.1 This section of the TS assesses the likely net vehicular trip generation associated with the proposed development. To understand the likely impact of the development in comparison to the existing site use, a TRICS assessment has been undertaken.

Existing Trip Generation

6.2 The site currently comprises 2 residential dwellings and greenhouses. The parameters used to calculate the existing residential trip generation are summarised below, with the results demonstrated within **Table 6** and the full TRICS outputs included as **Appendix F**.

- TRICS (v.7.3.3)
- 'Residential', 'Houses Privately Owned'
- Sites in England and Wales (Excluding Greater London)
- 6-100 Units
- Weekday Surveys only
- Suburban/ Edge of Town Locations

TRICS (v.7.3.3)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (Houses Privately Owned)	0.133	0.385	0.329	0.185	4.617
Trip Generation (2 Houses)	0	1	1	0	9
Trip Rate OGVs (per dwelling)	0.002	0.002	0.001	0.001	0.043
Trip Generation OGVs (2 Houses)	0	0	0	0	0

Table 6: Existing Residential Trip Generation

6.3 The large-scale Greenhouses could be considered akin to an industrial unit/ storage (rather than a garden centre) as it does not sell plants to members of the public, and with storage areas also on-site, this would provide a representative assessment. Therefore, the parameters used to calculate the existing greenhouses (and adjacent storage area) trip generation are summarised below, with the results demonstrated within **Table 7** and the full TRICS outputs included as **Appendix G**.

- TRICS (v.7.3.3)
- 'Employment', 'Warehousing' (Commercial) Use Class
- Sites in England and Wales (Excluding Greater London)
- 2,500 – 8,000 GFA
- Weekday Surveys only
- Suburban/ Edge of Town Locations

TRICS (v.7.3.3)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Total Trip Rate (per 100 sqm)	0.096	0.055	0.036	0.094	2.191
Total Trip Generation (3,956sqm)	4	2	1	4	87
Trip Rate OGVs (per 100 sqm)	0.025	0.019	0.013	0.018	0.776
Trip Generation OGVs (6,630sqm)	1	1	1	1	31

Table 7: Existing Storage Yard and Greenhouses Trip Generation

6.4 **Table 7** demonstrates that the existing greenhouses and storage yard generate 6 trips in the AM peak, 5 trips in the PM peak and 87 trips across a 12 hour period. Of these, 31 are generated by OGVs and have a greater impact on the local road network.

6.5 **Table 8** demonstrates the total number of trips generated by the existing site.

TRICS (v.7.3.3)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Existing Trip Generation (Residential)	0	1	1	0	9
Existing Trip Generation (Storage and Greenhouses)	4	2	1	4	87
Total Existing Trip Generation	4	3	2	4	96
Existing OGVs Trip Generation	2	1	1	1	31

Table 8: Existing Trip Generation

Proposed Trip Generation

- 6.6 The trip generation for the proposed site has been calculated using the parameters outlined above, with the results demonstrated within **Table 9**.

TRICS (v. 7.3.3)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (Houses Privately Owned)	0.133	0.385	0.329	0.185	4.617
Trip Generation (51 Houses)	7	20	17	9	235
Trip Rate OGVs (per 100 sqm)	0.002	0.002	0.001	0.001	0.043
Trip Generation OGVs (51 Houses)	0	0	0	0	2

Table 9: Proposed Trip Generation

- 6.7 **Table 9** demonstrates that the proposed development would generate 27 trips in the AM peak, 26 trips in the PM peak and 235 trips (two of which are OGVs) across a 12 hour period.

Net impact

- 6.8 The vehicle trip generation identified previously for the existing site use is considered against that of the proposed site use, to determine the net difference resulting from the proposals. This is summarised in **Table 10**.

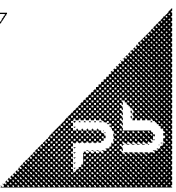
TRICS (v. 7.3.3)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Existing Trip Generation	4	3	2	4	96
Proposed Trip Generation	7	20	17	9	235
Net Difference	3	17	15	5	139

Table 10: Predicted Net Impact of the Development

- 6.9 The trip generation comparison demonstrates that the proposal would result in 20 additional two-way movements in the AM peak and PM peak, and an additional 139 two-way movements across a 12 hour period. This equates to an additional 11 trips per hour (approximately one trip every 5 minutes) onto the local road network.

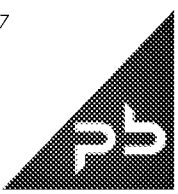
Highway Impact

- 6.10 The results demonstrate that the proposed development would not have a significant impact on the local road network with an additional trip every 5 minutes. This therefore means that for the entrance to the site it is unlikely to have 5 cars waiting to access the development at the same time, even at peak times.
- 6.11 With a significant reduction in OGVs (31 reduced to 2), the impact on the Local Road Network will be greatly improved especially with the access widening scheme implemented as part of the development.



7. SUMMARY AND CONCLUSIONS

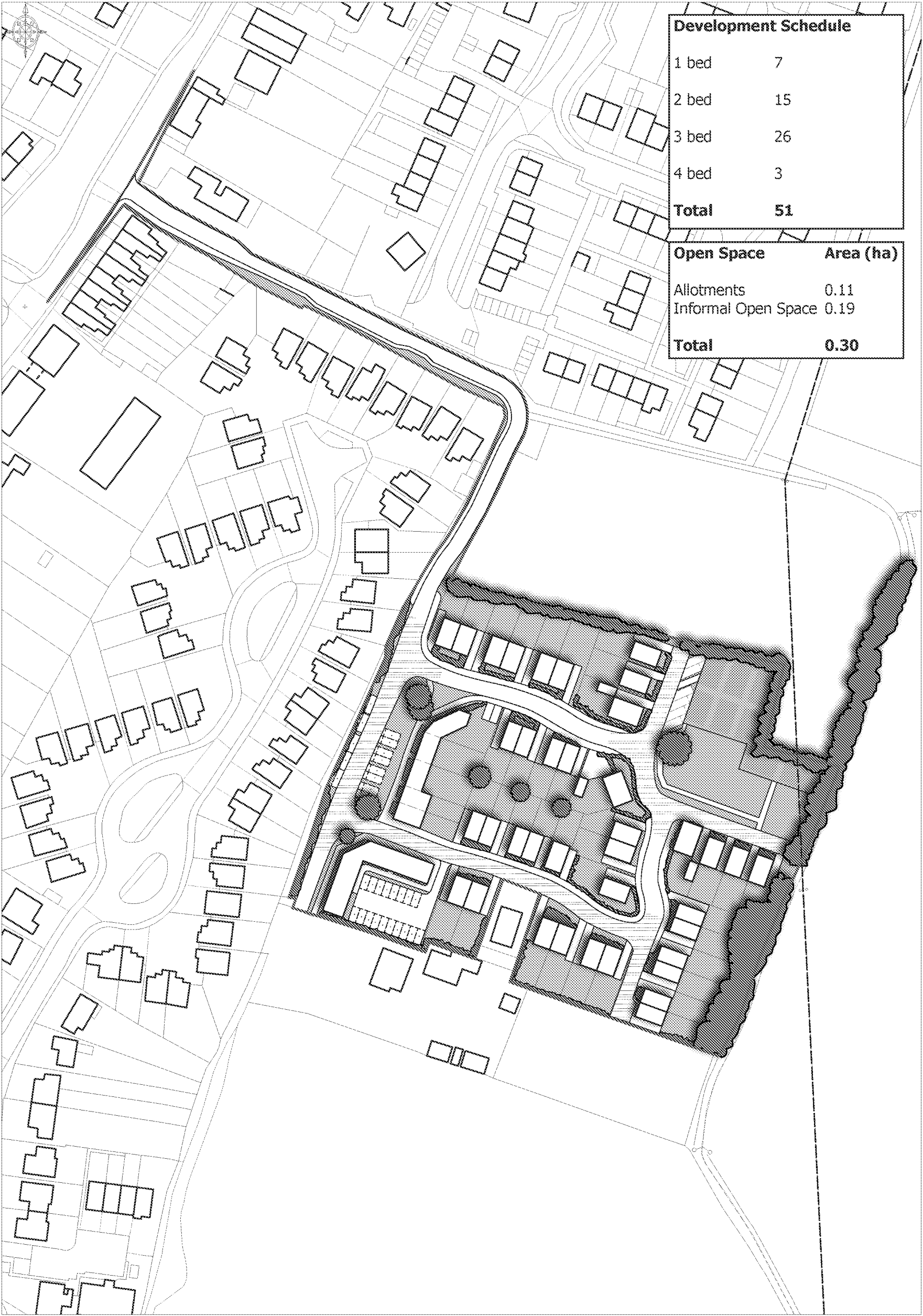
- 7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Building Potential to support an outline planning application for a residential development at Cinders Lane, Yapton.
- 7.2 The site's proximity to existing local amenities and pedestrian and cycle network presents a good opportunity to encourage the use of sustainable transport and create a sustainable development.
- 7.3 PIA data between 2013 and 2015 reveals a relatively low recurrence of comparable types of incident, with only 3 'slight' incidents occurring within 300m of the site.
- 7.4 The proposed development is for 51 residential units. Parking provision has been calculated in accordance with WSCC parking standards, identifying the need for 115 car parking spaces and 80 cycle spaces to accommodate the development.
- 7.5 The site will be accessed via Cinders Lane, a narrow track which will be widened and improved as part of the development to allow safe and convenient access for all users. A footway will also be provided to improve pedestrian access.
- 7.6 The proposed development is likely to generate a daily vehicle trip generation of 235 movements, an increase of 139 movements over the existing site use. This equates to seven additional movements every hour, an average of one additional trip on the LRN every 11 minutes.
- 7.7 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and therefore we encourage WSCC to look favourably upon this development proposal in relation to highways.



Cinders Lane, Yapton
Transport Statement

Appendix A

Paul Basham Associates Ltd
Report No. 020.0096/TS/7



Land at Cinders Lane, Yapton

CONCEPTUAL LAYOUT

DWG N^o: HP16098 003
Conceptual Layout 004a

Drawn: MA
Checked: JH
Scale: 1:1250 @ A3
Date: 09/06/2017

Notes:

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This drawing is for illustrative purposes only and is subject to detailed topographical survey and site investigation, including ground conditions, contaminants, drainage, design and planning/ density regulation. The feasibility of the design shown, therefore, must not be relied upon. It has not been considered in respect of the CDM.

The Pavilion
1st Floor
Botolph Grange Office Campus
Pledge End
Southampton
Hampshire
SO30 2AF
Tel: +44 2392 022600
Fax: +44 2392 022689
www.wyg.com

Cinders Lane, Yapton
Transport Statement

Appendix B

Paul Basham Associates Ltd
Report No. 020.0096/TS/7



- Bus Stop
- School/ College
- Leisure
- Pub/Restaurant
- Post Office
- Bus Route 700
- Site Location
- Supermarket
- Community Centre/ Village Hall
- Cycle Route
- Place of Worship
- Bus Route 700
- Public Right of Way Route 166

Project Number:
020.0096

Project Name:
Cinders Lane, Yapton

Title:

ACCESSIBILITY MAP



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Walk Road
Fareham, Hampshire
PO15 5TU
T+44(0) 1489 688 184
E: info@paulbashamassociates.com
www.paulbashamassociates.co.uk

Checked By:
SR

Drawn By:
SB

Checked Date:
09.12.16

Drawn Date:
05.12.16

Scale:
N/A

Drawing No:

Cinders Lane, Yapton
Transport Statement

Appendix C

Paul Basham Associates Ltd
Report No. 020.0096/TS/7

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Yapton
District	Arun
Ward 2	Barnham
District	Arun
Ward 3	Bersted
District	Arun
Ward Tempro Factor 2009-2026	1.058484
District Tempro Factor 2009-2026	1.067644



west

sussex

county

council

Ward Finder

Postcode		Ward	
----------	--	------	--

Note:

No special provision need be made for visitors where at least half of the total parking provision associated with a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for 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 differ 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 Data Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases car ownership values 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. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

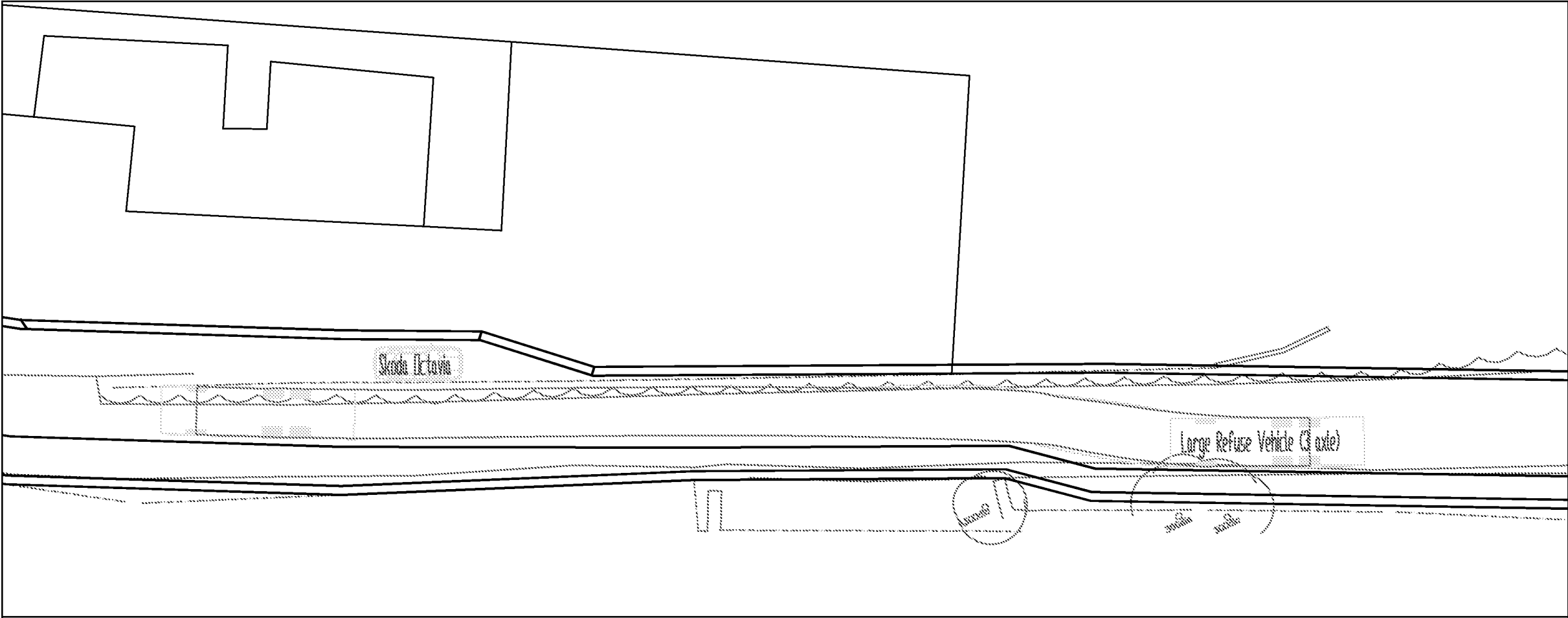
DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Private	3	7
B	Houses	Private	4	15
C	Houses	Private	5	26
D	Houses	Private	6	3
E				
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				51

ALLOCATED PARKING
Spaces (Per Unit)
1
2
2
3+

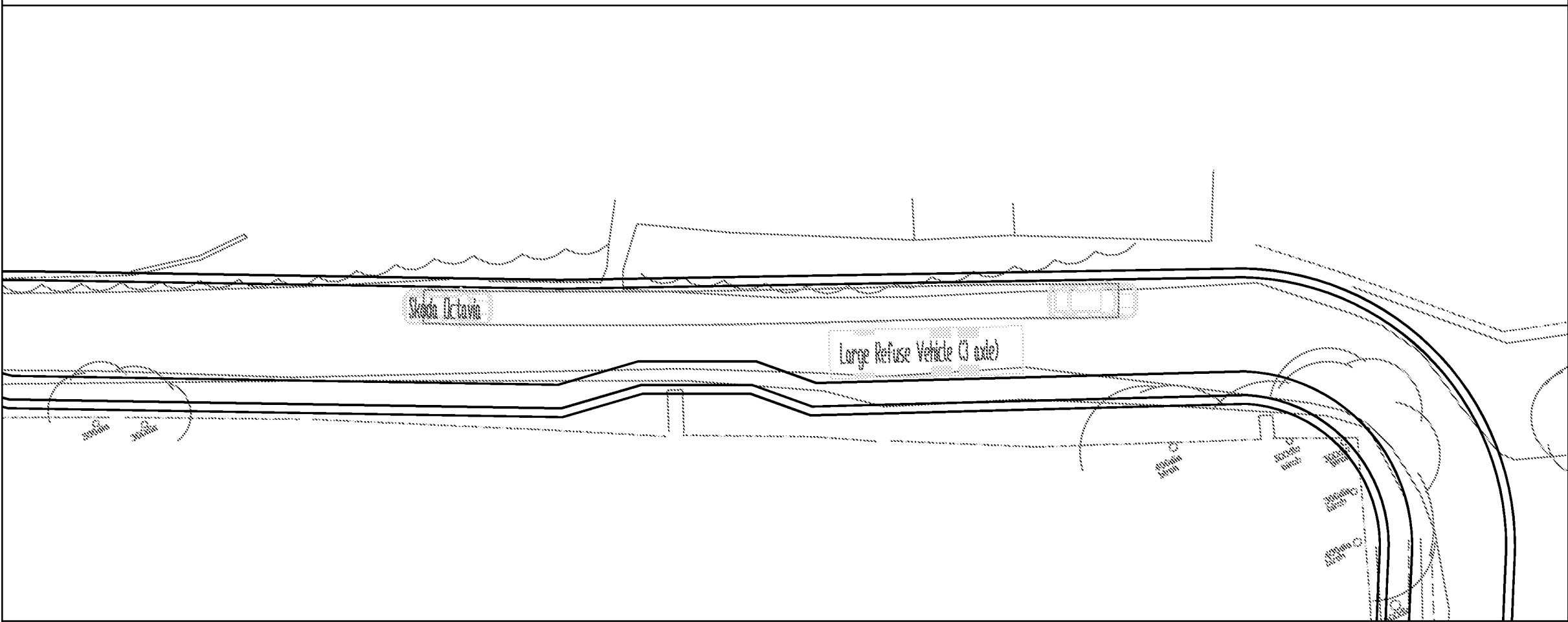
Cinders Lane, Yapton
Transport Statement

Appendix D

Paul Basham Associates Ltd
Report No. 020.0096/TS/7



WESTERN PINCH POINT TRACKING

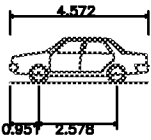


EASTERN PINCH POINT TRACKING

GENERAL NOTES

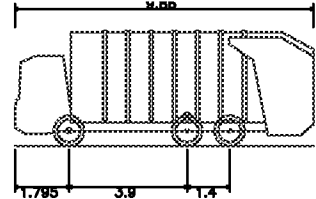
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CAR VEHICLE PROFILE



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
Curb to Curb Turning Radius	5.100m

REFUSE VEHICLE PROFILE

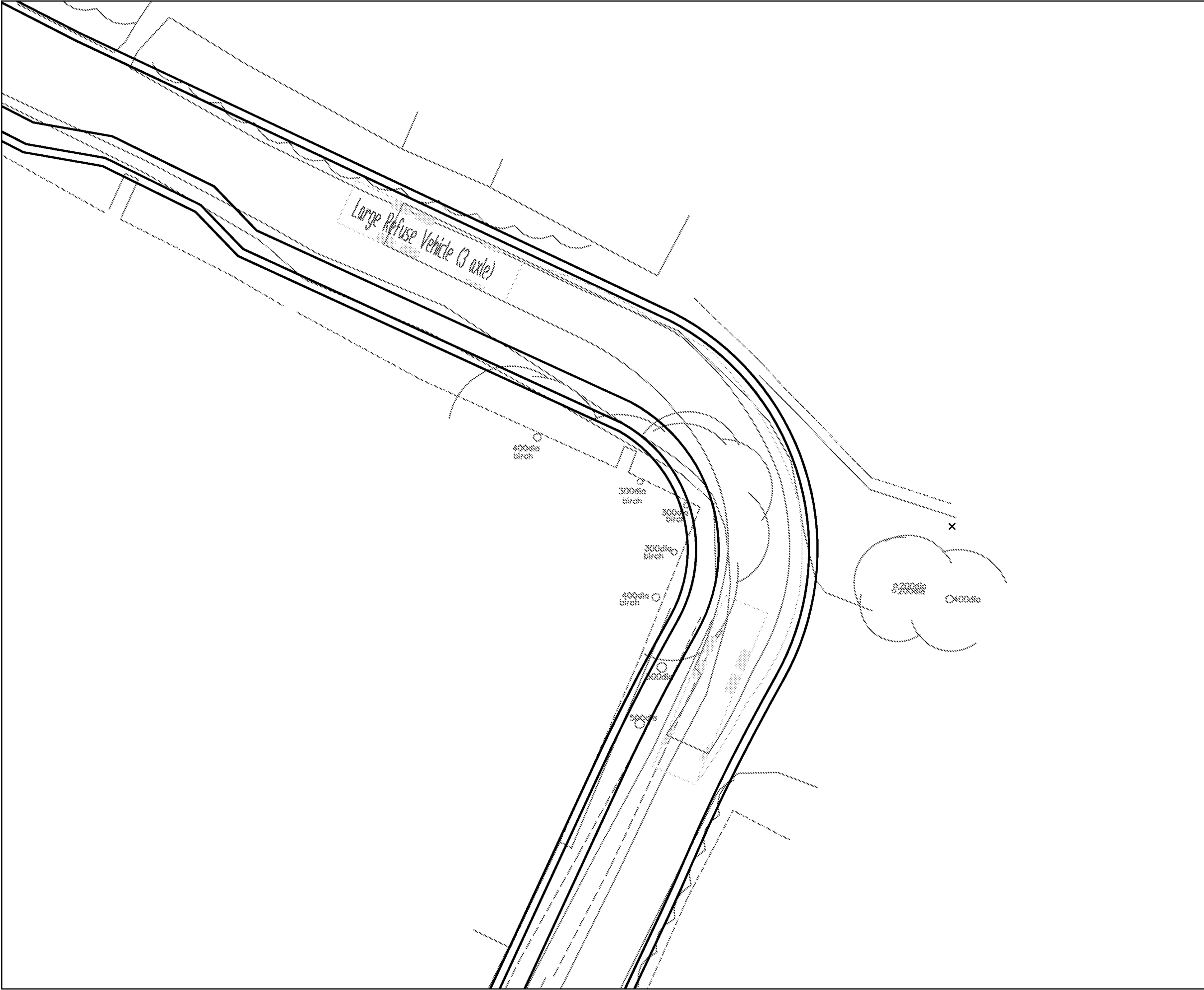


Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	9.500m



P2	REVISED ACCESS ARRANGEMENT	09.06.17	SR	JH
P1	-	09.12.16	SB	SR
Rev	Description	Date	By	Checked

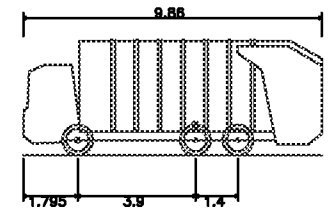
Project Name CINDERS LANE YAPTON	Title VEHICLE TRACKING	 paulbasham associates Paul Basham Associates Ltd Lancaster Court, 8 Baines Walk Road, Farnham, PO16 6TU 01489 308134 info@paulbashamassociates.co.uk - www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By SR	Checked Date 09.12.16	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 09.11.16	Client Drawing No. -	PBA Drawing No. 020.0096.006	Revision P2	ARUN DISTRICT COUNCIL YAPTON



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VEHICLE PROFILE



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



P1	-	09.06.17	SR	MS
Rev	Description	Date	By	Chk
Project Name CINDERS LANE YAPTON		Title REFUSE CORNER TRACKING		
Project Phase PRELIMINARY		Client PRIVATE CLIENT		
Checked By MS		Checked Date 09.06.17	Scale 1:200	
Drawn By SR		Drawn Date 09.06.17	Client Drawing No. -	PBA Drawing No. 020.0096.010
			Revision P1	

Project Name
CINDERS LANE
YAPTON

Project Phase
PRELIMINARY

Title

REFUSE CORNER TRACKING

paul basham
associates

Paul Basham Associates Ltd
Lancaster Court, 8 Baines Walk Road, Farnham, PO14 6TU
01469 888104
info@paulbashamassociates.com www.paulbashamassociates.com

Client

PRIVATE CLIENT

Checked By
MS

Checked Date
09.06.17

Scale
1:200

(AT A3 SIZE)

Drawn By
SR

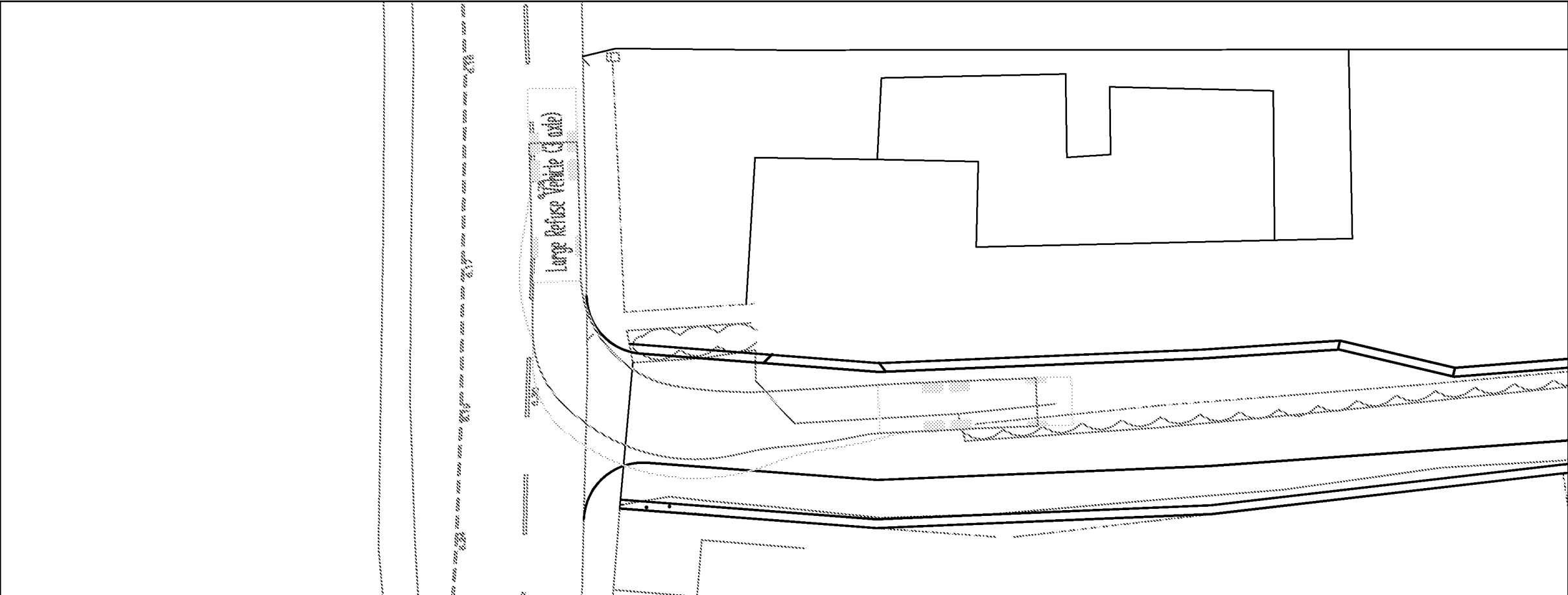
Drawn Date
09.06.17

Client Drawing No.
-

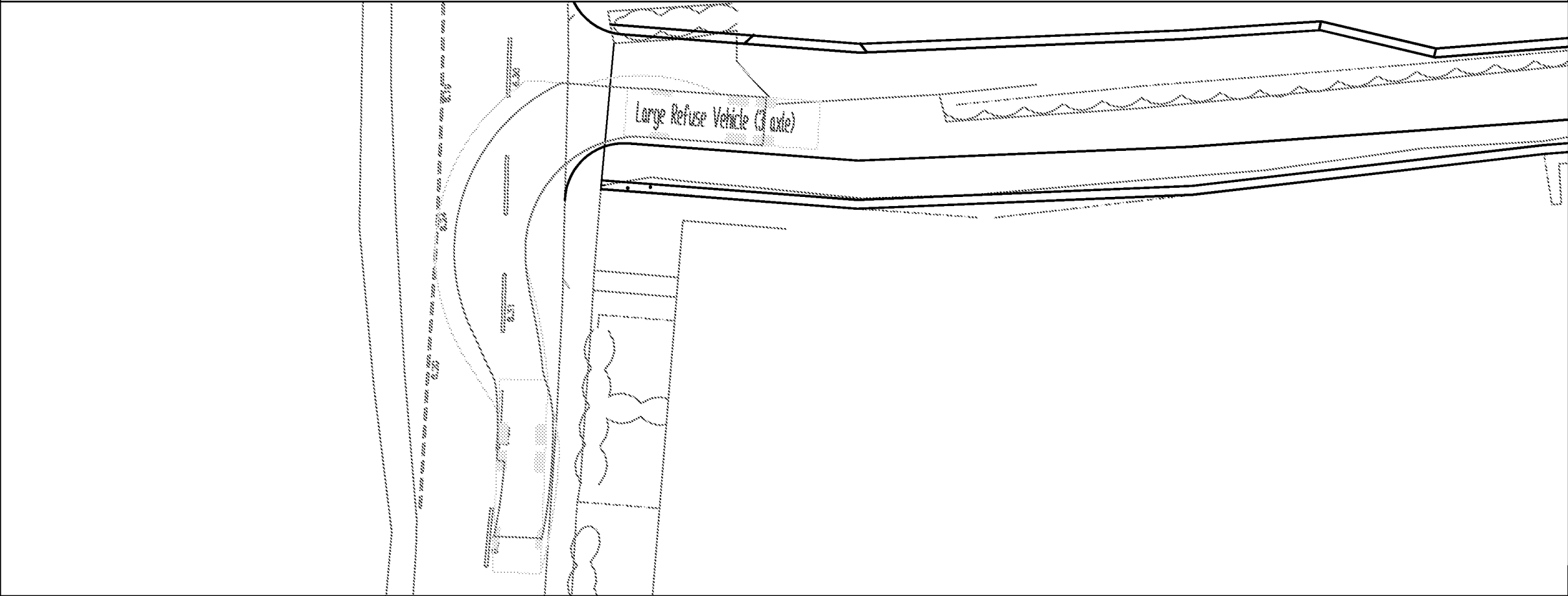
PBA Drawing No.
020.0096.010

Revision
P1

ARUN DISTRICT COUNCIL

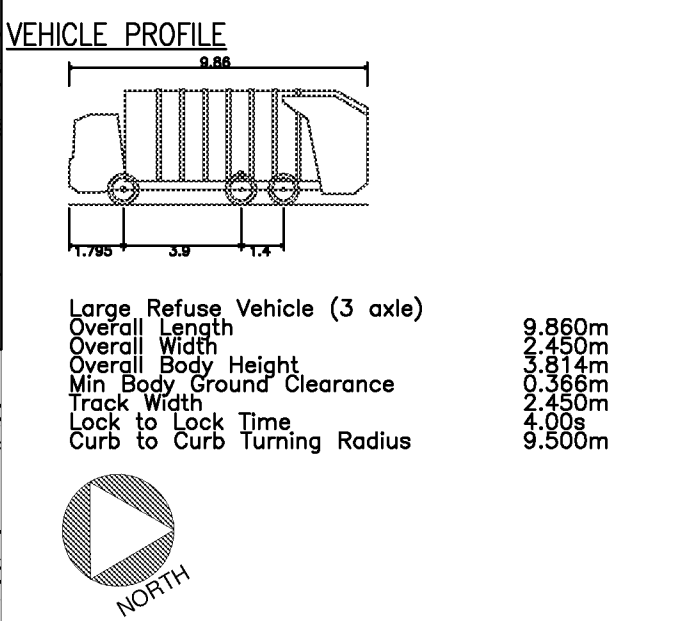


REFUSE VEHICLE ACCESS



REFUSE VEHICLE EGRESS

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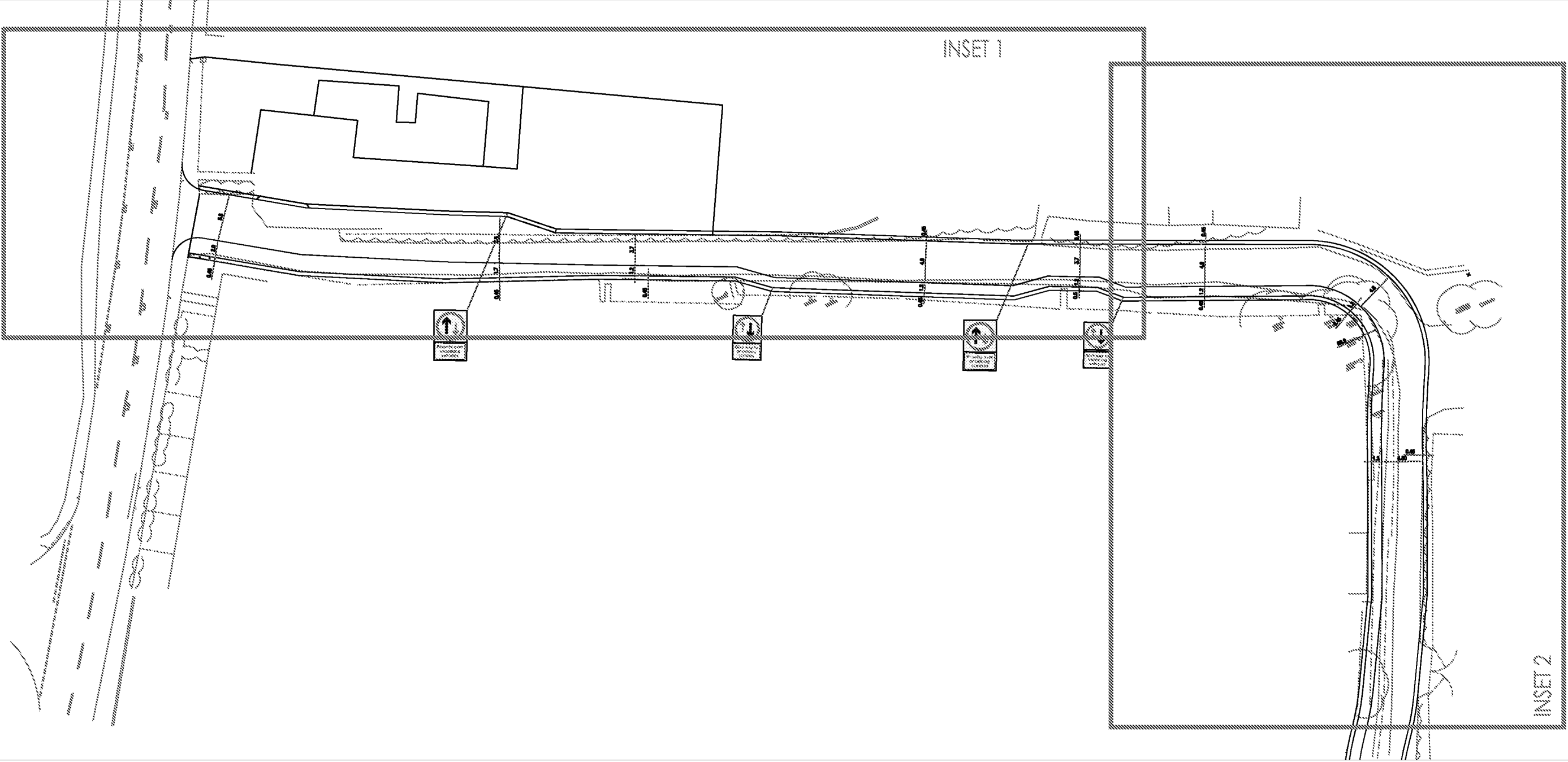
P2	REVISED ACCESS	08.10.17	SR	JH
P1	-	16.12.16	SR	JH
Rev	Description	Date	By	Check

Project Name CINDERS LANE YAPTON	Title REFUSE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Baines Walk Road, Farnham, PO14 6TU 01489 308134 info@paulbashamassociates.co.uk - www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By JH	Checked Date 16.12.16	Scale 1:200	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SR	Drawn Date 16.12.16	Client Drawing No. -	PBA Drawing No. 020.0096.007	Revision P2	ARUN DISTRICT COUNCIL Y6/16

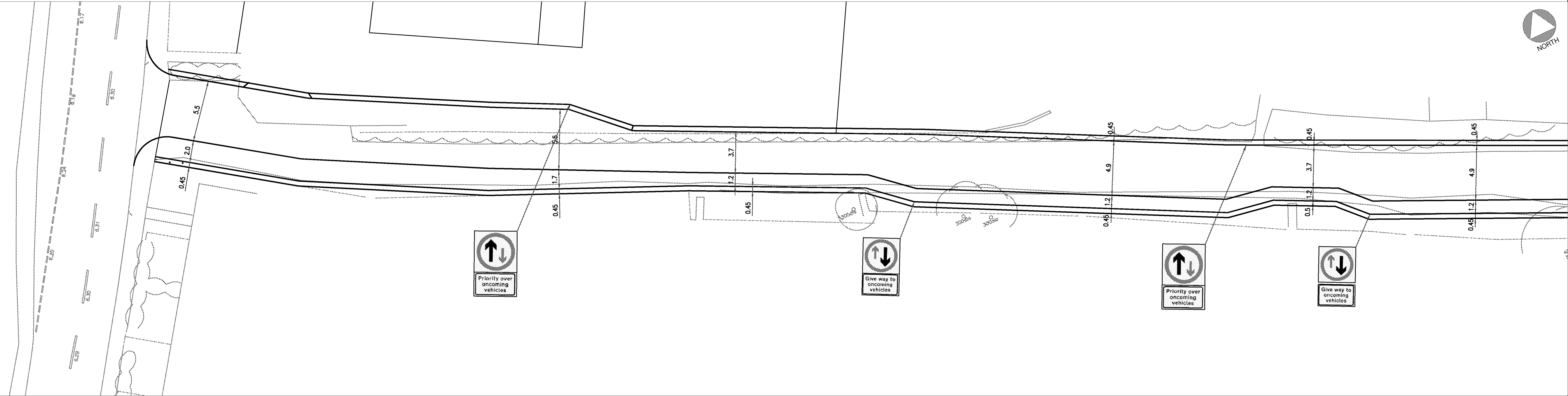
Cinders Lane, Yapton
Transport Statement

Appendix E

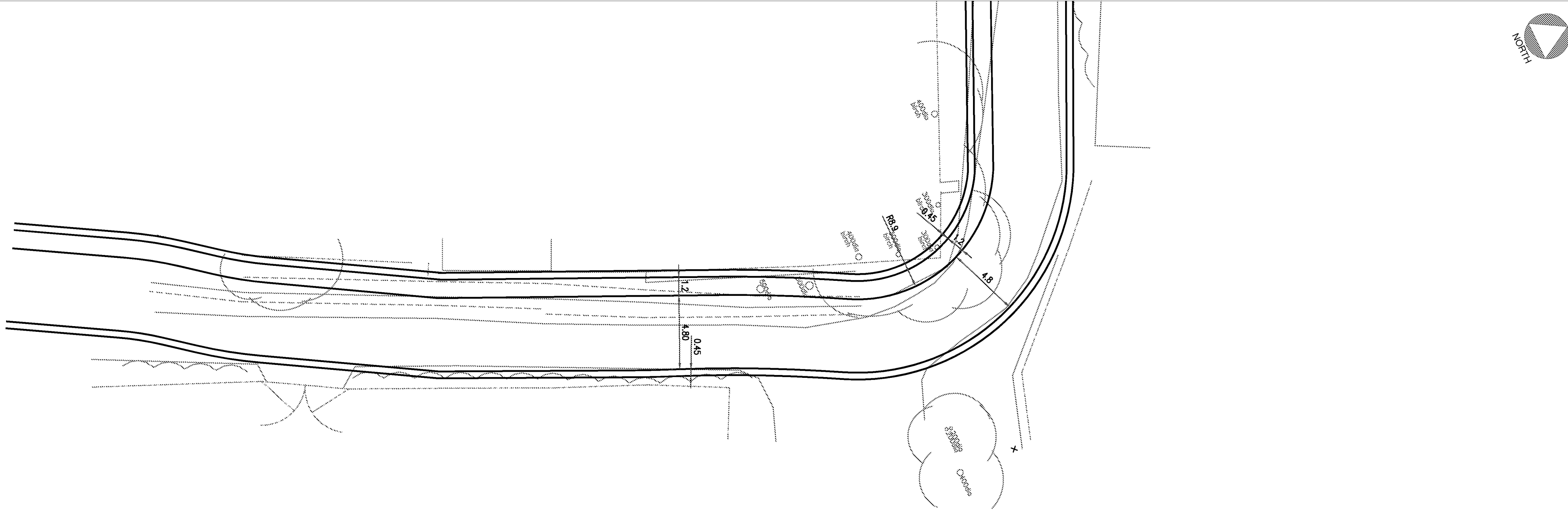
Paul Basham Associates Ltd
Report No. 020.0096/TS/7



GENERAL ARRANGEMENT- SITE ACCESS ROAD (SCALE 1:500)



INSET 1- WESTERN END OF CINDER'S LANE (SCALE 1:200)

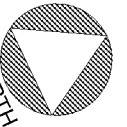


INSET 2- EASTERN END OF CINDER'S LANE (SCALE 1:200)



NOTES

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PRELIMINARY ISSUE	SR	P6	09.06.17
PRELIMINARY ISSUE	EK	P5	24.04.17
PRELIMINARY ISSUE	JH	P4	04.01.16
PRELIMINARY ISSUE	JH	P3	14.12.15
PRELIMINARY ISSUE	PB	P2	16.11.15
PRELIMINARY ISSUE	JH	P1	12.06.15



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham Hampshire
PO15 5TU
T +44 (0) 1489 668134
E info@paulbashamassociates.com
W www.paulbashamassociates.com

Project Name
CINDER'S LANE
YAPTON

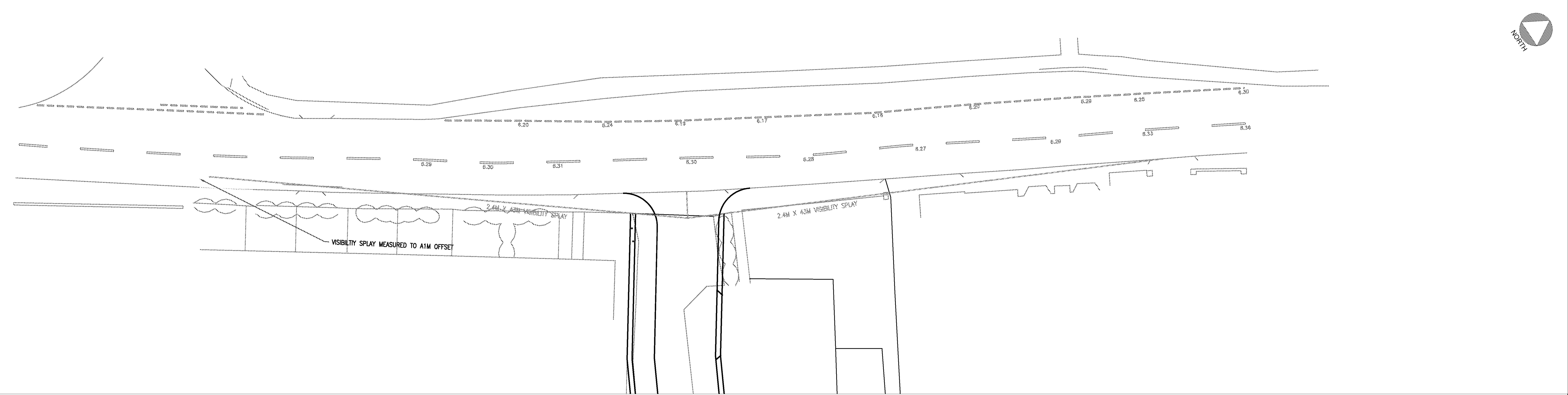
Title

SITE ACCESS ROAD
GENERAL ARRANGEMENT

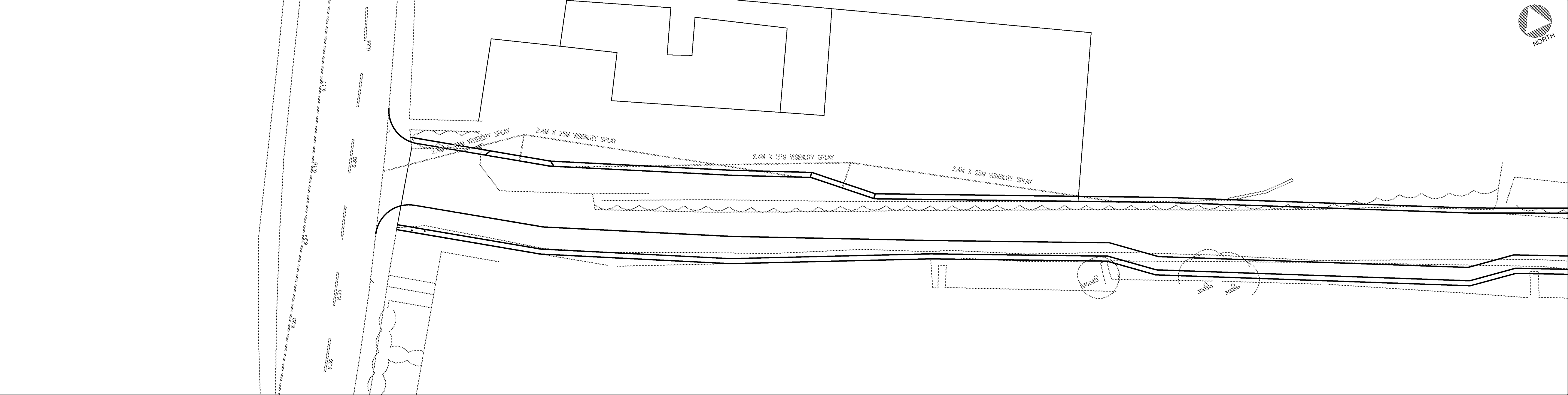
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Checked By JH	Checked Date 12.06.15	Drawn By SR	Drawn Date 12.06.15
Client Drawing No.		Scale AS SHOWN	(AT A1 SIZE)

PBA Drawing No.
020.0096.001

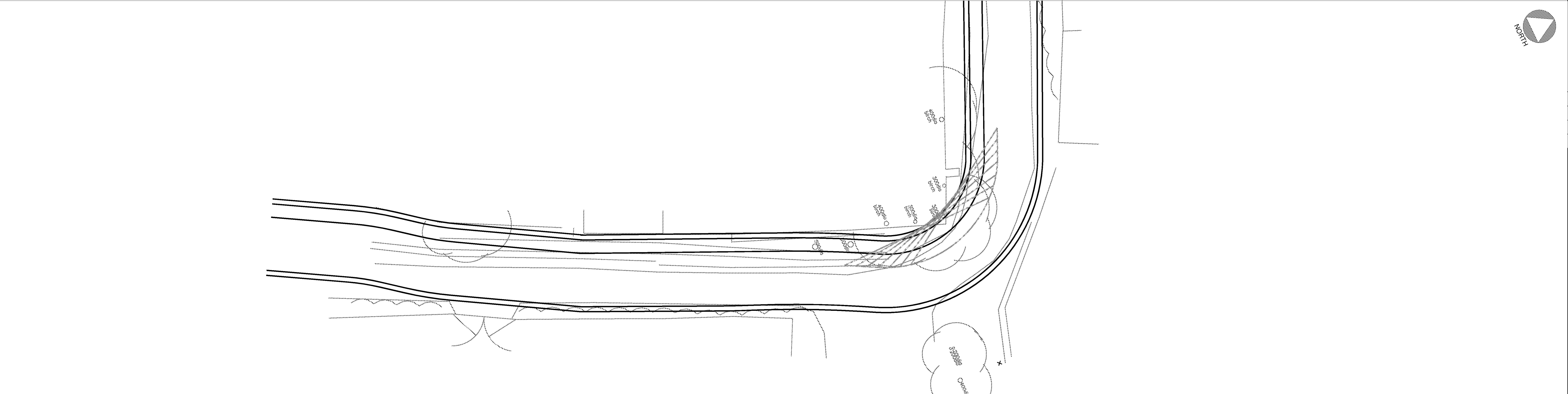
Revision
P6



SITE ACCESS ROAD VISIBILITY SPLAY (SCALE 1:200)



SURGERY ACCESS VISIBILITY SPLAY (SCALE 1:200)



CINDER'S LANE FORWARD VISIBILITY SPLAY (SCALE 1:200)

- NOTES**
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 5. ALL MAPPING INFORMATION PROVIDED BY THIRD PARTY. PAUL BASHAM ASSOCIATES CANNOT ACCEPT RESPONSIBILITY FOR ITS ACCURACY.
 6. VISIBILITY SPLAYS FOR SURGERY ACCESS MEASURED TO 25M IN ACCORDANCE WITH MANUAL FOR STREETS PRINCIPLES FOR A 20MPH STREET.
 7. FORWARD VISIBILITY SPLAY OF 16M REFLECTIVE OF 14MPH DESIGN SPEED AROUND TIGHT CORNER.

REVISED DESIGN	JH	P4	09.06.17
REVISED DESIGN	JH	P3	06.12.16
REVISED ACCESS	JH	P2	10.10.16
PRELIMINARY ISSUE	JH	P1	16.06.16

paulbasham
ASSOCIATES

Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham Hampshire
PO15 5TU
T +44 (0) 1489 668134
E info@paulbashamassociates.com
W www.paulbashamassociates.com

Project Name
CINDER'S LANE
YAPTON

Site
**SITE ACCESS ROAD
VISIBILITY SPLAYS
AND FORWARD VISIBILITY**

Project Phase PRELIMINARY	Checked By JH	Checked Date 16.06.16	Drawn By SR	Drawn Date 16.06.16
Client Drawing No.	Scale AS SHOWN (AT A1 SIZE)			

PBA Drawing No.
020.0096.005

Revision
P4

Cinders Lane, Yapton
Transport Statement

Appendix F

Paul Basham Associates Ltd
Report No. 020.0096/TS/7

Calculation Reference: AUDIT-247601-161205-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	5 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days

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

Filtering Stage 2 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: 6 to 432 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

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	9 days
Tuesday	11 days
Wednesday	8 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	42 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)	22
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	35
No Sub Category	7

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.

Filtering Stage 3 selection:**Use Class:**

C1	1 days
C3	40 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®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	12 days
10,001 to 15,000	10 days
15,001 to 20,000	6 days
20,001 to 25,000	4 days
25,001 to 50,000	5 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	6 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	9 days
100,001 to 125,000	5 days
125,001 to 250,000	6 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	28 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	42 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.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI D G E S H I R E
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CH-03-A-02	HOUSES/ FLATS		CHESHI R E
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHI R E
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./ BUNGALOWS		CHESHI R E
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHI R E
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CH-03-A-09	TERRACED HOUSES	CHESHI RE
	GREYSTOKE ROAD		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
9	DC-03-A-01	DETACHED	DORSET
	ISAACS CLOSE		
	POOLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
10	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	CASTLE LANE WEST		
	BOURNEMOUTH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
11	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
12	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
13	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
14	EX-03-A-01	SEMI-DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
16	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
17	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
18	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
19	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
20	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
21	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
23	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
24	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
25	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
26	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
27	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
28	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

LIST OF SITES relevant to selection parameters (Cont.)

29	PS-03-A-02	DETACHED/ SEMI -DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
30	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
31	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
32	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
33	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
34	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
35	SH-03-A-05	SEMI -DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
37	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
38	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
39	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
40	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
41	WK-03-A-01	TERRACED/ SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
42	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	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.

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	42	58	0.070	42	58	0.258	42	58	0.328
08:00 - 09:00	42	58	0.133	42	58	0.385	42	58	0.518
09:00 - 10:00	42	58	0.141	42	58	0.165	42	58	0.306
10:00 - 11:00	42	58	0.144	42	58	0.164	42	58	0.308
11:00 - 12:00	42	58	0.147	42	58	0.156	42	58	0.303
12:00 - 13:00	42	58	0.174	42	58	0.162	42	58	0.336
13:00 - 14:00	42	58	0.158	42	58	0.155	42	58	0.313
14:00 - 15:00	42	58	0.168	42	58	0.180	42	58	0.348
15:00 - 16:00	42	58	0.277	42	58	0.194	42	58	0.471
16:00 - 17:00	42	58	0.288	42	58	0.179	42	58	0.467
17:00 - 18:00	42	58	0.329	42	58	0.185	42	58	0.514
18:00 - 19:00	42	58	0.241	42	58	0.164	42	58	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.270			2.347			4.617

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.

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 13/11/15
 Number of weekdays (Monday-Friday): 42
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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	42	58	0.003	42	58	0.002	42	58	0.005
08:00 - 09:00	42	58	0.003	42	58	0.003	42	58	0.006
09:00 - 10:00	42	58	0.003	42	58	0.003	42	58	0.006
10:00 - 11:00	42	58	0.003	42	58	0.003	42	58	0.006
11:00 - 12:00	42	58	0.002	42	58	0.002	42	58	0.004
12:00 - 13:00	42	58	0.001	42	58	0.001	42	58	0.002
13:00 - 14:00	42	58	0.001	42	58	0.001	42	58	0.002
14:00 - 15:00	42	58	0.004	42	58	0.003	42	58	0.007
15:00 - 16:00	42	58	0.003	42	58	0.004	42	58	0.007
16:00 - 17:00	42	58	0.003	42	58	0.003	42	58	0.006
17:00 - 18:00	42	58	0.002	42	58	0.002	42	58	0.004
18:00 - 19:00	42	58	0.002	42	58	0.002	42	58	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

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.

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 13/11/15
 Number of weekdays (Monday-Friday): 42
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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	42	58	0.001	42	58	0.001	42	58	0.002
08:00 - 09:00	42	58	0.002	42	58	0.002	42	58	0.004
09:00 - 10:00	42	58	0.002	42	58	0.002	42	58	0.004
10:00 - 11:00	42	58	0.003	42	58	0.002	42	58	0.005
11:00 - 12:00	42	58	0.003	42	58	0.002	42	58	0.005
12:00 - 13:00	42	58	0.003	42	58	0.004	42	58	0.007
13:00 - 14:00	42	58	0.002	42	58	0.003	42	58	0.005
14:00 - 15:00	42	58	0.002	42	58	0.003	42	58	0.005
15:00 - 16:00	42	58	0.001	42	58	0.001	42	58	0.002
16:00 - 17:00	42	58	0.001	42	58	0.001	42	58	0.002
17:00 - 18:00	42	58	0.001	42	58	0.001	42	58	0.002
18:00 - 19:00	42	58	0.000	42	58	0.000	42	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.022			0.043

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.

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 13/11/15
 Number of weekdays (Monday-Friday): 42
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	58	0.000	42	58	0.000	42	58	0.000
08:00 - 09:00	42	58	0.000	42	58	0.000	42	58	0.000
09:00 - 10:00	42	58	0.000	42	58	0.000	42	58	0.000
10:00 - 11:00	42	58	0.000	42	58	0.000	42	58	0.000
11:00 - 12:00	42	58	0.001	42	58	0.001	42	58	0.002
12:00 - 13:00	42	58	0.000	42	58	0.000	42	58	0.000
13:00 - 14:00	42	58	0.000	42	58	0.000	42	58	0.000
14:00 - 15:00	42	58	0.000	42	58	0.000	42	58	0.000
15:00 - 16:00	42	58	0.000	42	58	0.000	42	58	0.000
16:00 - 17:00	42	58	0.000	42	58	0.000	42	58	0.000
17:00 - 18:00	42	58	0.000	42	58	0.000	42	58	0.000
18:00 - 19:00	42	58	0.000	42	58	0.000	42	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/08 - 13/11/15
 Number of weekdays (Monday-Friday): 42
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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	42	58	0.004	42	58	0.018	42	58	0.022
08:00 - 09:00	42	58	0.002	42	58	0.016	42	58	0.018
09:00 - 10:00	42	58	0.002	42	58	0.005	42	58	0.007
10:00 - 11:00	42	58	0.003	42	58	0.008	42	58	0.011
11:00 - 12:00	42	58	0.004	42	58	0.004	42	58	0.008
12:00 - 13:00	42	58	0.007	42	58	0.004	42	58	0.011
13:00 - 14:00	42	58	0.006	42	58	0.004	42	58	0.010
14:00 - 15:00	42	58	0.004	42	58	0.004	42	58	0.008
15:00 - 16:00	42	58	0.015	42	58	0.004	42	58	0.019
16:00 - 17:00	42	58	0.013	42	58	0.002	42	58	0.015
17:00 - 18:00	42	58	0.014	42	58	0.009	42	58	0.023
18:00 - 19:00	42	58	0.009	42	58	0.004	42	58	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.082			0.165

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.

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date date range: 01/01/08 - 13/11/15
 Number of weekdays (Monday-Friday): 42
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

Cinders Lane, Yapton
Transport Statement

Appendix G

Paul Basham Associates Ltd
Report No. 020.0096/TS/7

Calculation Reference: AUDIT-247601-161205-1214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

VEHICLESSelected regions and areas:

02 SOUTH EAST	
HF HERTFORDSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	2 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
09 NORTH	
CB CUMBRIA	1 days
TV TEES VALLEY	1 days
TW TYNE & WEAR	1 days
10 WALES	
BG BRIDGEND	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 387 to 80000 (units: sqm)
 Range Selected by User: 1000 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

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	3 days
Tuesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	9 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)	2
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	2
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

B8

9 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	3 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 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

9 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.

LIST OF SITES relevant to selection parameters

1	BG-02-F-01	LOGISTICS COMPANY	BRIDGEND
	PARC CRESCENT		
	WATERTON IND. EST.		
	BRIDGEND		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3050 sqm	
	Survey date: MONDAY	13/10/14	Survey Type: MANUAL
2	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	HF-02-F-03	DISTRIBUTION CEN.	HERTFORDSHIRE
	HATFIELD BUSINESS CEN.		
	HATFIELD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	80000 sqm	
	Survey date: THURSDAY	10/07/08	Survey Type: MANUAL
4	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
5	SF-02-F-02	WAREHOUSING	SUFFOLK
	WALTON ROAD		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
6	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	WARREN HEATH		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
7	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8, NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	387 sqm	
	Survey date: TUESDAY	28/06/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-02-F-01	ASDA DI STRIBUTI ON CENTRE	TYNE & WEAR
	MANDARIN WAY		
	PATTISON IND. ESTATE		
	WASHINGTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
9	WM-02-F-02	LOGI STI CS FI RM	WEST MI DLANDS
	SOVEREIGN ROAD		
	KINGS NORTON		
	BIRMINGHAM		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	12610	0.012	2	12610	0.016	2	12610	0.028
05:30 - 06:00	2	12610	0.016	2	12610	0.020	2	12610	0.036
06:00 - 06:30	2	12610	0.020	2	12610	0.020	2	12610	0.040
06:30 - 07:00	2	12610	0.048	2	12610	0.040	2	12610	0.088
07:00 - 07:30	9	20031	0.036	9	20031	0.027	9	20031	0.063
07:30 - 08:00	9	20031	0.054	9	20031	0.038	9	20031	0.092
08:00 - 08:30	9	20031	0.044	9	20031	0.024	9	20031	0.068
08:30 - 09:00	9	20031	0.052	9	20031	0.031	9	20031	0.083
09:00 - 09:30	9	20031	0.042	9	20031	0.026	9	20031	0.068
09:30 - 10:00	9	20031	0.031	9	20031	0.030	9	20031	0.061
10:00 - 10:30	9	20031	0.037	9	20031	0.037	9	20031	0.074
10:30 - 11:00	9	20031	0.034	9	20031	0.032	9	20031	0.066
11:00 - 11:30	9	20031	0.030	9	20031	0.031	9	20031	0.061
11:30 - 12:00	9	20031	0.029	9	20031	0.031	9	20031	0.060
12:00 - 12:30	9	20031	0.035	9	20031	0.030	9	20031	0.065
12:30 - 13:00	9	20031	0.029	9	20031	0.035	9	20031	0.064
13:00 - 13:30	9	20031	0.040	9	20031	0.041	9	20031	0.081
13:30 - 14:00	9	20031	0.054	9	20031	0.032	9	20031	0.086
14:00 - 14:30	9	20031	0.040	9	20031	0.054	9	20031	0.094
14:30 - 15:00	9	20031	0.048	9	20031	0.044	9	20031	0.092
15:00 - 15:30	9	20031	0.042	9	20031	0.059	9	20031	0.101
15:30 - 16:00	9	20031	0.052	9	20031	0.052	9	20031	0.104
16:00 - 16:30	9	20031	0.042	9	20031	0.052	9	20031	0.094
16:30 - 17:00	9	20031	0.030	9	20031	0.054	9	20031	0.084
17:00 - 17:30	9	20031	0.020	9	20031	0.055	9	20031	0.075
17:30 - 18:00	9	20031	0.016	9	20031	0.039	9	20031	0.055
18:00 - 18:30	9	20031	0.011	9	20031	0.037	9	20031	0.048
18:30 - 19:00	9	20031	0.013	9	20031	0.022	9	20031	0.035
19:00 - 19:30	2	12610	0.044	2	12610	0.024	2	12610	0.068
19:30 - 20:00	2	12610	0.012	2	12610	0.028	2	12610	0.040
20:00 - 20:30	2	12610	0.008	2	12610	0.020	2	12610	0.028
20:30 - 21:00	2	12610	0.016	2	12610	0.024	2	12610	0.040
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.068				1.123	2.191	

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.

Parameter summary

Trip rate parameter range selected:	387 - 80000 (units: sqm)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
05:30 - 06:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
06:00 - 06:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
06:30 - 07:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
07:00 - 07:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
07:30 - 08:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
08:00 - 08:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
08:30 - 09:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
09:00 - 09:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
09:30 - 10:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
10:00 - 10:30	9	20031	0.001	9	20031	0.001	9	20031	0.002
10:30 - 11:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
11:00 - 11:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
11:30 - 12:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
12:00 - 12:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
12:30 - 13:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
13:00 - 13:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
13:30 - 14:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
14:00 - 14:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
14:30 - 15:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
15:00 - 15:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
15:30 - 16:00	9	20031	0.001	9	20031	0.001	9	20031	0.002
16:00 - 16:30	9	20031	0.001	9	20031	0.001	9	20031	0.002
16:30 - 17:00	9	20031	0.001	9	20031	0.001	9	20031	0.002
17:00 - 17:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
17:30 - 18:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
18:00 - 18:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
18:30 - 19:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
19:00 - 19:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
19:30 - 20:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
20:00 - 20:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
20:30 - 21:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004				0.004	0.008	

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.

Parameter summary

Trip rate parameter range selected:	387 - 80000 (units: sqm)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	12610	0.008	2	12610	0.016	2	12610	0.024
05:30 - 06:00	2	12610	0.004	2	12610	0.020	2	12610	0.024
06:00 - 06:30	2	12610	0.012	2	12610	0.020	2	12610	0.032
06:30 - 07:00	2	12610	0.020	2	12610	0.036	2	12610	0.056
07:00 - 07:30	9	20031	0.008	9	20031	0.007	9	20031	0.015
07:30 - 08:00	9	20031	0.011	9	20031	0.011	9	20031	0.022
08:00 - 08:30	9	20031	0.011	9	20031	0.007	9	20031	0.018
08:30 - 09:00	9	20031	0.014	9	20031	0.012	9	20031	0.026
09:00 - 09:30	9	20031	0.014	9	20031	0.012	9	20031	0.026
09:30 - 10:00	9	20031	0.014	9	20031	0.013	9	20031	0.027
10:00 - 10:30	9	20031	0.017	9	20031	0.016	9	20031	0.033
10:30 - 11:00	9	20031	0.011	9	20031	0.016	9	20031	0.027
11:00 - 11:30	9	20031	0.014	9	20031	0.013	9	20031	0.027
11:30 - 12:00	9	20031	0.007	9	20031	0.012	9	20031	0.019
12:00 - 12:30	9	20031	0.009	9	20031	0.011	9	20031	0.020
12:30 - 13:00	9	20031	0.011	9	20031	0.011	9	20031	0.022
13:00 - 13:30	9	20031	0.013	9	20031	0.013	9	20031	0.026
13:30 - 14:00	9	20031	0.014	9	20031	0.007	9	20031	0.021
14:00 - 14:30	9	20031	0.009	9	20031	0.008	9	20031	0.017
14:30 - 15:00	9	20031	0.012	9	20031	0.006	9	20031	0.018
15:00 - 15:30	9	20031	0.013	9	20031	0.013	9	20031	0.026
15:30 - 16:00	9	20031	0.014	9	20031	0.009	9	20031	0.023
16:00 - 16:30	9	20031	0.013	9	20031	0.009	9	20031	0.022
16:30 - 17:00	9	20031	0.011	9	20031	0.005	9	20031	0.016
17:00 - 17:30	9	20031	0.007	9	20031	0.007	9	20031	0.014
17:30 - 18:00	9	20031	0.006	9	20031	0.011	9	20031	0.017
18:00 - 18:30	9	20031	0.003	9	20031	0.004	9	20031	0.007
18:30 - 19:00	9	20031	0.006	9	20031	0.007	9	20031	0.013
19:00 - 19:30	2	12610	0.012	2	12610	0.024	2	12610	0.036
19:30 - 20:00	2	12610	0.004	2	12610	0.020	2	12610	0.024
20:00 - 20:30	2	12610	0.004	2	12610	0.020	2	12610	0.024
20:30 - 21:00	2	12610	0.008	2	12610	0.016	2	12610	0.024
21:00 - 21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30 - 22:00	1	22270	0.013	1	22270	0.000	1	22270	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.360			0.416			0.776

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.

Parameter summary

Trip rate parameter range selected:	387 - 80000 (units: sqm)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
05:30 - 06:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
06:00 - 06:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
06:30 - 07:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
07:00 - 07:30	9	20031	0.000	9	20031	0.001	9	20031	0.001
07:30 - 08:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
08:00 - 08:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
08:30 - 09:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
09:00 - 09:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
09:30 - 10:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
10:00 - 10:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
10:30 - 11:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
11:00 - 11:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
11:30 - 12:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
12:00 - 12:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
12:30 - 13:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
13:00 - 13:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
13:30 - 14:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
14:00 - 14:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
14:30 - 15:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
15:00 - 15:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
15:30 - 16:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
16:00 - 16:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
16:30 - 17:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
17:00 - 17:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
17:30 - 18:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
18:00 - 18:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
18:30 - 19:00	9	20031	0.000	9	20031	0.000	9	20031	0.000
19:00 - 19:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
19:30 - 20:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
20:00 - 20:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
20:30 - 21:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000	0.001			0.001		

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.

Parameter summary

Trip rate parameter range selected:	387 - 80000 (units: sqm)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
05:30 - 06:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
06:00 - 06:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
06:30 - 07:00	2	12610	0.004	2	12610	0.000	2	12610	0.004
07:00 - 07:30	9	20031	0.001	9	20031	0.001	9	20031	0.002
07:30 - 08:00	9	20031	0.004	9	20031	0.000	9	20031	0.004
08:00 - 08:30	9	20031	0.002	9	20031	0.000	9	20031	0.002
08:30 - 09:00	9	20031	0.001	9	20031	0.001	9	20031	0.002
09:00 - 09:30	9	20031	0.001	9	20031	0.000	9	20031	0.001
09:30 - 10:00	9	20031	0.001	9	20031	0.000	9	20031	0.001
10:00 - 10:30	9	20031	0.000	9	20031	0.000	9	20031	0.000
10:30 - 11:00	9	20031	0.001	9	20031	0.001	9	20031	0.002
11:00 - 11:30	9	20031	0.001	9	20031	0.000	9	20031	0.001
11:30 - 12:00	9	20031	0.000	9	20031	0.002	9	20031	0.002
12:00 - 12:30	9	20031	0.001	9	20031	0.000	9	20031	0.001
12:30 - 13:00	9	20031	0.001	9	20031	0.002	9	20031	0.003
13:00 - 13:30	9	20031	0.003	9	20031	0.002	9	20031	0.005
13:30 - 14:00	9	20031	0.003	9	20031	0.004	9	20031	0.007
14:00 - 14:30	9	20031	0.002	9	20031	0.007	9	20031	0.009
14:30 - 15:00	9	20031	0.000	9	20031	0.003	9	20031	0.003
15:00 - 15:30	9	20031	0.004	9	20031	0.002	9	20031	0.006
15:30 - 16:00	9	20031	0.003	9	20031	0.004	9	20031	0.007
16:00 - 16:30	9	20031	0.000	9	20031	0.003	9	20031	0.003
16:30 - 17:00	9	20031	0.002	9	20031	0.002	9	20031	0.004
17:00 - 17:30	9	20031	0.000	9	20031	0.006	9	20031	0.006
17:30 - 18:00	9	20031	0.001	9	20031	0.001	9	20031	0.002
18:00 - 18:30	9	20031	0.000	9	20031	0.003	9	20031	0.003
18:30 - 19:00	9	20031	0.001	9	20031	0.001	9	20031	0.002
19:00 - 19:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
19:30 - 20:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
20:00 - 20:30	2	12610	0.000	2	12610	0.000	2	12610	0.000
20:30 - 21:00	2	12610	0.000	2	12610	0.000	2	12610	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037				0.045	0.082	

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

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Parameter summary

Trip rate parameter range selected:	387 - 80000 (units: sqm)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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