



DOMUSEA DEVELOPMENTS
CLAYS FARM
YAPTON

TRANSPORT STATEMENT

JULY 2018

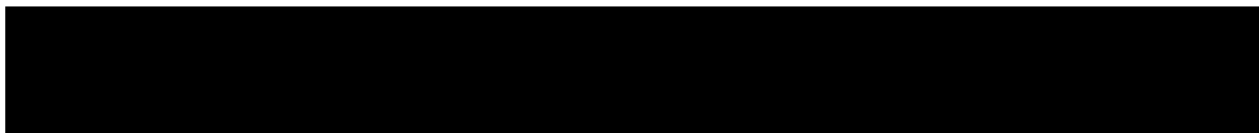
the journey is the reward

**DOMUSEA DEVELOPMENTS
CLAYS FARM
YAPTON**

TRANSPORT STATEMENT

JULY 2018

Project Code:	DDNorthEndRoad.1
Prepared by:	BC
Approved by:	AP
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**Domusea Developments
Clays Farm
Yapton
Transport Statement**

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1 Introduction & Scope of Assessment

- 1.1 This Transport Statement (TS) has been prepared on behalf of Domusea Developments to consider the highways and transport implications relating to the proposed residential development consisting of 33 dwellings with associated parking and landscaping at Clays Farm, North End Road, Yapton, West Sussex. The site in relation to the regional and local highway network is illustrated in **Figure 1.1 & 1.2** respectively.
- 1.2 The site is currently an operational arable farm yard. The proposed residential development of 33 dwellings under UseClass C3 consists of 10 no 2-bed units, 9 no 3-bed units, 12 no Type 1 4-bed units (with garage) and 2 no Type 2 4-bed units (with Garage).
- 1.3 Whilst the 2007 Department for Transport (DfT) Guidance has been superseded in Mayer Browns experience, the document continues to form an appropriate guide against which local authorities use to consider the appropriate level of assessment required to accompany a planning submission.
- 1.4 Given the scale of the development proposals, the following thresholds set out within the former DfT document entitled "Guidance on Transport Assessment" (March 2007) are applicable.

Land Use	Size	No Assessment	Transport Statement	Transport Assessment
C3 Residential	33 units	<50 units	50-80 beds	>80 beds

Table 1.1 Residential Thresholds for Transport Assessments

- 1.5 The proposed development of 33 units falls well below the requirement for any highway assessment. Notwithstanding this, this Transport Statement has been produced to demonstrate to West Sussex County Council that highways and transportation matters have been appropriately considered and addressed.
- 1.6 This Transport Statement seeks to determine that the proposals would not result in any material traffic impact. The remainder of this report consists of the following sections:
- » Policy Context;
 - » Baseline Conditions;
 - » Development Proposals;
 - » Trip Generation Assessment; and
 - » Summary and Conclusions.

2 Policy Context

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was published in March 2012. Within the core planning principles, as highlighted in para. 17 of the NPPF, it states that planning should *"...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable..."*
- 2.2 Section 4 of the NPPF continues the theme of promoting sustainable transport. In para. 29 it highlights the role that transport policies have in contributing to wider sustainability and health objectives, citing smarter use of technologies and giving people real choice about how they travel as playing a key role in this regard.
- 2.3 Para. 32 of the NPPF requires developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Within such documentation there is a requirement to ensure that:
- » opportunities for sustainable transport modes have been taken up;
 - » safe and suitable access to the site can be achieved for all people; and
 - » cost effective improvements can be made, if required, to the limit the significant impacts of development.
- 2.4 Para. 32 goes on to state that *"...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 2.5 Para. 35 of the NPPF states that *"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people..."* It goes on to state that where practical developments should be located and designed to:
- » *"accommodate the efficient delivery of goods and supplies;*
 - » *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - » *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - » *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - » *consider the needs of people with disabilities by all modes of transport."*

2.6 Para. 37 of NPPF recommends that *"Planning policies should aim for a balance of land uses within an area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."*

2.7 In the context of setting local parking standards for both residential and non-residential uses, para. 39 of the NPPF recommends that LPA's should take into account the following:

- » *"the accessibility of the development;*
- » *the type, mix and use of development;*
- » *the availability of and opportunities for public transport;*
- » *local car ownership levels; and*
- » *an overall need to reduce the use of high-emission vehicles."*

Regional and Local Policy Documents

West Sussex Transport Plan (2011-2026)

2.8 The West Sussex Transport Plan was released in February 2011 to provide guidance and strategic direction for transport in West Sussex until 2026.

2.9 The main objective of the Transport Plan is to *"improve quality of life for the people of West Sussex by helping to provide access to services, employment and housing."*

2.10 In order to achieve this goal, the Plan encourages the use of sustainable modes of transport, especially for journeys to work and education, as well as discouraging unnecessary trips by motorised vehicles. In addition, the Plan outlines that new housing developments *"must be accessible and help promote sustainable transport modes."*

Arun Local Plan (2011-2031)

2.11 The Local Plan for the District of Arun was published in October 2014 and puts economic growth for job creation as its main priority.

2.12 In order to achieve this target, the Local Plan addresses the need for housing supply to meet the needs of a working population and has as a strategic objective the aim of planning and delivering *"a range of housing mix and types in locations with good access to employment, services and facilities... ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed."* In addition to this aim, the Local Plan sets out as Objective 2 of the Settlement Structure and Green Infrastructure section, the aim of ensuring that *"Arun delivers high quality housing."*

2.13 The Arun Local Plan also aims to promote the use of sustainable forms of transport.

3 Baseline Conditions

- 3.1 This section considers the application site's location and the accessibility to the local transport infrastructure.

Existing Site Description

- 3.2 The site is located in Yapton, West Sussex, approximately 5km southwest of Arundel. The LPA is Arun District Council. The surrounding area consists of residential properties and farmland.
- 3.3 The Clays Farm site comprises an equestrian farm with barns and other out buildings with an access track onto the B2132 North End Road. The B2132 North End Road is a single carriageway subject to a 30mph speed limit with street lighting, wide footways on the eastern side and a wide grass verge.
- 3.4 A number of local facilities are located in the village of Yapton, including a Co-op supermarket with a post office, fish and chip shop, hairdressers, village hall and a GP medical practice. These facilities are highly accessible from Colet Road via an 85m pedestrian footpath. The site is well positioned for access to Yapton CofE Primary School and Yapton Community Pre School.
- 3.5 The site is located in an area with many well established key shops and services located within easy walking distance of the site. This will assist in keeping non-peak time vehicular trips to and from the site to a minimum.

Bus Accessibility

- 3.6 A number of bus stops are within walking distance of the site. The 665 bus route travels along the B2132 North End Road that passes the site, whilst the 66 and C5 bus routes travel east-to-west along the B2233 Main Road.
- 3.7 The 665 is a school service running between Wick and Westergate Ormiston Academy and operates one service to the Academy in the morning and one returning service towards Wick in the afternoon.
- 3.8 The Olive bus stops are approximately 500m (or a 6-minute walk, assuming a leisurely walking pace of 80m/min) south of the site on the B2233 Yapton Road and are served by the 66 and C5 bus routes.

- 3.9 The 66 operates a circular route with 8 services per day, Monday to Saturday, commencing and terminating at Bognor Regis. The C5 runs a single service on Tuesdays and Thursdays from Yapton, to Sainsburys in Chichester, returning, along the same route.
- 3.10 It is therefore evident that the site is accessible by bus, which will assist in reducing the number of car trips to and from the site.

Rail Accessibility

- 3.11 Barnham Station is located on the West Coastway Line between Brighton and Southampton. Barnham Station is managed by Southern and is approximately 2.3km (or a 7-minute cycle), assuming a leisurely cycle speed of 12mph) west of the site via either Yapton Road or Lake Lane.
- 3.12 62 cycle parking spaces are provided at the station, by way of stands under CCTV surveillance. A taxi rank with a capacity of at least 6 vehicles is provided directly outside the entrance of Barnham Railway Station. Connections can be made to Barnham Station via the 66 bus which takes around 14 minutes.
- 3.13 Barnham Station is served by around 18 services per hour to destinations including Bognor Regis, Southampton Central, Littlehampton, Brighton via Worthing, Portsmouth and Southsea and London Victoria via Horsham.
- 3.14 Additionally, Ford Station, also operated by Southern, is approximately 3.0km (or a 9-minute cycle), assuming a leisurely cycle speed of 12mph) east of the site via Ford Lane. Ford Station is on the same rail line and offers a similar number of services and destinations.
- 3.15 It is evident that the development site is highly accessible by rail travel from areas across the London and the south east.

Pedestrian and Cycle Accessibility

- 3.16 Due to the location of the site within a residential area, the footways in the vicinity of the site and in the local area are generally of good condition, wide and are well lit. The majority of pedestrian crossing points in the area feature dropped kerbs.
- 3.17 It is therefore evident that the site is well located for access to local amenities and can be easily accessed by both pedestrians and cyclists.

Road Safety Record

- 3.18 From the data supplied by Sussex Safer Roads Partnership, there have been a total number of 3 personal injury accidents (PIAs) within the search cordon, 2 incidents were classified as serious and 1 incident was classified as slight (minor) over the five-year period between 1st January 2013 – 31st March 2018. The personal injury accident data is contained in **Appendix A**.
- 3.19 It is noteworthy that no PIAs occurred as a result of vehicles entering or exiting the site. As to be expected with most road networks most of the PIAs occurred at the junction (Maypole Lane/ B2132 North End Road/ Ford Lane) within the search area.
- 3.20 It is considered that the proposed residential development will not have a significant traffic impact and it is therefore concluded that the proposals will not result in any additional safety concerns on the local highway network.

Accessibility Summary

- 3.21 The site is accessible by bus, with numerous bus services providing access to destinations across the local area.
- 3.22 In addition, frequent rail services from Barnham and Ford Railway Stations provide access across Sussex and the south coast.
- 3.23 The provision of secure covered cycle parking at Barnham Railway Station, coupled with the low-speed residential nature of the area surrounding the site, has the potential to encourage cycle/rail multi-modal trips.
- 3.24 Many local amenities are located in the vicinity of the site or within easy walking or cycling distance from the site.
- 3.25 It is therefore concluded that the site has a very good level of accessibility by sustainable modes of travel. This will greatly assist in keeping vehicular travel to and from the site to a minimum and reduce residents' reliance on private car use.

4 Development Proposals

- 4.1 This section sets out the transport planning specifics of the development proposals.

Proposed Development

- 4.2 The Curtis Leeves Technical Limited proposals drawing 1827 101 Revision P02 is included within this Transport Statement in **Appendix B**.

- 4.3 The development proposals comprise the demolition of the existing structures on the site, and the construction of 33 residential units, as set out below:

- 10no Type 1 2-bed units
- 9no Type 2 3-bed units
- 12no Type 3 3-bed units (with garage)
- 2no Type 5 4-bed units (with garage)

- 4.4 The site also provides opportunities to link with any neighbouring future developments.

Parking Provision

- 4.5 Standards of parking provision for residential development are subject to Supplementary Planning Guidance Complements Policy GEN12 of the Arun District Local Plan 2003, which relates to the provision of parking in new developments. These standards represent the maximum provision for parking.

- 4.6 Table 1 (Housing and Estate Development) states that for single house & estate development (where development does not exceed 15 units) for each dwelling of 1, 2 or 3 bedrooms a maximum provision of 2 car spaces and 1 space for visitors should be provided in curtilage where possible. For each dwelling with 4 or more bedrooms a maximum of 3 garages or car spaces and 1 space for visitors to be provided in curtilage where possible.

- 4.7 The proposed parking arrangements are outline and indicative in nature, currently the proposal includes 33 private houses with a parking provision of 60 allocated spaces including 8 visitor parking spaces and therefore comply with Arun standards which are maximum standards.

- 4.8 Further assessment of the likely level of parking demand has been undertaken including an interrogation of the West Sussex Parking Demand Calculator illustrated a likely car parking demand of 76 vehicles. However, per household for the Arun 006C Lower Super Output Area, within which the site lies census car ownership (growthed to 2018) is reported as 1.629.

- 4.9 As the development scheme proposes a car parking ratio of 1.8 spaces per dwelling, the proposed parking provision of 68 spaces in total will be well aligned with the likely demand. The WSCC Parking Calculator and Census car ownership calculations are included within this report in **Appendix C**.
- 4.10 In terms of operational requirements for car spaces are required to be provided to a size 4.8m x 2.4m to accommodate a private car of average dimensions.
- 4.11 For cycle parking for residents to be secure and covered, cycle parking will be provided within the curtilage of each dwelling.

Visibility Requirements

- 4.12 In respect of the inter-visibility between vehicles emerging from proposed residential development and traffic on North End Road, the two key elements to be assessed are the setback distance, or 'x' distance, along the minor arm and the distance a driver can see along the major road (i.e. North End Road when exiting, or 'y' distance). The 'x' distance is regarded as a function of capacity. The shorter the distance, the slower traffic will approach a give-way line. The longer the distance, the more opportunities there will be for approaching drivers to look for gaps in traffic on the major road and therefore enable them to approach at a higher speed.
- 4.13 At an 'x' distance of 2.4 metres, an approaching driver will have to slow to a virtual stop at the give way line to observe traffic on the major road without encroaching onto it. Consequently, only one vehicle at a time can safely exit from the minor road under these operating conditions. It is clearly evident that the volume of traffic emerging from the new access way will be low and therefore a 2.4 metre 'x' distance is appropriate.
- 4.14 The 'y' distance is based upon sight stopping distances (SSD's) of traffic approaching on the major arm of a junction. The recorded speed of traffic will be used to determine the appropriate visibility or 'y' distances to the left and right along North End Road for the proposed site access junctions.
- 4.15 The SSD is the distance within which drivers (on the major arm of a junction) need to be able to see ahead and stop from a given speed. In other words, SSD's are a function of vehicle speed, deceleration rate and driver reaction time. The basic formula for calculating SSD is outlined within Design Manual for Roads and Bridges (DMRB) as appropriate. Therefore, a signposted speed of 30mph (48kph) would require a SSD of 43 metres in both directions.

- 4.16 From **Figure 4.1** it can be seen that the required 'y' distances, as detailed above, can be achieved both to the right and left of each site access without obstruction or encroaching onto land under ownership by a third party from an 'x' distance (or set-back distance) of 2.4 metres along the centre of the proposed new carriageway.
- 4.17 Within the visibility splays, all landscaping would be maintained at a maximum height of 600mm so as not to obstruct sightlines.
- 4.18 Necessary visibility from the internal junction within the site is shown in **Figure 4.2**.

Movement & Access

- 4.19 The proposed vehicular access through the site will be by means of a shared surface access road provided to a width of 4.8 metres. The proposed site layout, including parking and access arrangements, is provided in **Appendix B**. Swept Path Analysis of a private car accessing and manoeuvring within the site is shown in **Figures 4.3-4.6**.

Delivery & Servicing Arrangement

- 4.20 In terms of servicing, given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services.
- 4.21 In relation to refuse collection, Swept Path Analysis of a refuse collection vehicle is shown in **Figure 4.7** showing the collection vehicle entering and exiting the site in a forward gear. **Figure 4.8-4.10** showing the collection vehicle manoeuvring within the site. Bin storage for the residential units will be within the curtilage of each dwelling, as outlined within Manual for Streets (MfS) bin stand locations would result in an operative carry distance no greater than 25 metres.
- 4.22 Given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services. **Figure 4.11 & 4.14** showing the swept path of a delivery vehicle turning within the turning area within the site.
- 4.23 Should the need arise for a fire appliance to attend the site, the swept path analysis of a standard fire tender is shown in **Figure 4.15 & 4.18**. All dwellings are within 45 metres of the internal access road, which runs through the development, and therefore access for fire appliances to individual properties would not be required.

5 Trip Generation Assessment

- 5.1 When considering the highways and transportation impact of any development, it is important to assess the likely multi-modal trip generation associated with any existing, current or former permitted use.

TRICS Methodology

- 5.2 Under the DfT's Guidance on Transport Assessment (2007) a Transport Assessment should consider the weekday morning and evening peak periods when analysing the adjacent transport system, with particular focus on the peak period traffic flows on the road network. It is during the weekday morning and evening peak periods when the greatest demand on the highway network is experienced.
- 5.3 The trip generation at the proposed residential development during the typical weekday AM and PM peak periods on the local highway network has been assessed by reference to the TRICS database.
- 5.4 To establish typical trips to the current site and the development proposals, the TRICS (Trip Rate Information Computer System) database version 7.4.4 has been interrogated to identify similar developments comprising sample sites. The TRICS database contains the results of numerous surveys of various developments around the country and is a widely accepted method of calculating traffic attraction.
- 5.5 Trip rates were obtained from the 'Residential – Houses Privately Owned' category of the database. The surveys utilised were from 'Suburban Area' or 'Edge of Town' locations, from sites within the South East surveyed between 2009-2017. The following residential trips rates are therefore considered reflective of the sites. The full TRICS outputs obtained from the database are provided in **Appendix D** of this report.
- 5.6 The current use on site is an equestrian farm which would generate a low level of vehicle traffic including HGVs such as horse boxes. However, for the purposes of this assessment no current traffic generation is being considered, therefore providing a robust approach to the sites net trip generation implications.

Proposed Residential Use

- 5.7 The table below provides a summary of the predicted weekday daily profile of multi-modal trip rates by mode of travel associated with the proposed residential use based on trip rates derived from the TRICS database.

Proposed Residential	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	5	14	12	5	78	82
Public Transport	0	0	1	0	2	2
Cycle	0	0	1	0	2	2
Pedestrians	1	5	2	2	21	20
Total Persons	6	19	16	7	103	106

Table 5.1: Peak and Daily Trip Profile (Proposed C3 Residential Use)

- 5.8 From **Table 5.1** it can be seen that during the weekday AM & PM peak hourly and daily periods, the proposed residential development has the ability to generate in the order of 25-person trip movements of which no more than 19 movements would be vehicular trips with the remainder undertaken by modes other than private car, principally walking and public transport.

Trip Generation Summary

- 5.9 The proposed residential development is expected to generate up to 19 vehicle trips during both peak hours, equivalent to 1 movement every 3 minutes. Overall the impact on the operation of the surrounding highway and transport network would be negligible.
- 5.10 It is therefore evident that the proposed development will generate a minimal level of traffic attraction that will have a negligible impact upon the existing operation of the local highway network.
- 5.11 Therefore, it is considered there is no requirement to undertake junction capacity assessments, nor is there a need for off-site junction capacity improvements

6 Summary and Conclusions

6.1 This Transport Statement has been prepared on behalf of Domusea Developments to consider the highways and transport implications relating to the proposed residential development at Clays Farm, North End Road, Yapton. The proposals consist of residential scheme of 33 residential units including associated parking and landscaping.

6.2 A summary of the findings of this Transport Statement are provided below:

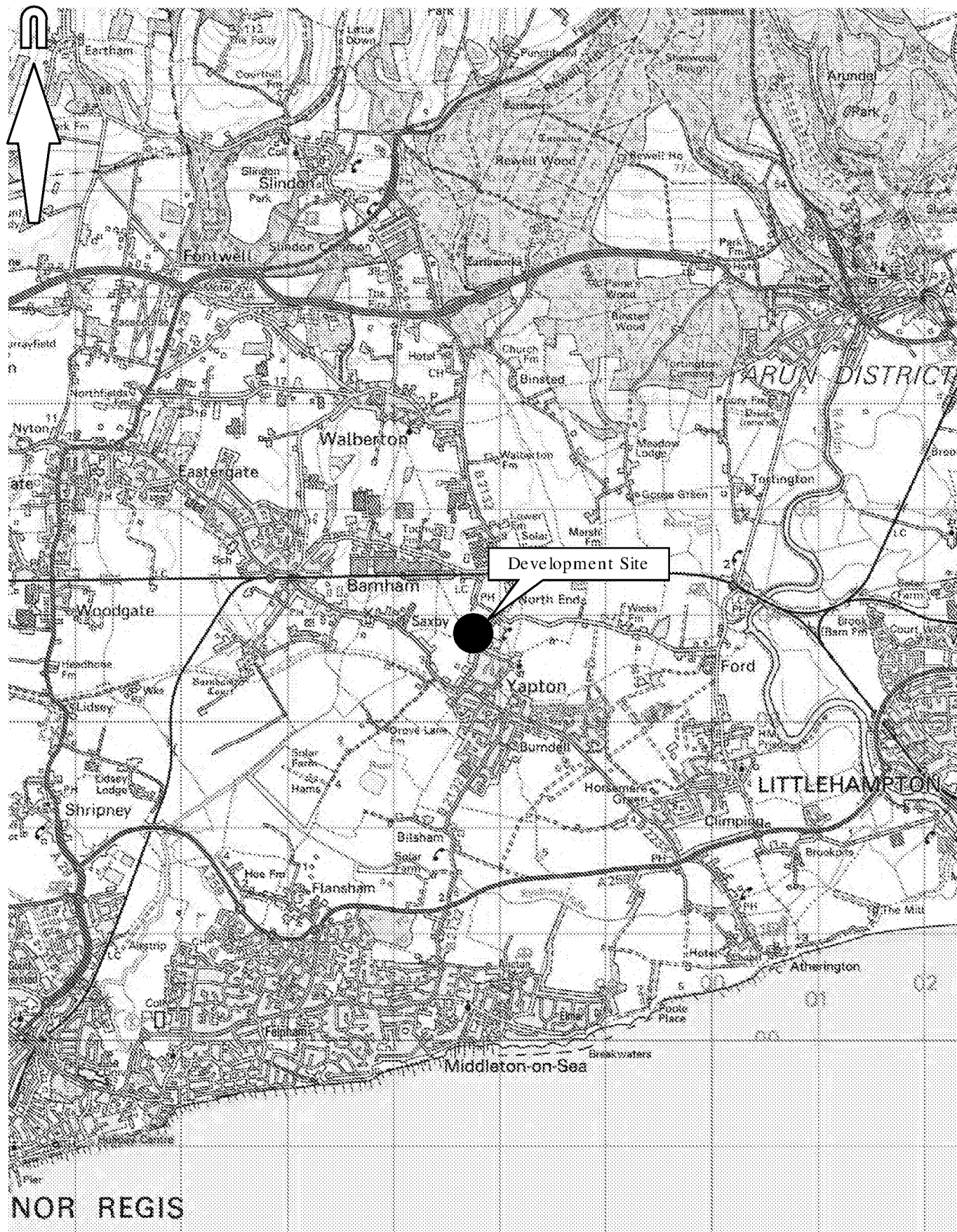
- Required visibility splays have been demonstrated onto North End Road in accordance with relevant guidance for the posted speed limit;
- The proposed residential parking provision is in accordance with local parking standards;
- Fire access, refuse collection and servicing provisions have been set out;
- Over a daily period, the proposed residential use will generate no more than 19 vehicle movements during a peak hour; and
- The proposed use will generate up to 3 vehicle trips during both peak hours, equivalent to 1 movement every 20 minutes. Overall the impact on the operation of the surrounding highway and transport networks would be negligible.

6.3 This report concludes that the proposed development:

- Is located in a sustainable area within easy walking distance of local shops and services;
- Is located in a highly accessible area and can be easily accessed by pedestrians, cyclists and by public transport;
- Will provide suitable access, parking and servicing arrangements; and
- Will have no material impact on the existing operation of the local highway network.

6.4 On the basis of the findings within this Transport Statement, and in the context of the guidelines within para. 32 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network, and therefore planning permission should not be withheld on transport grounds.

FIGURES



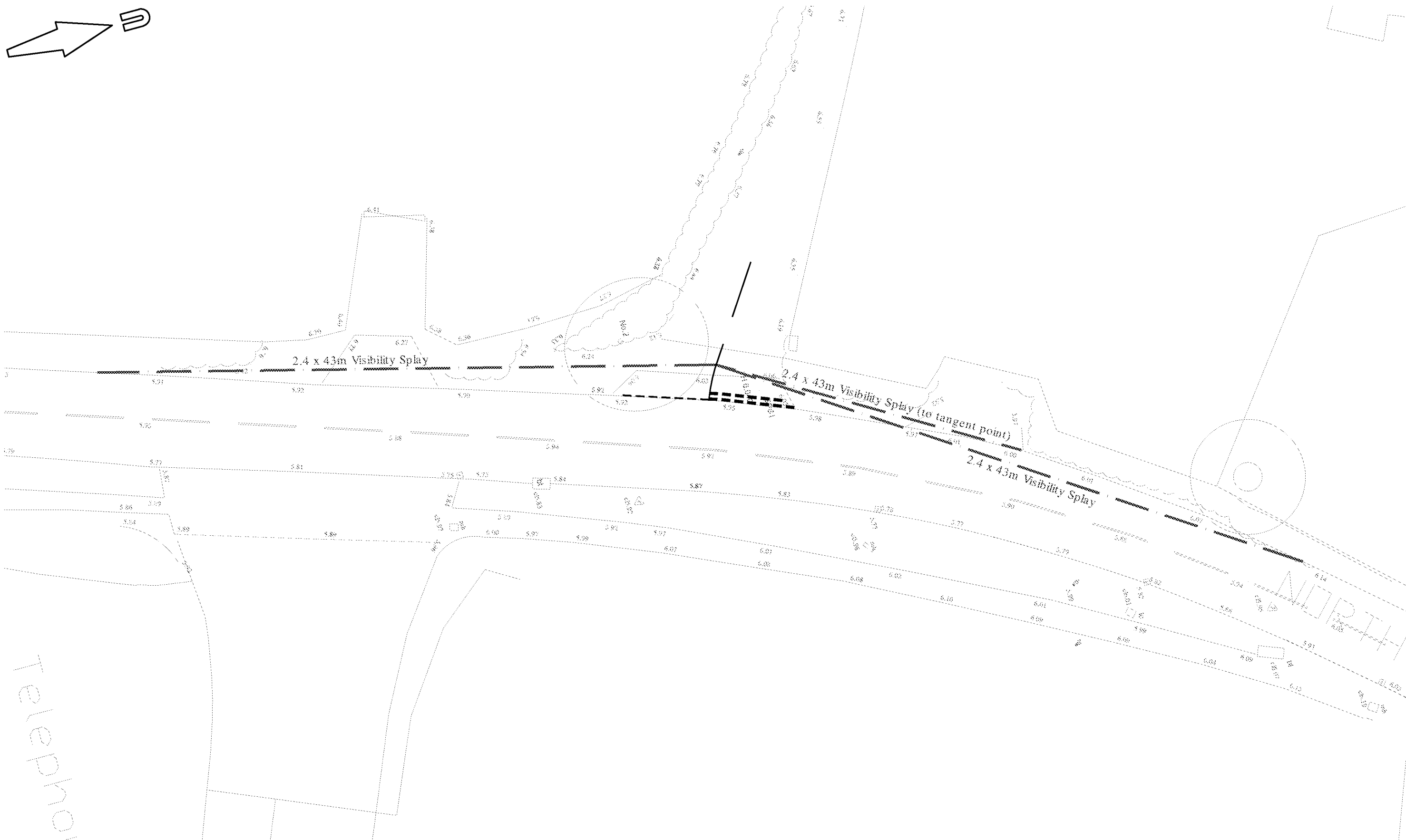
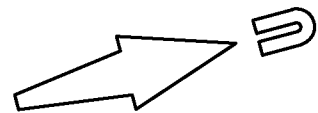
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



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title
VISIBILITY SPLAYS AT JUNCTION
WITH NORTH END ROAD

scale 1:250 @ A3 drawn by JME checked by BC

date JULY 2018 cad file FIGURES.DWG

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FIGURE 4.1



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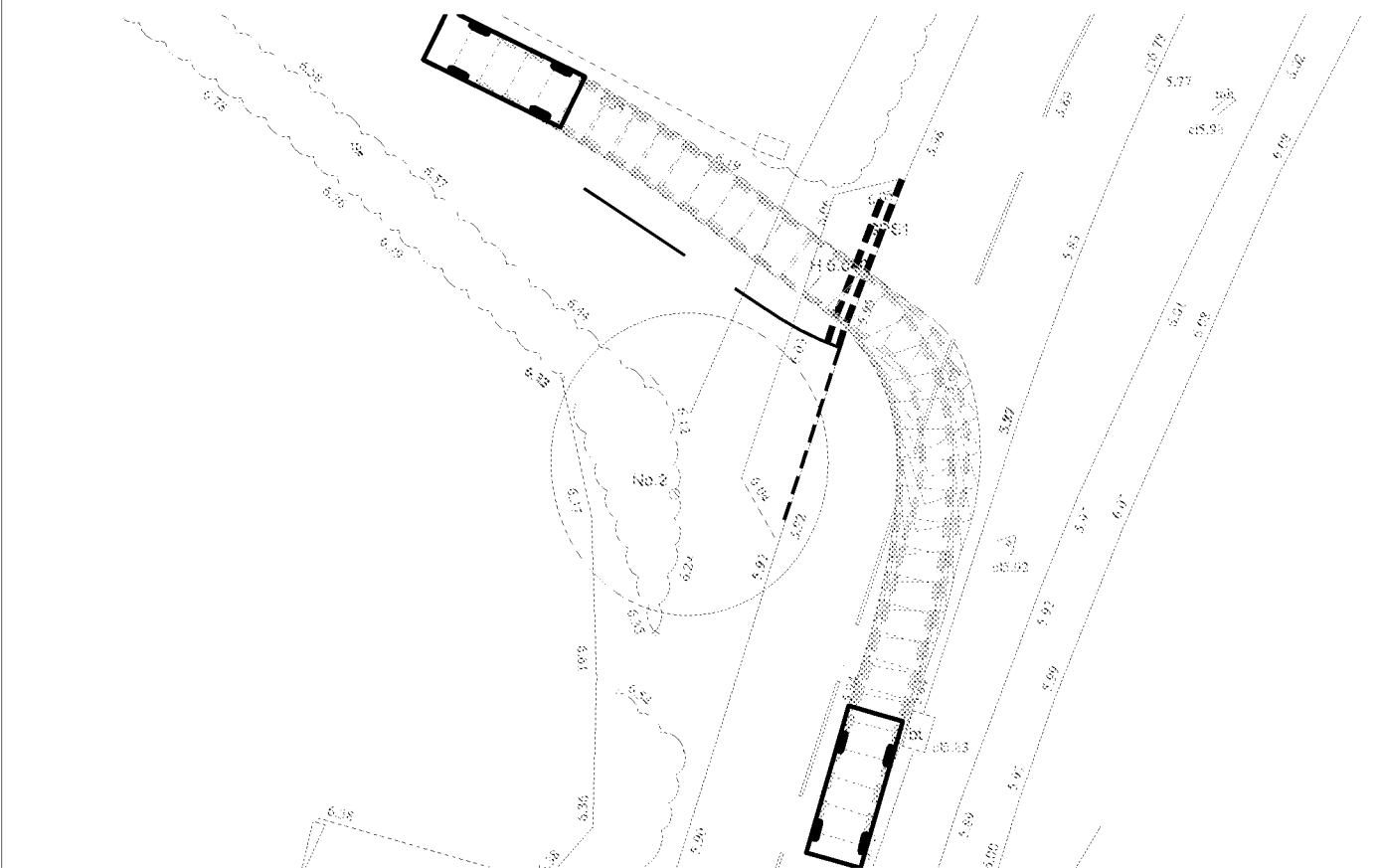
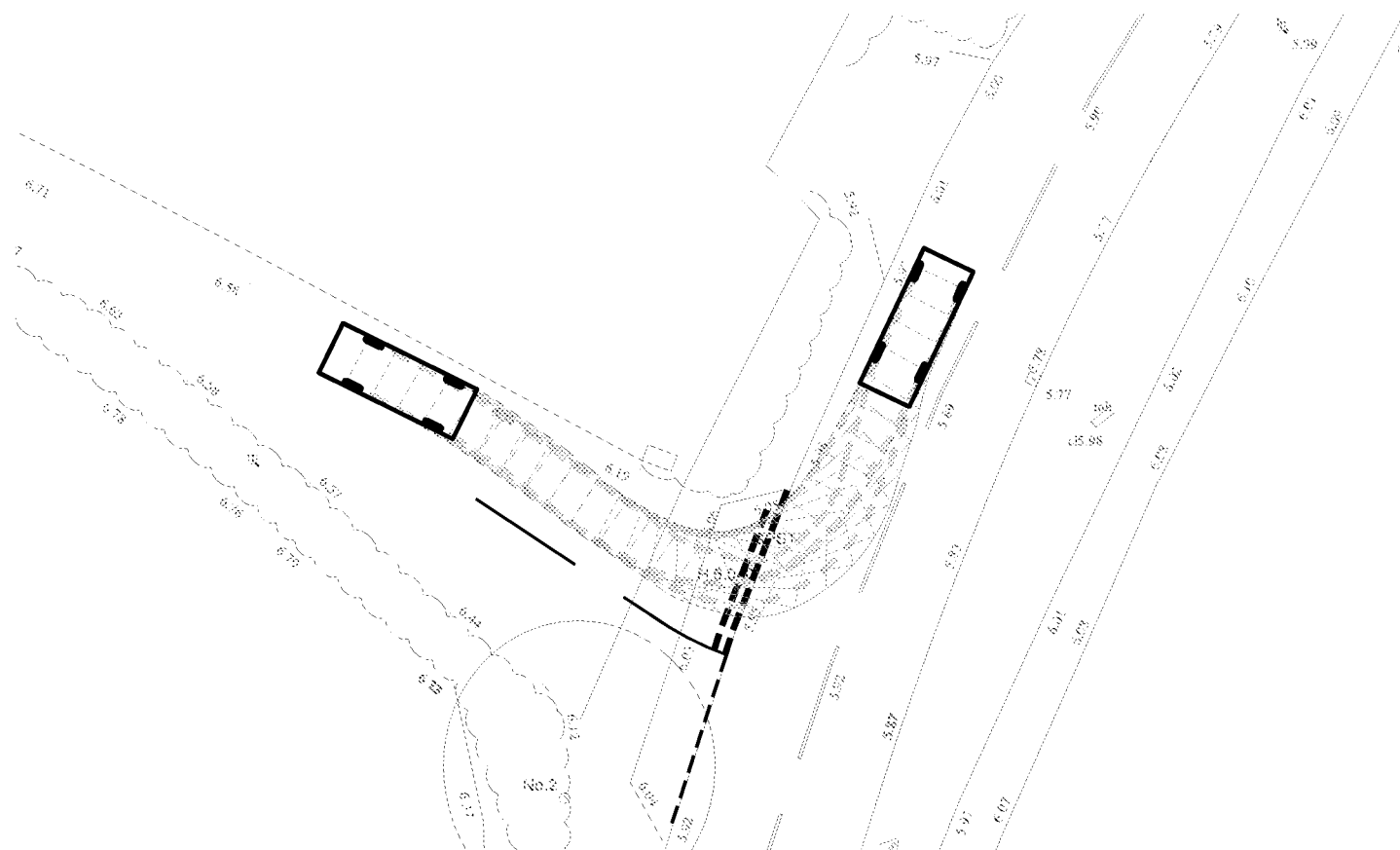
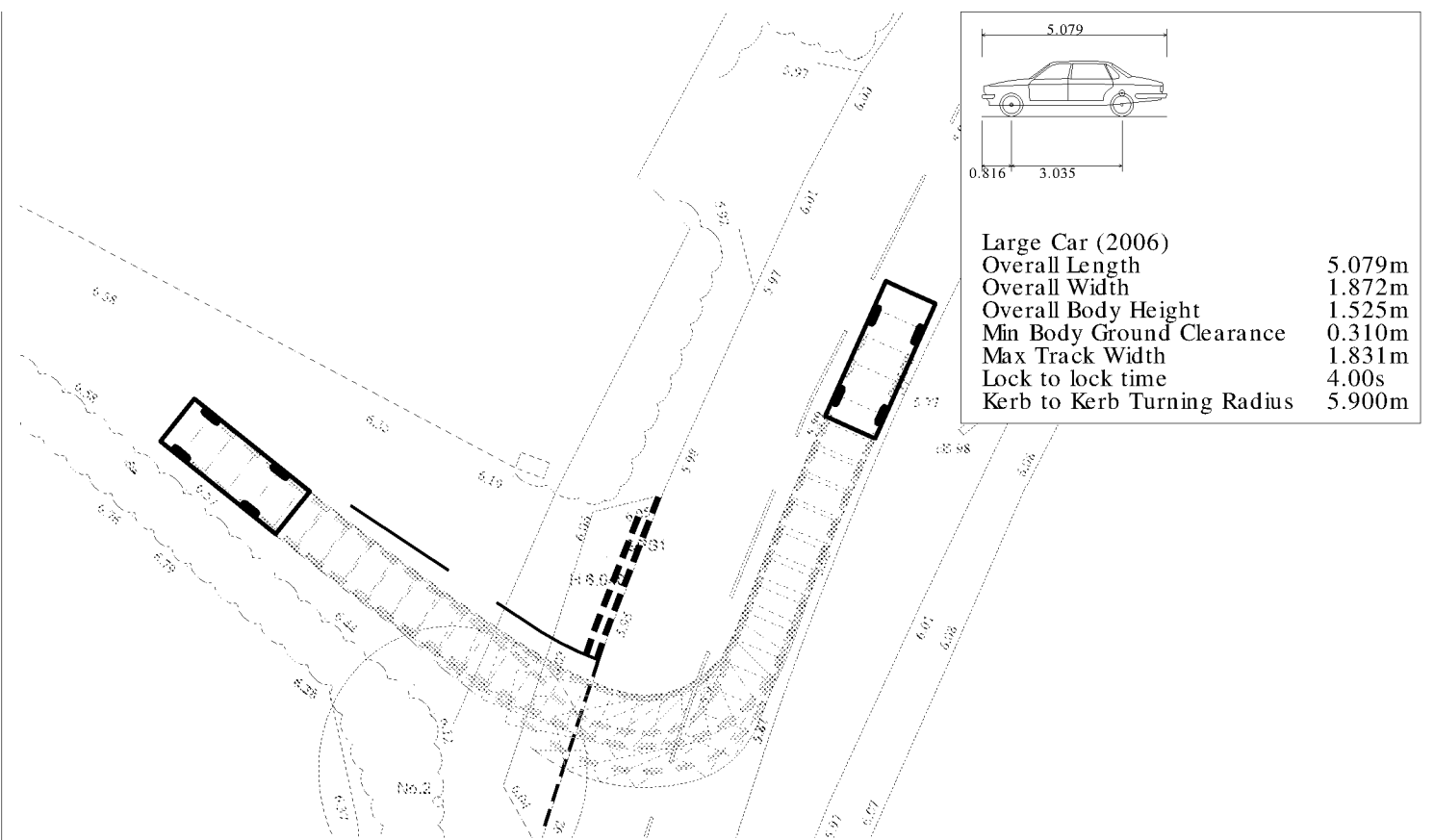
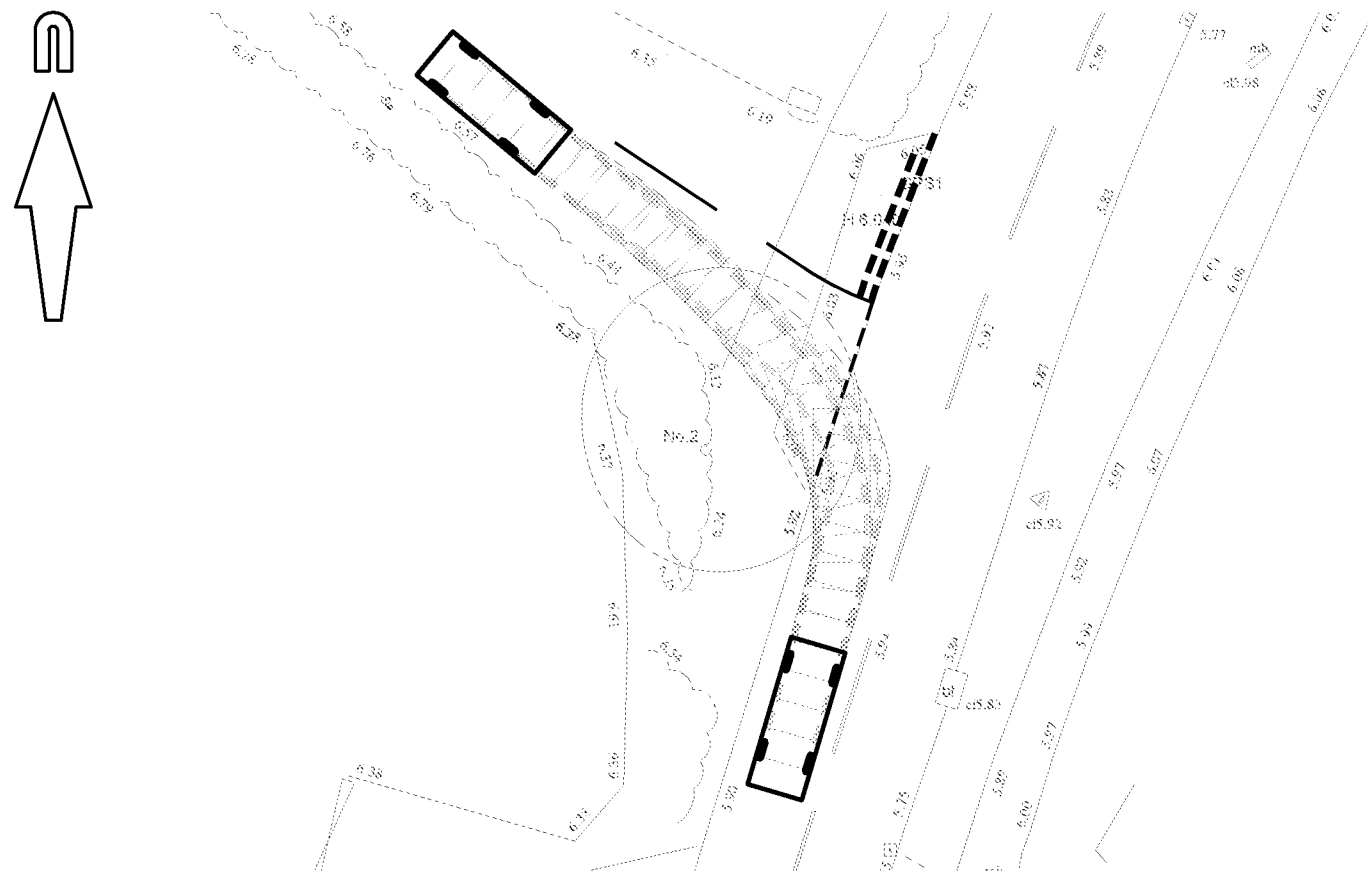
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VISIBILITY SPALYS AT
INTERNAL JUNCTION

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FIGURE 4.2



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SWEPT PATH ANALYSIS

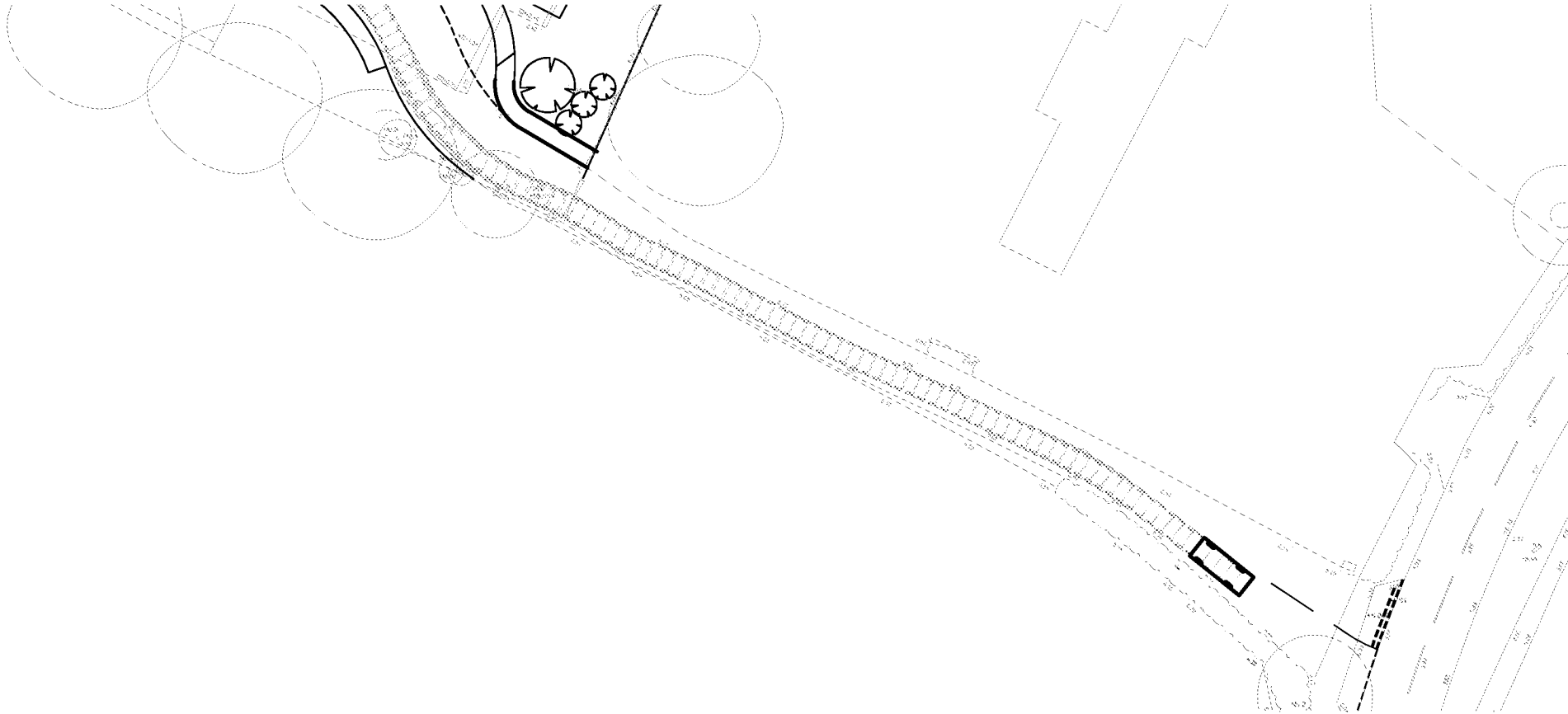
LARGE CAR VEHICLE ENTERING/EXITING SITE

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FIGURE 4.3



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



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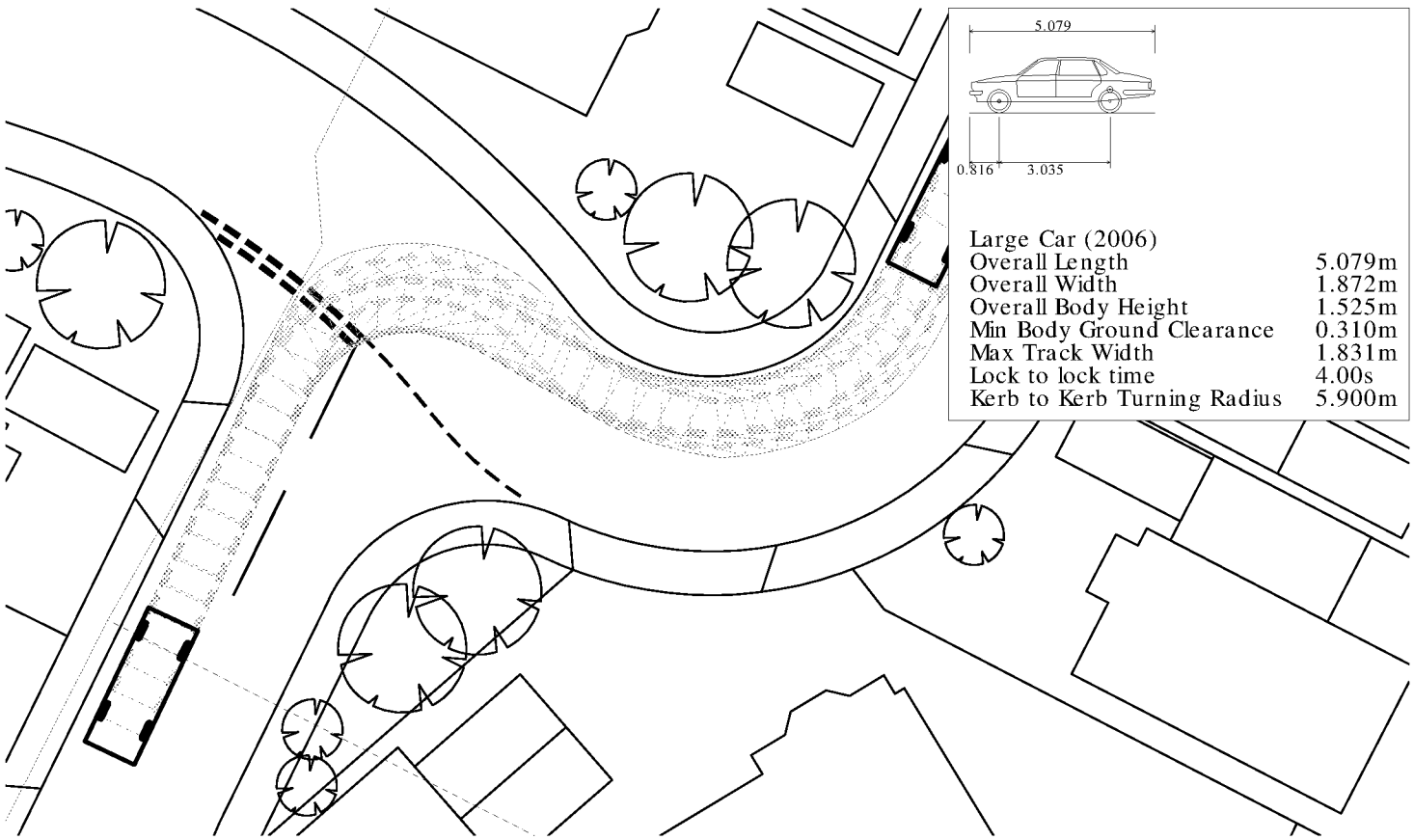
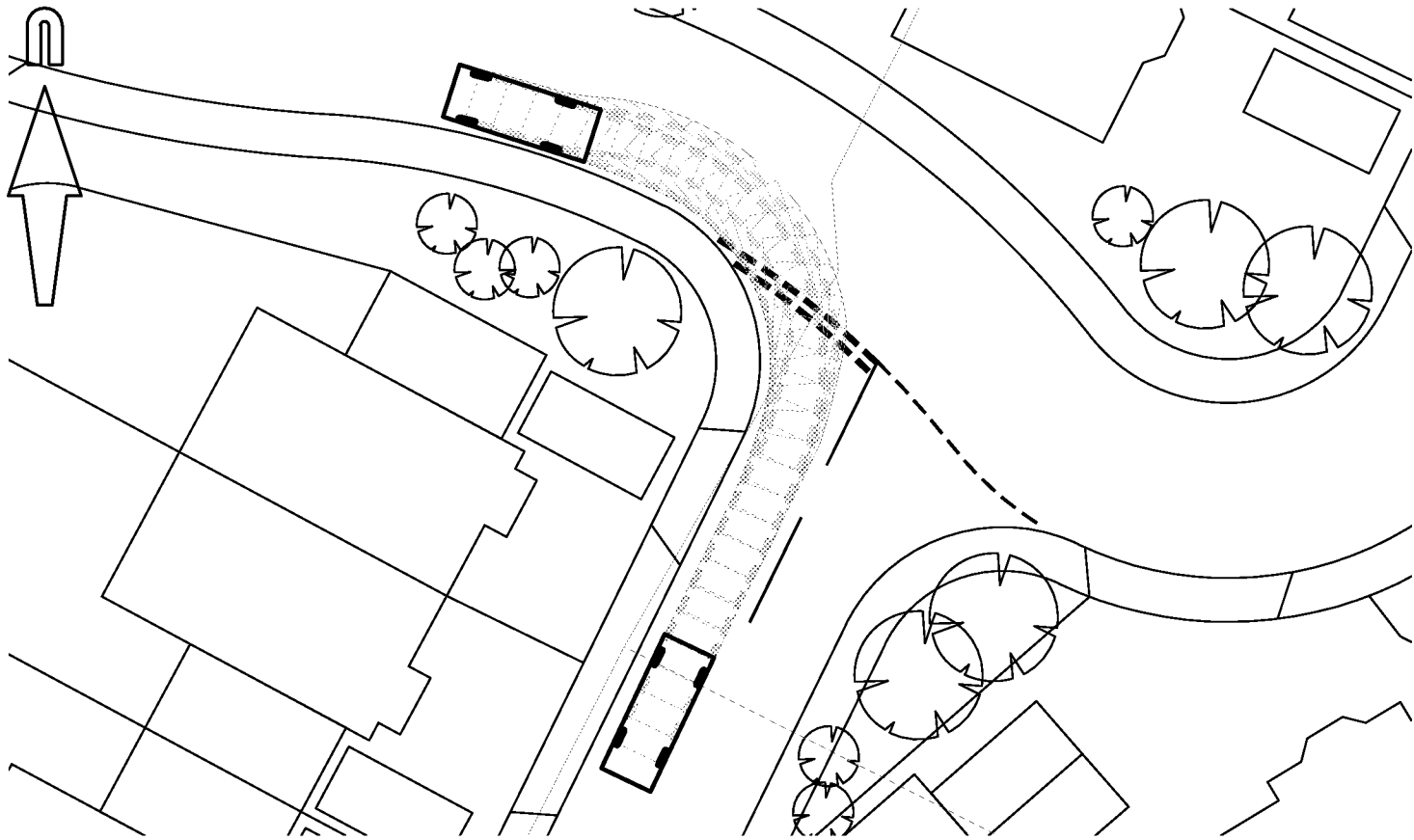
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SWEPT PATH ANALYSIS
LARGE CAR ENTERING/EXITING
ALONG ACCESS ROAD

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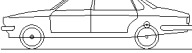
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FIGURE 4.4



5.079



0.816 3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

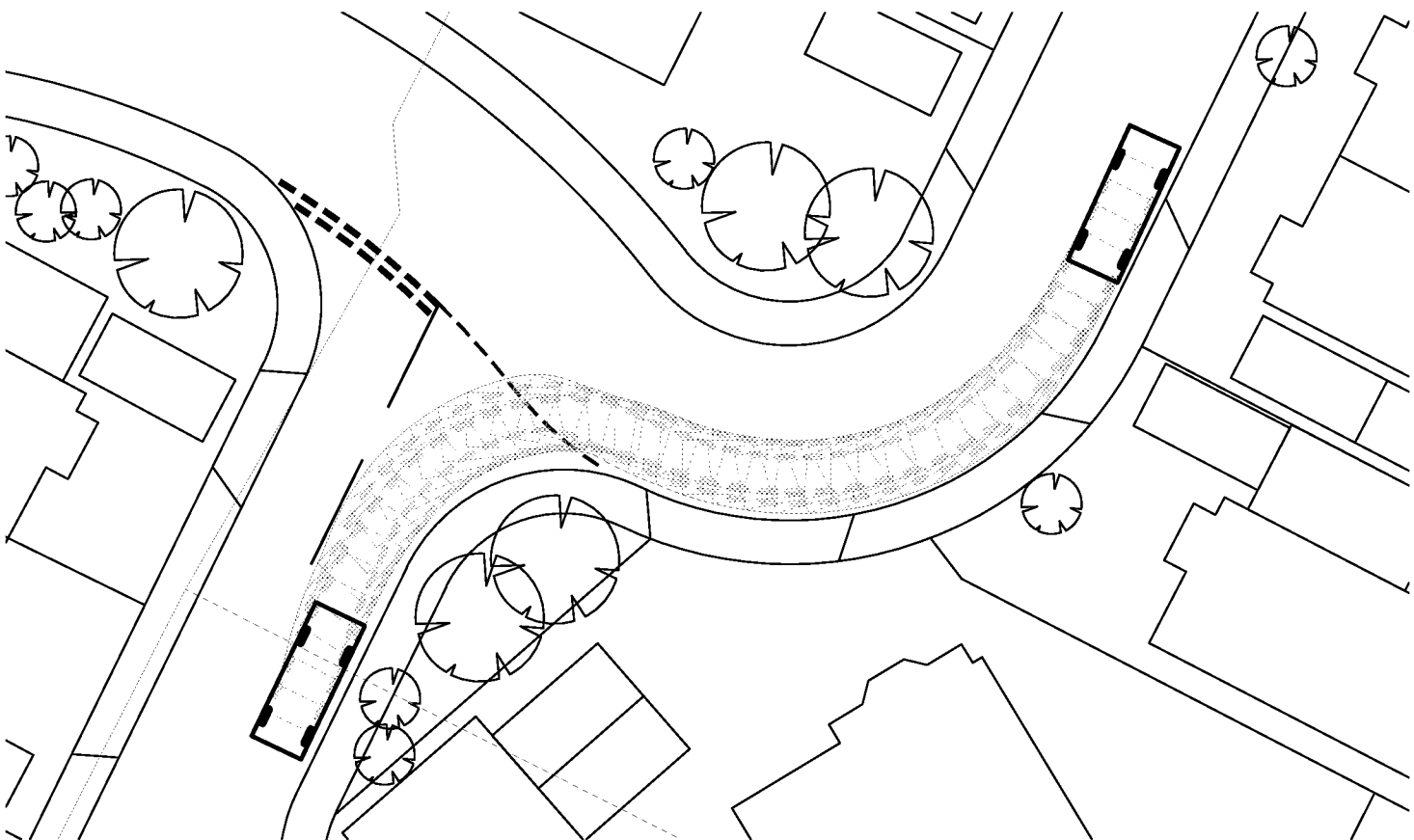
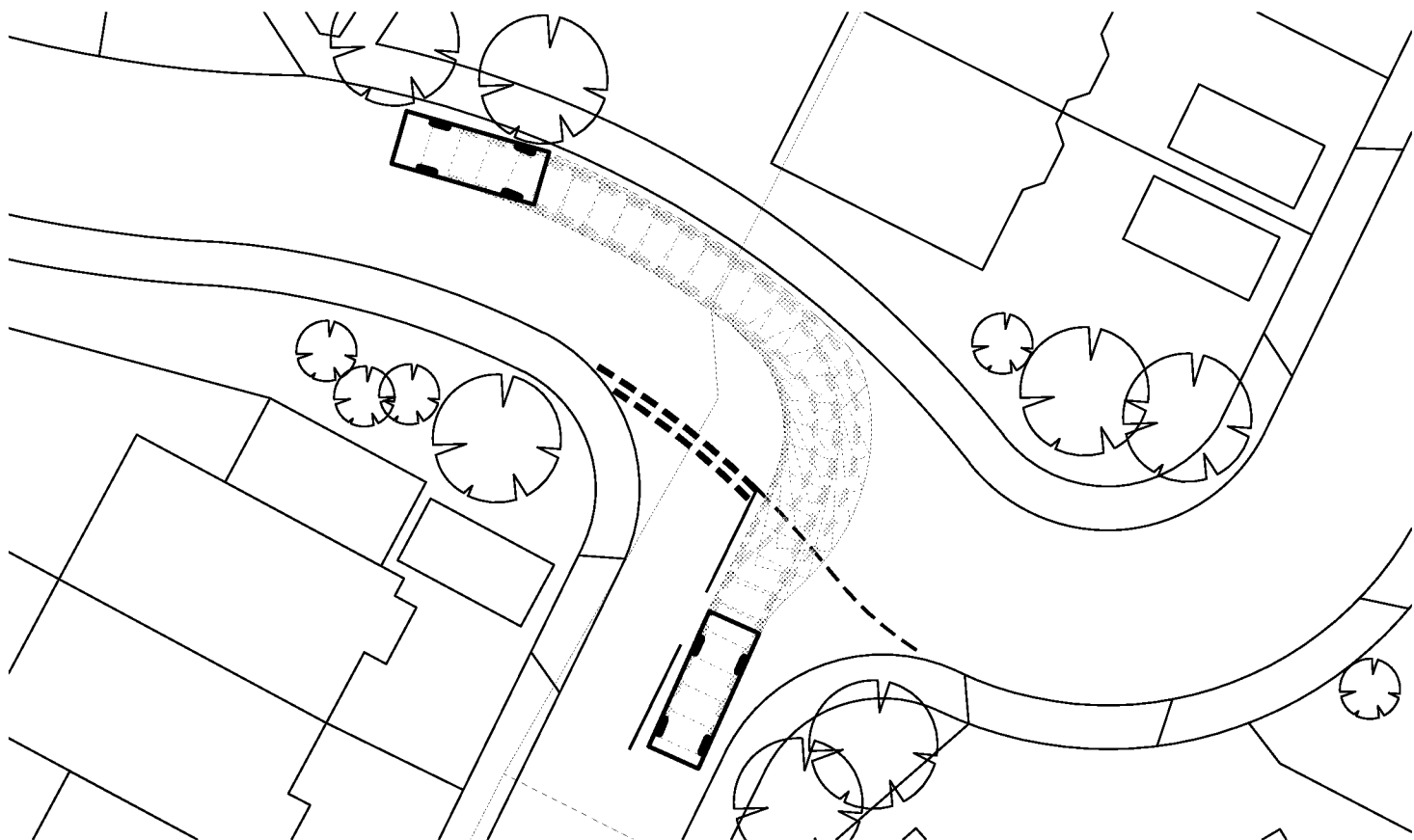
1.525m

0.310m

1.831m

4.00s

5.900m



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m3

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title
SWEPT PATH ANALYSIS
LARGE CAR AT INTERNAL JUNCTION

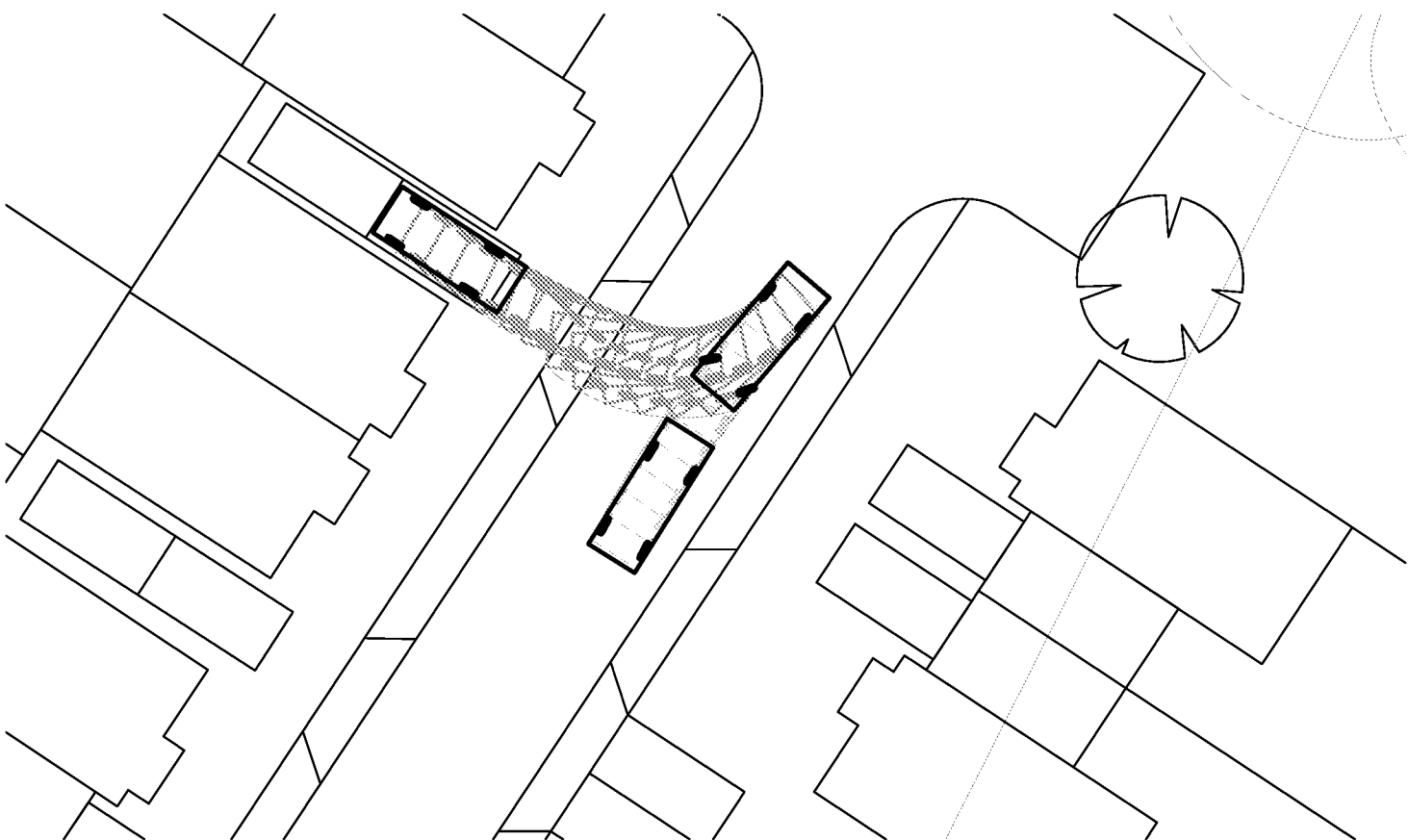
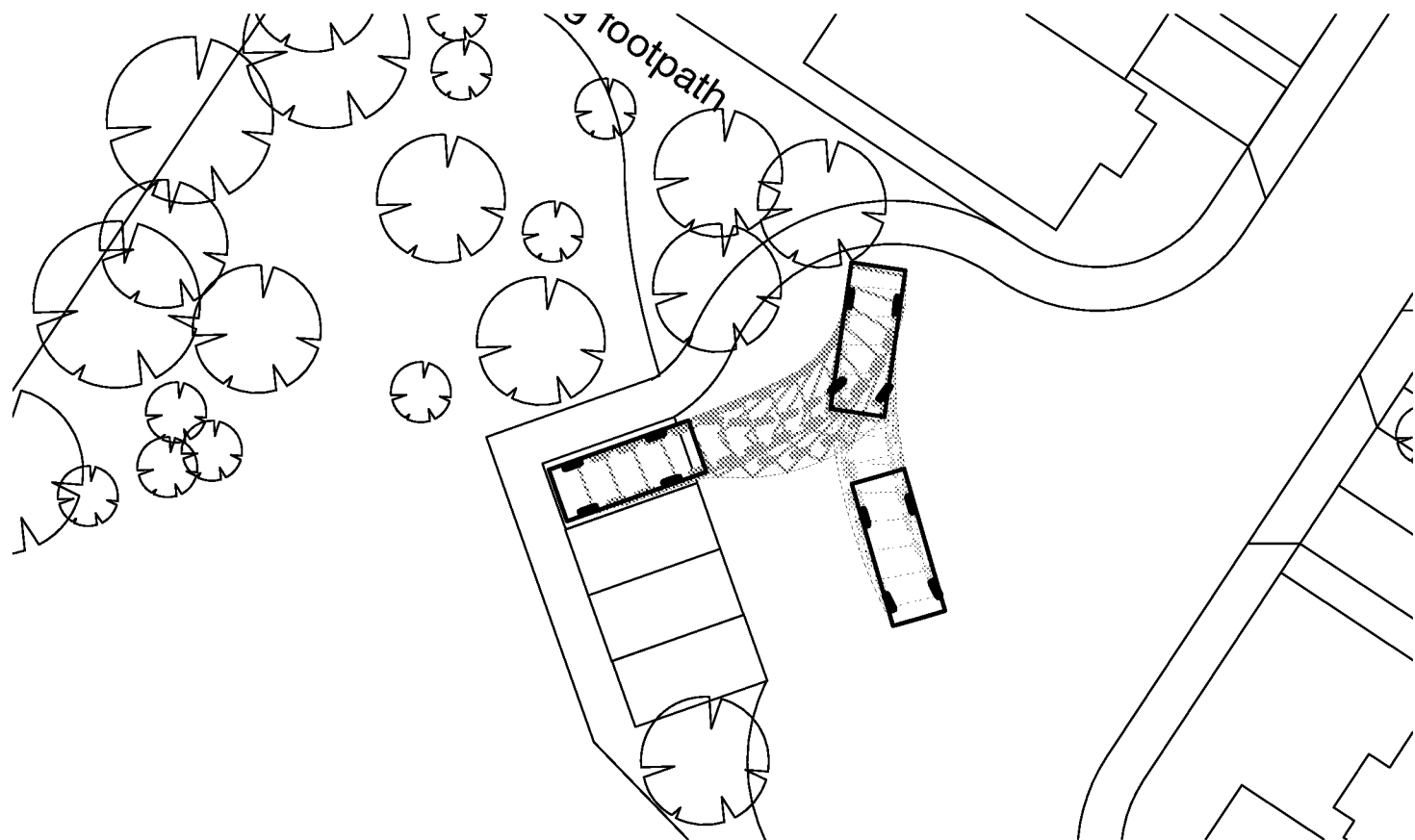
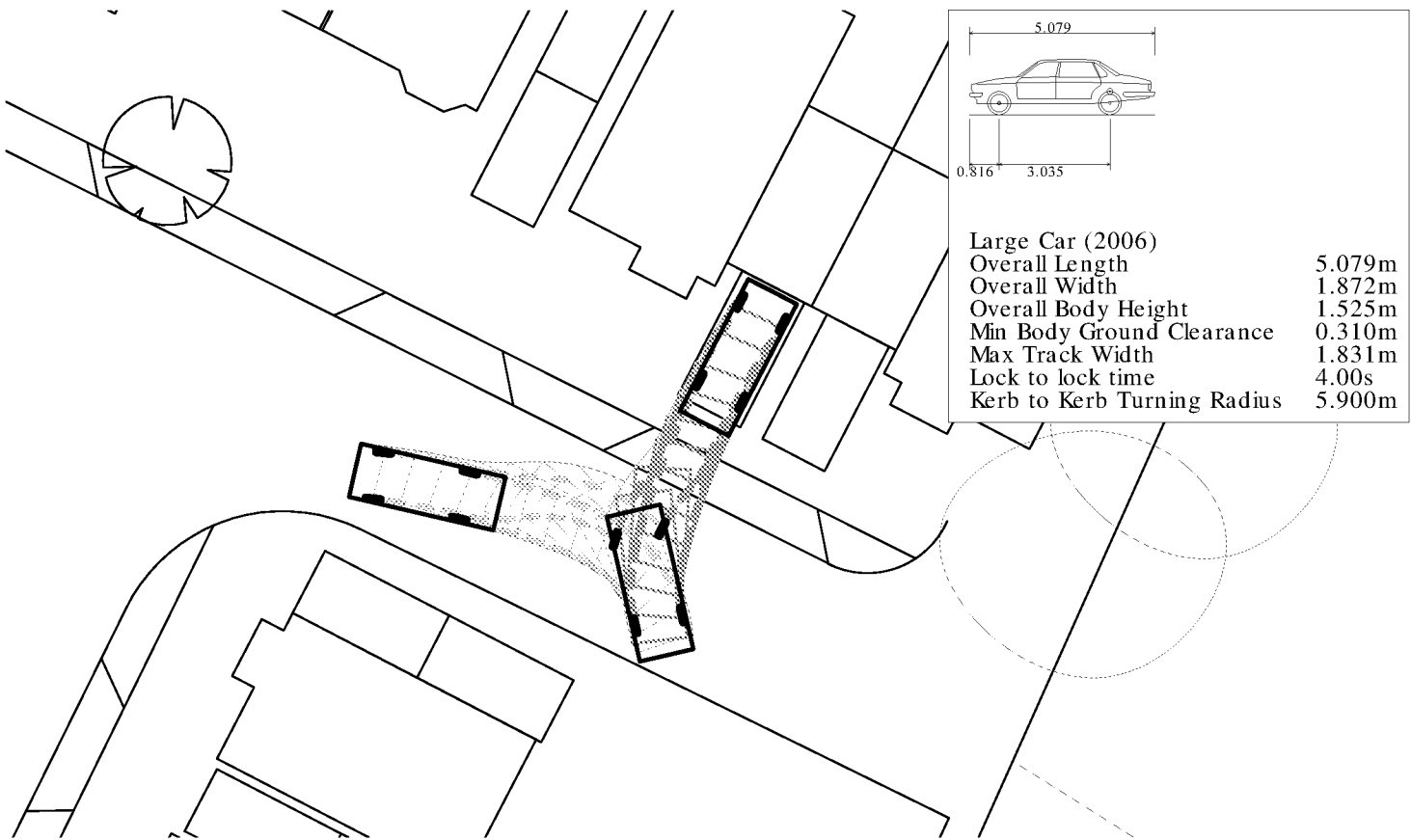
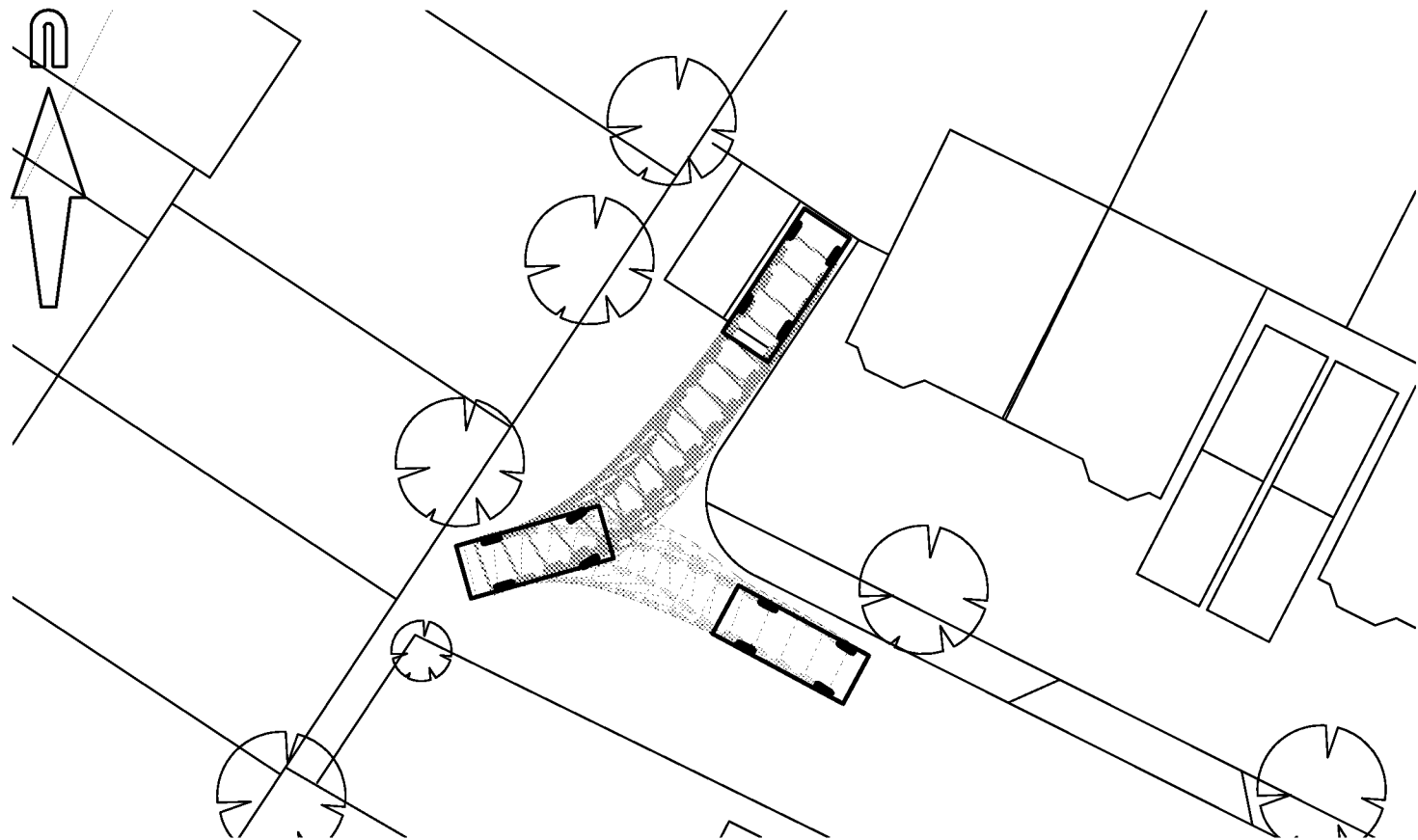
scale 1:250 @ A3 drawn by JME checked by BC

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FIGURE 4.5

ARUN DISTRICT COUNCIL Y/62/18/OUT



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project
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YAPTON

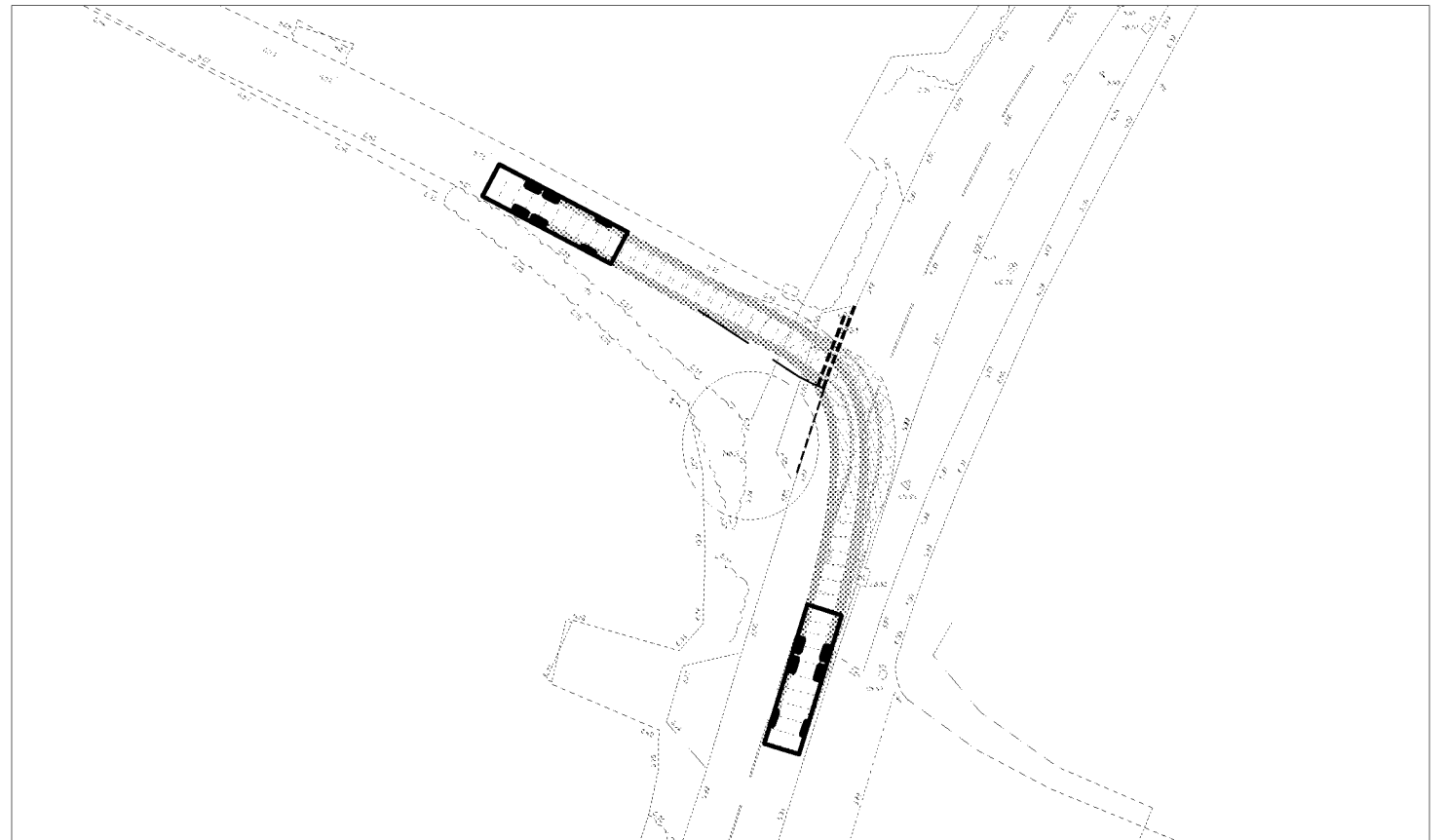
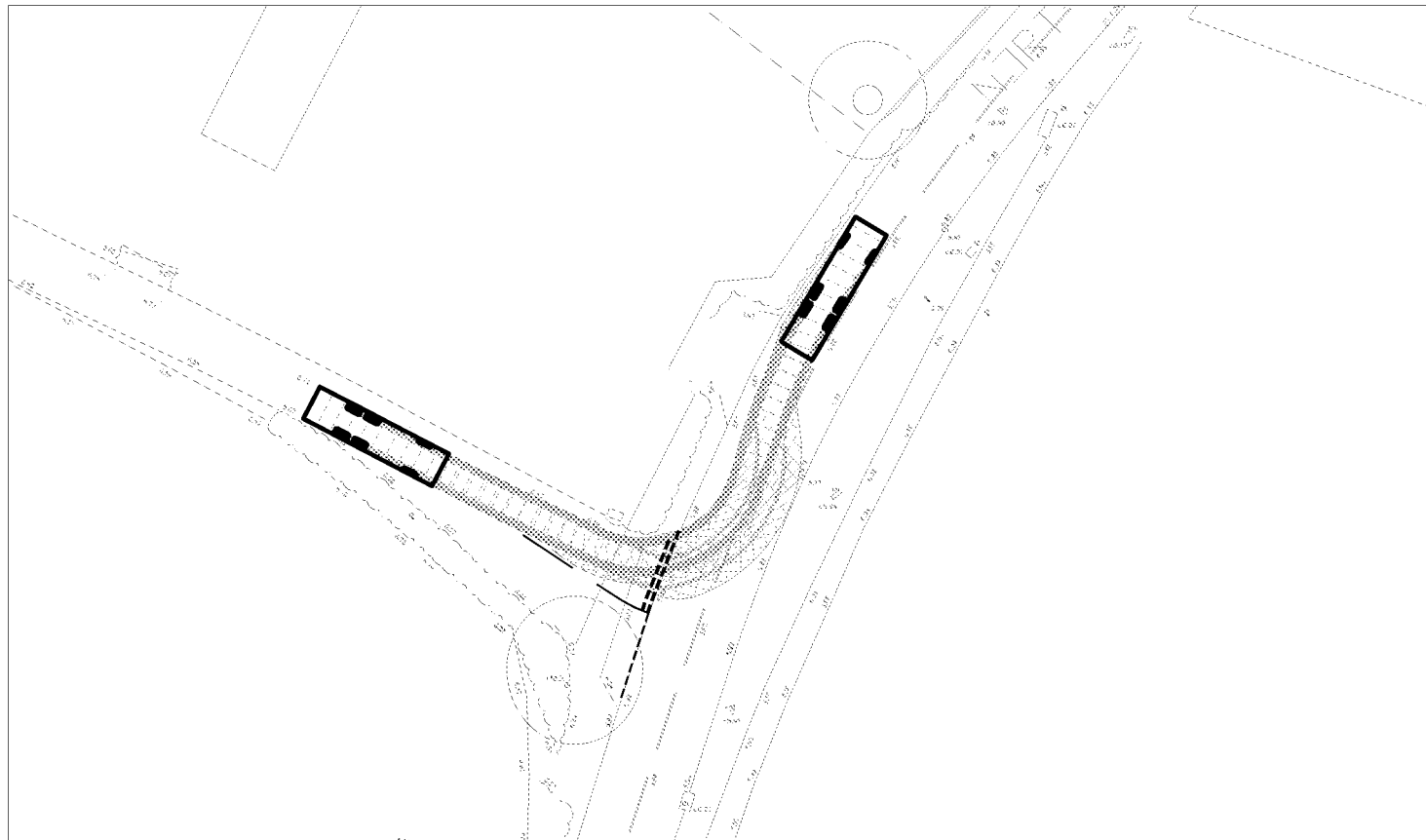
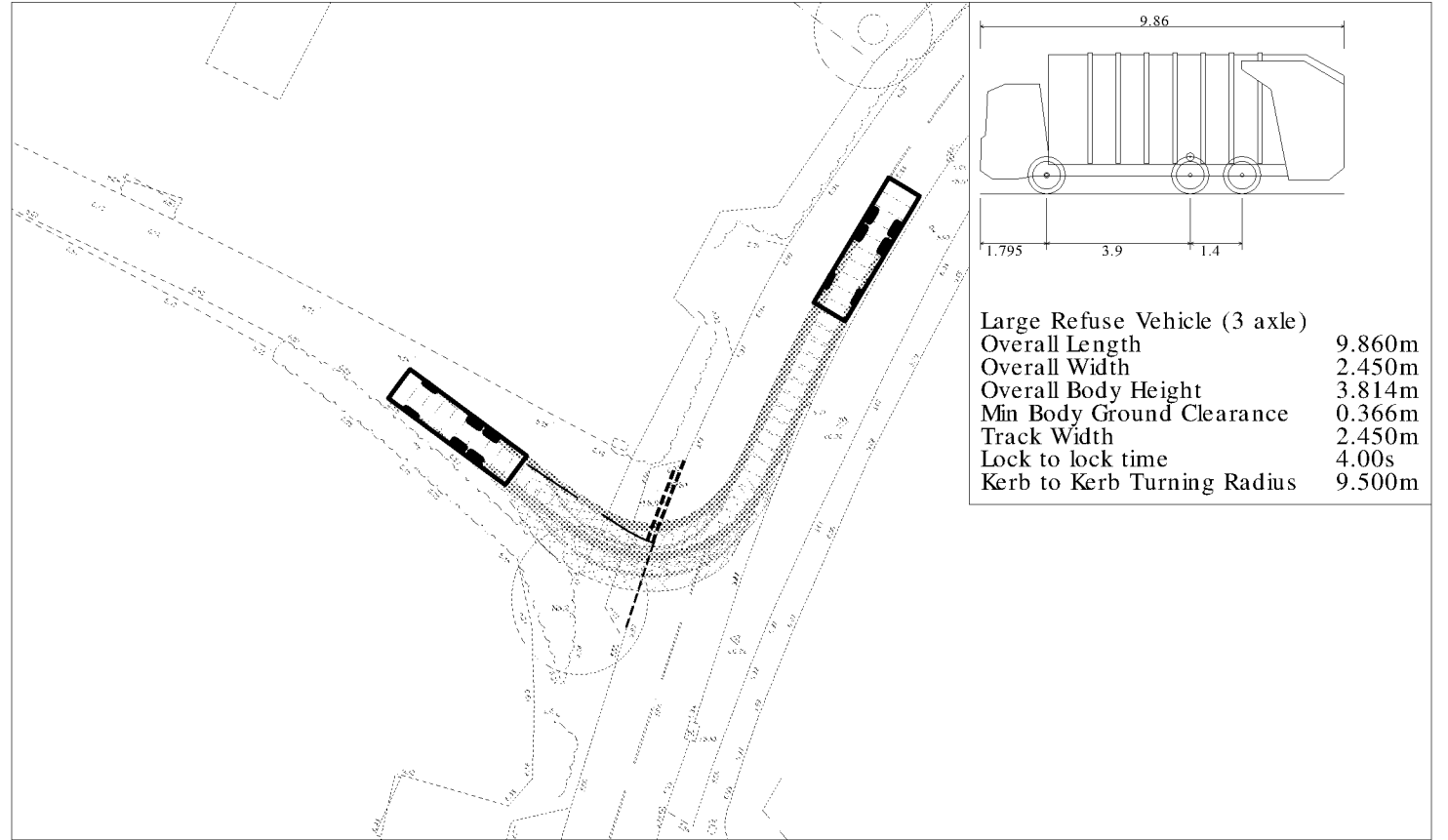
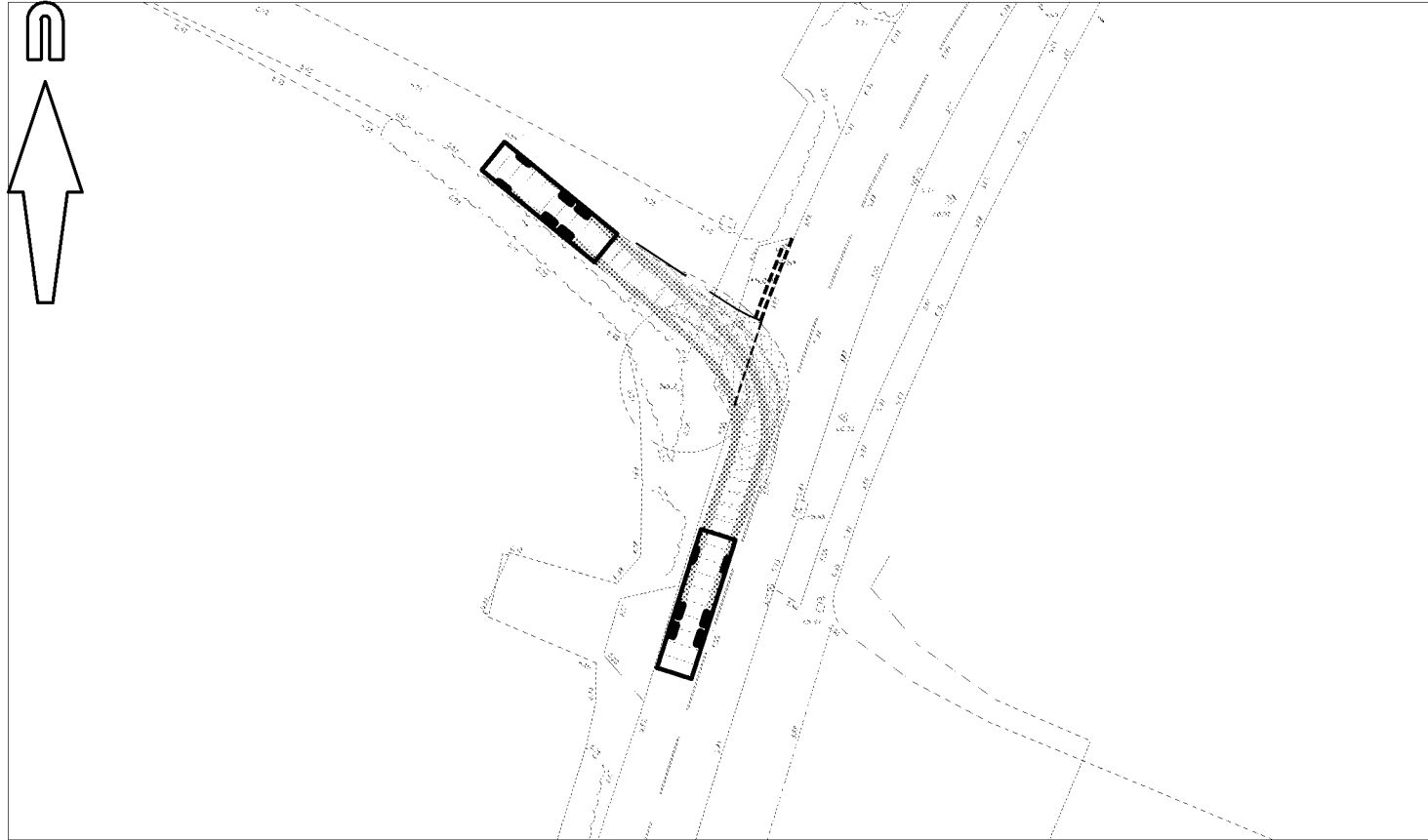
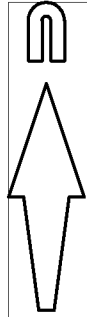
title
SWEPT PATH ANALYSIS
LARGE CAR USING SELECTION OF PARKING BAYS

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FIGURE 4.6



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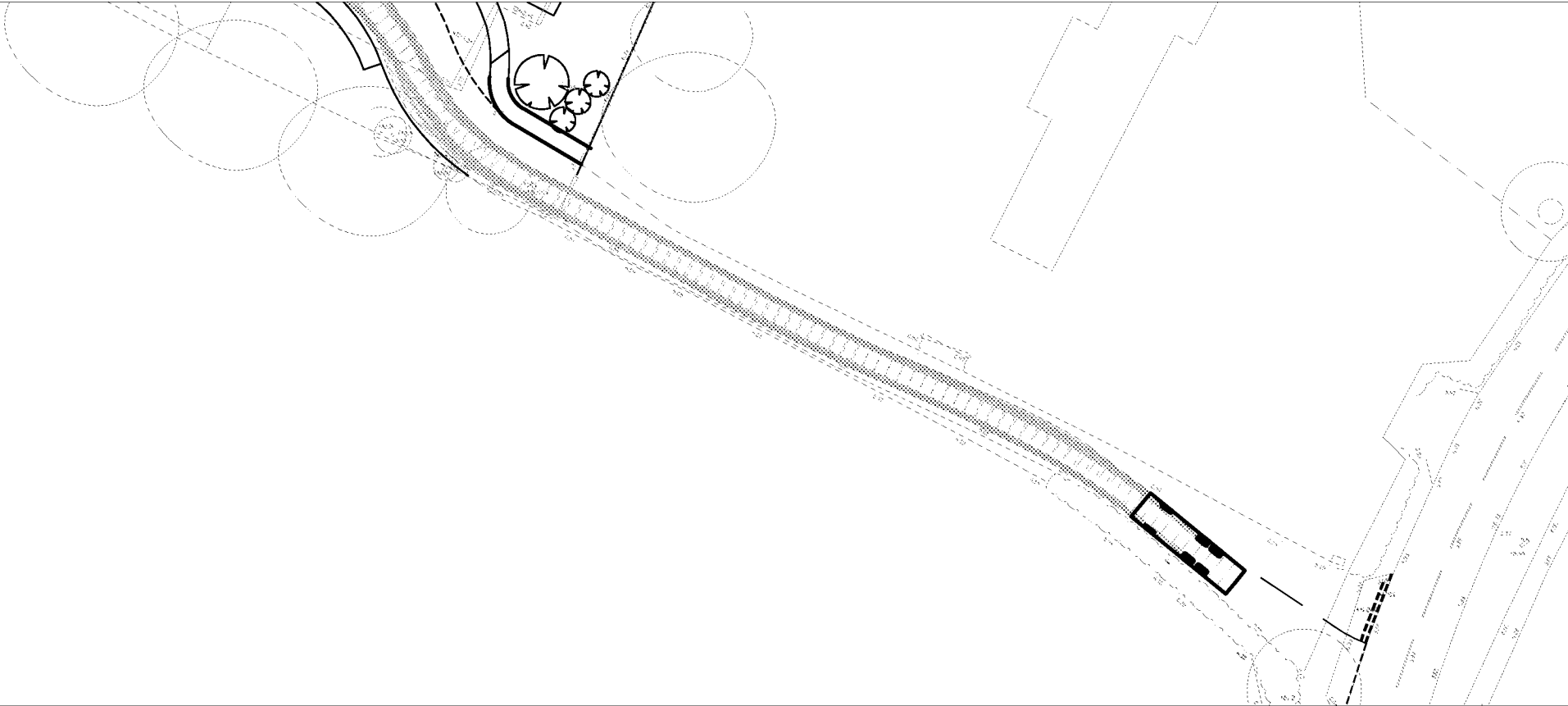
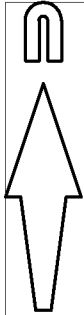
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SWEPT PATH ANALYSIS
REFUSE VEHICLE ENTERING/EXITING SITE

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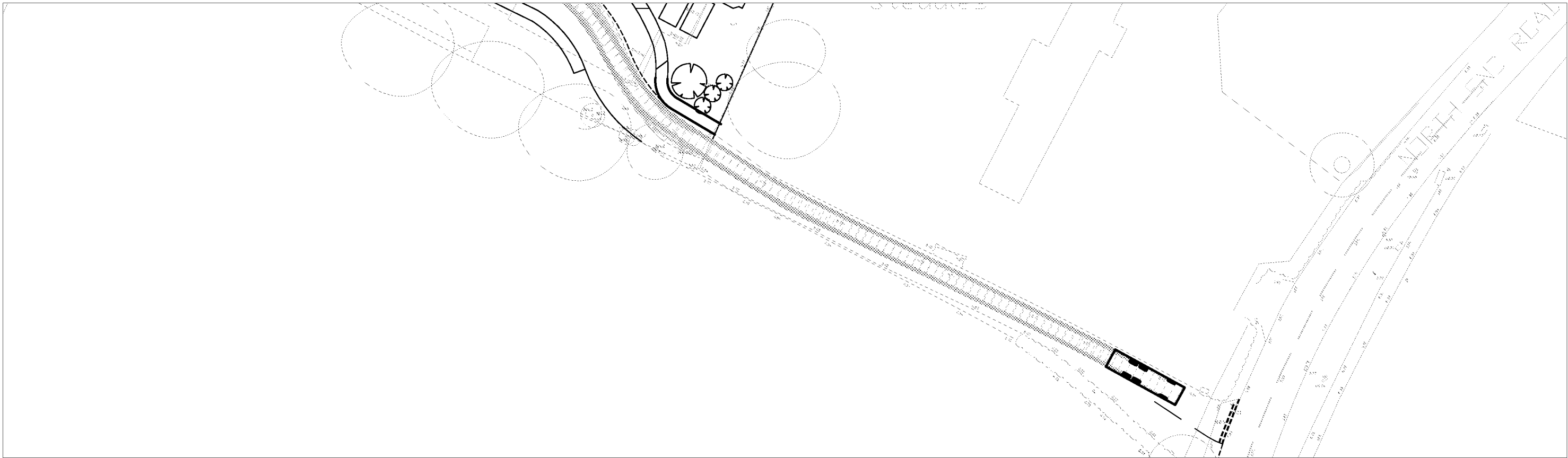
date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.7



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
Kerb to Kerb Turning Radius	9.500m



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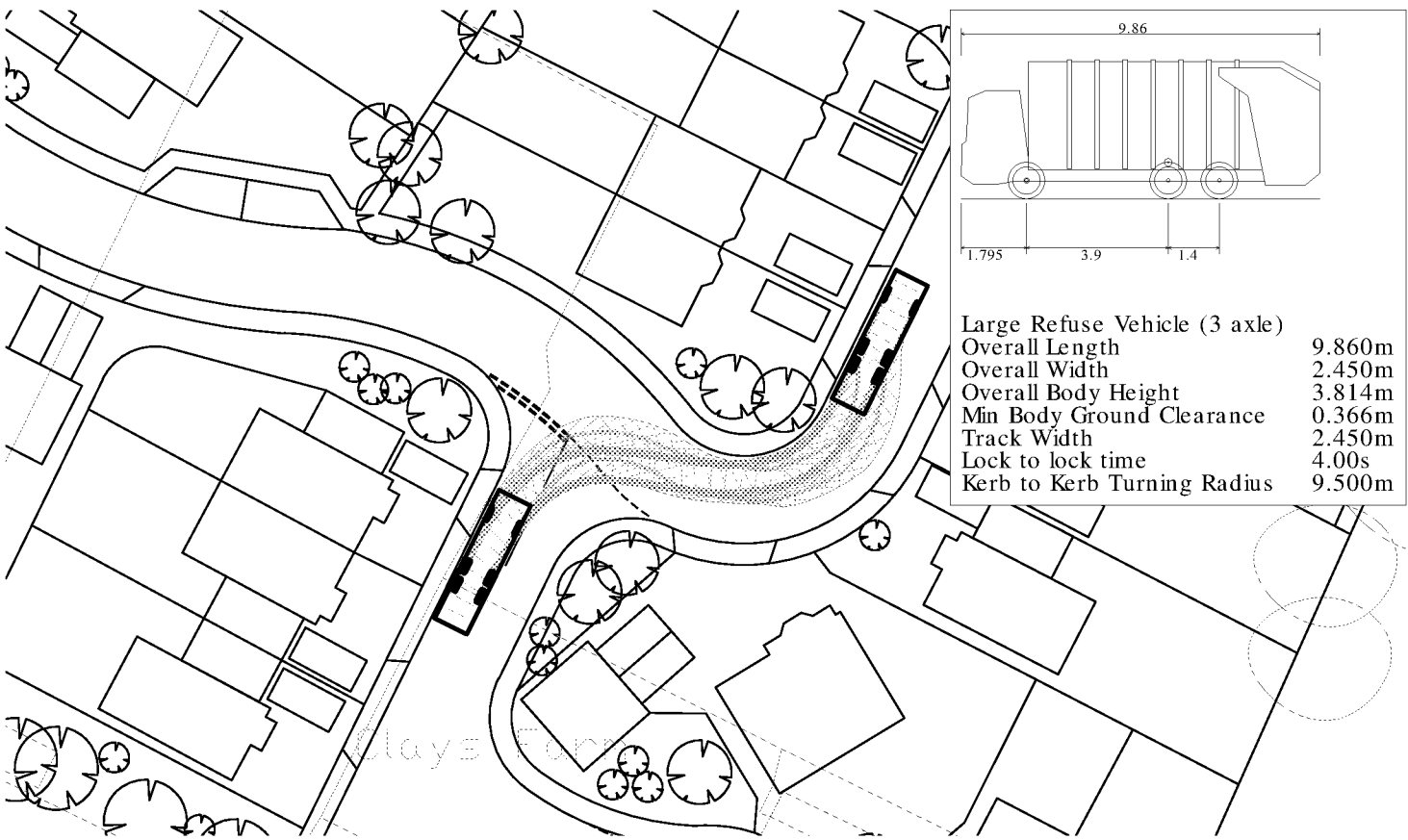
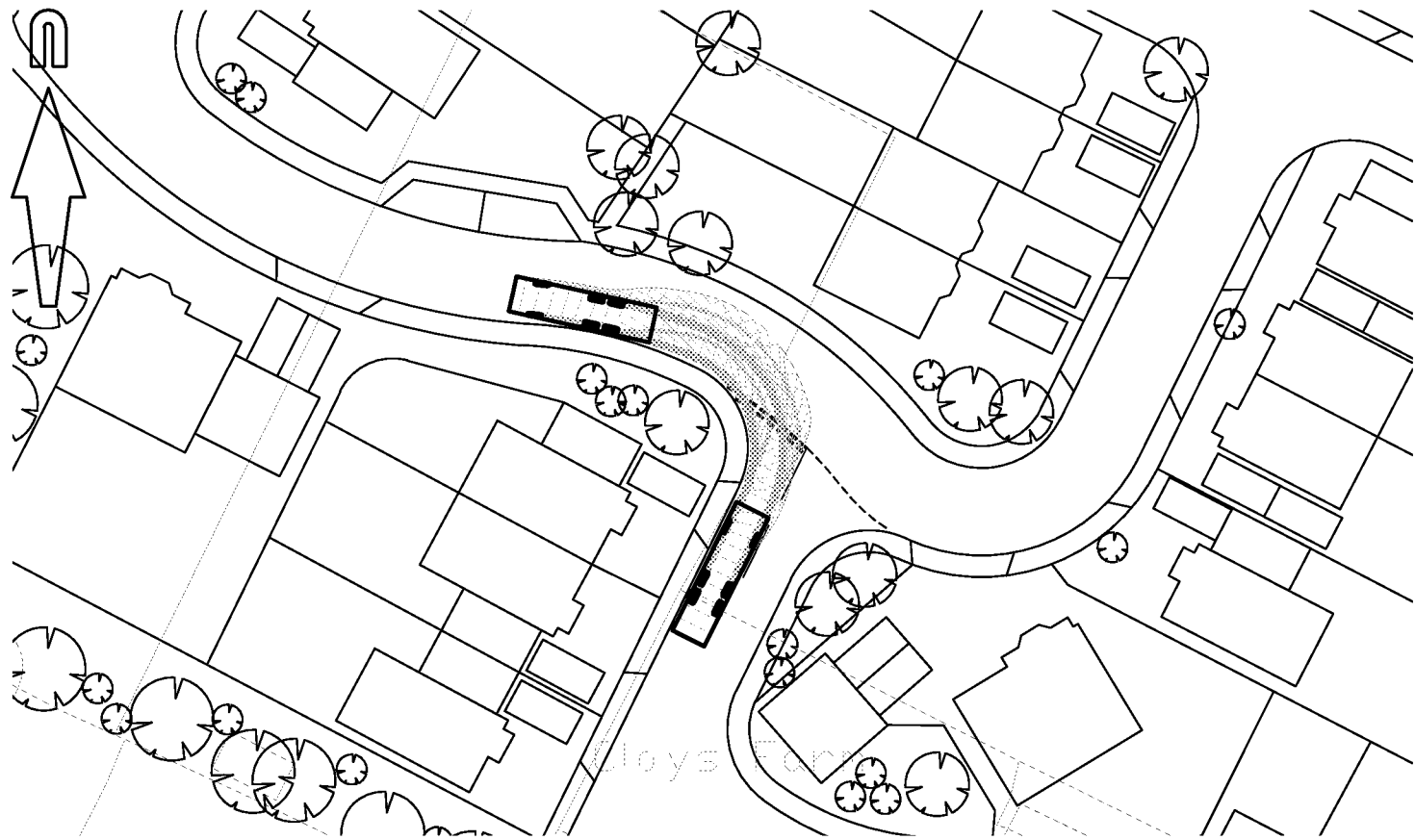
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REFUSE VEHICLE ENTERING/EXITING
ALONG ACCESS ROAD

scale 1:500 @ A3 drawn by JME checked by BC

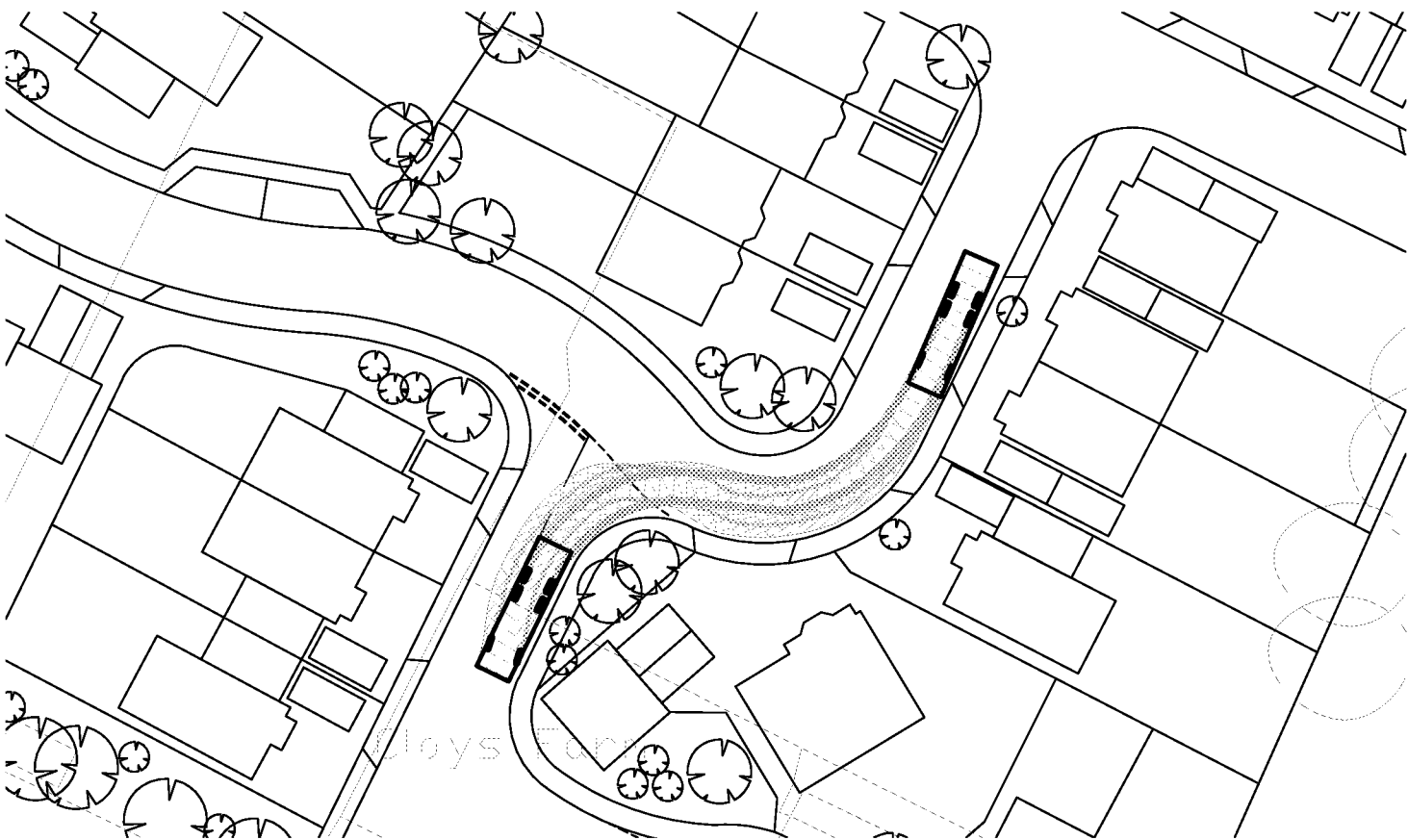
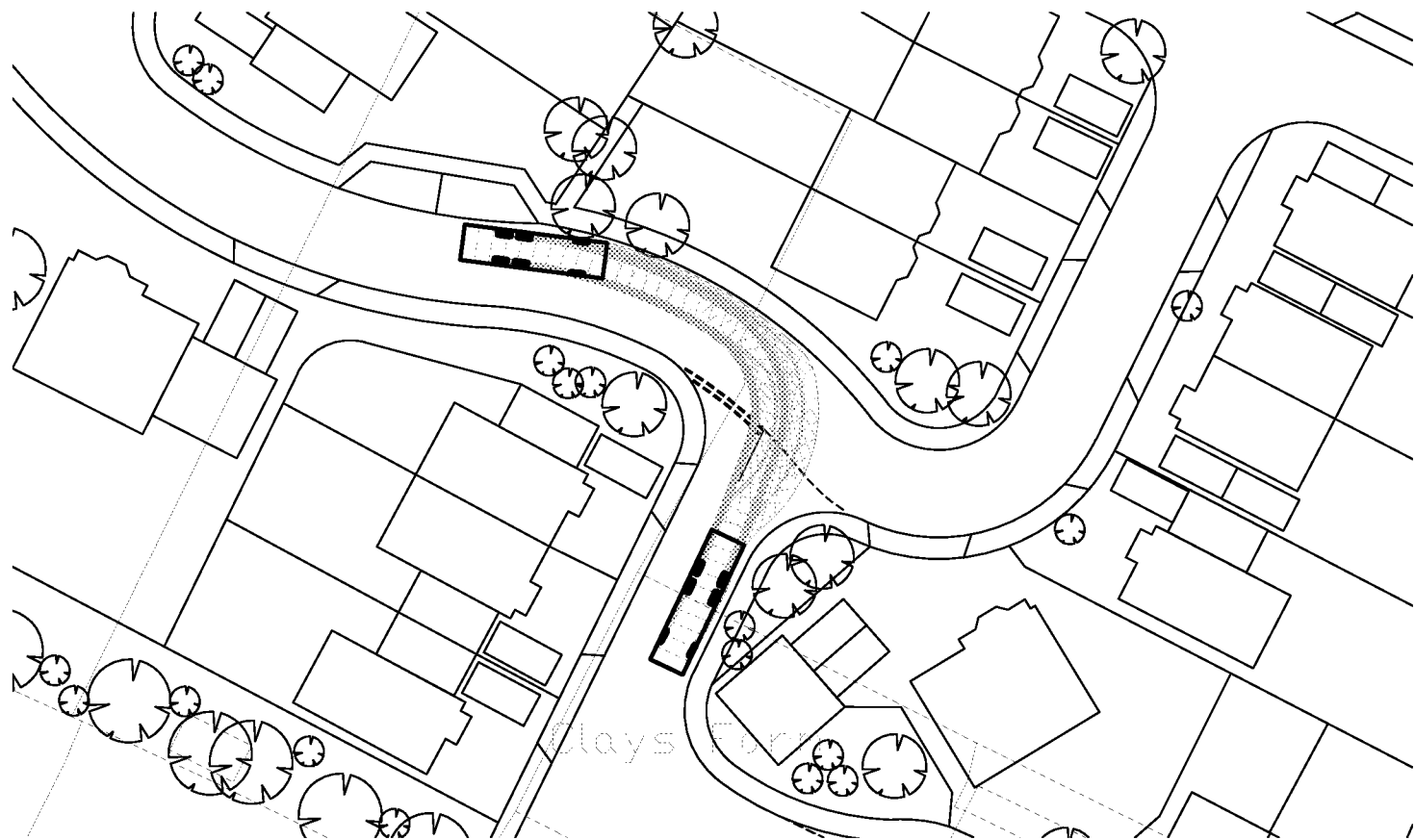
date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.8



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
Kerb to Kerb Turning Radius	9.500m



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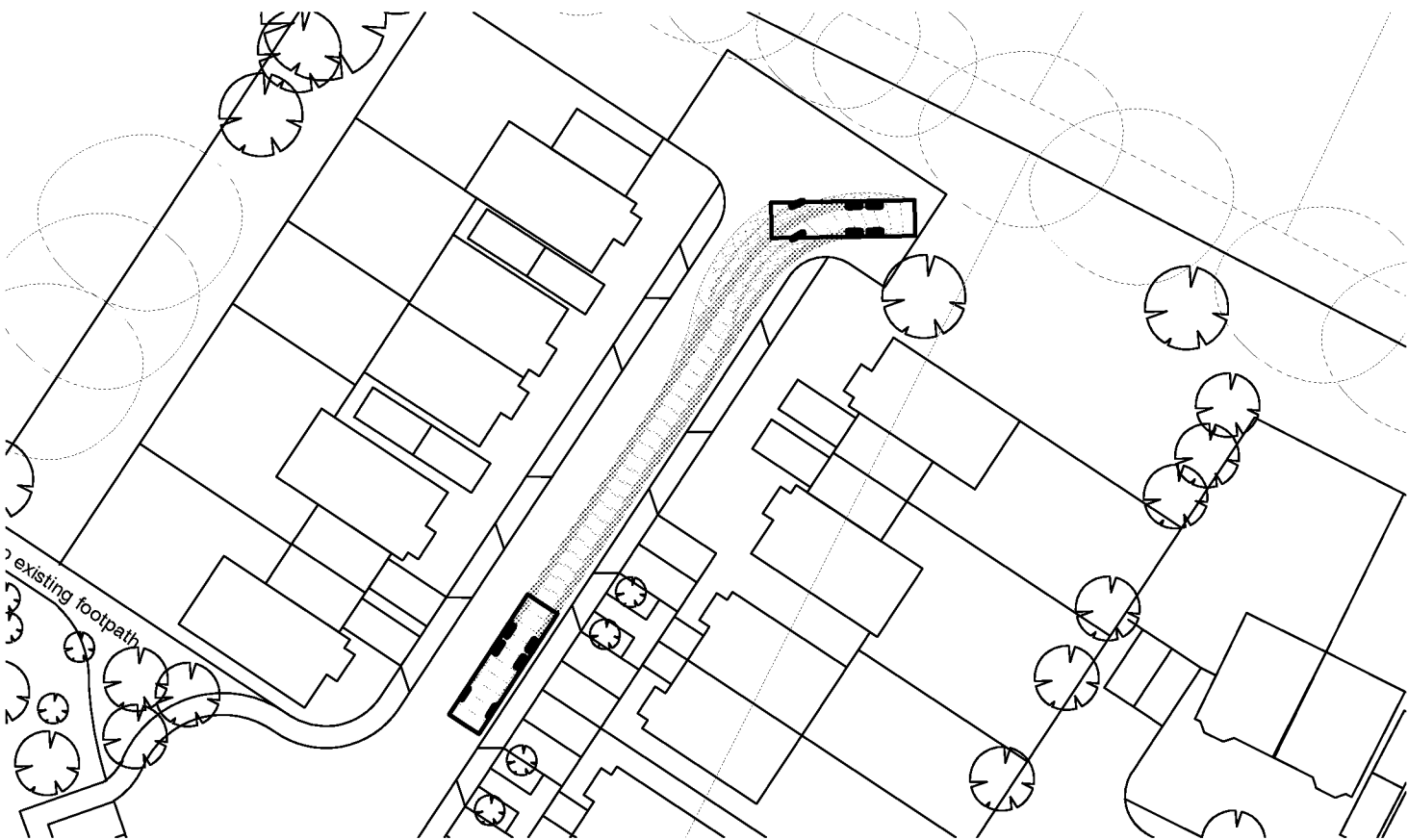
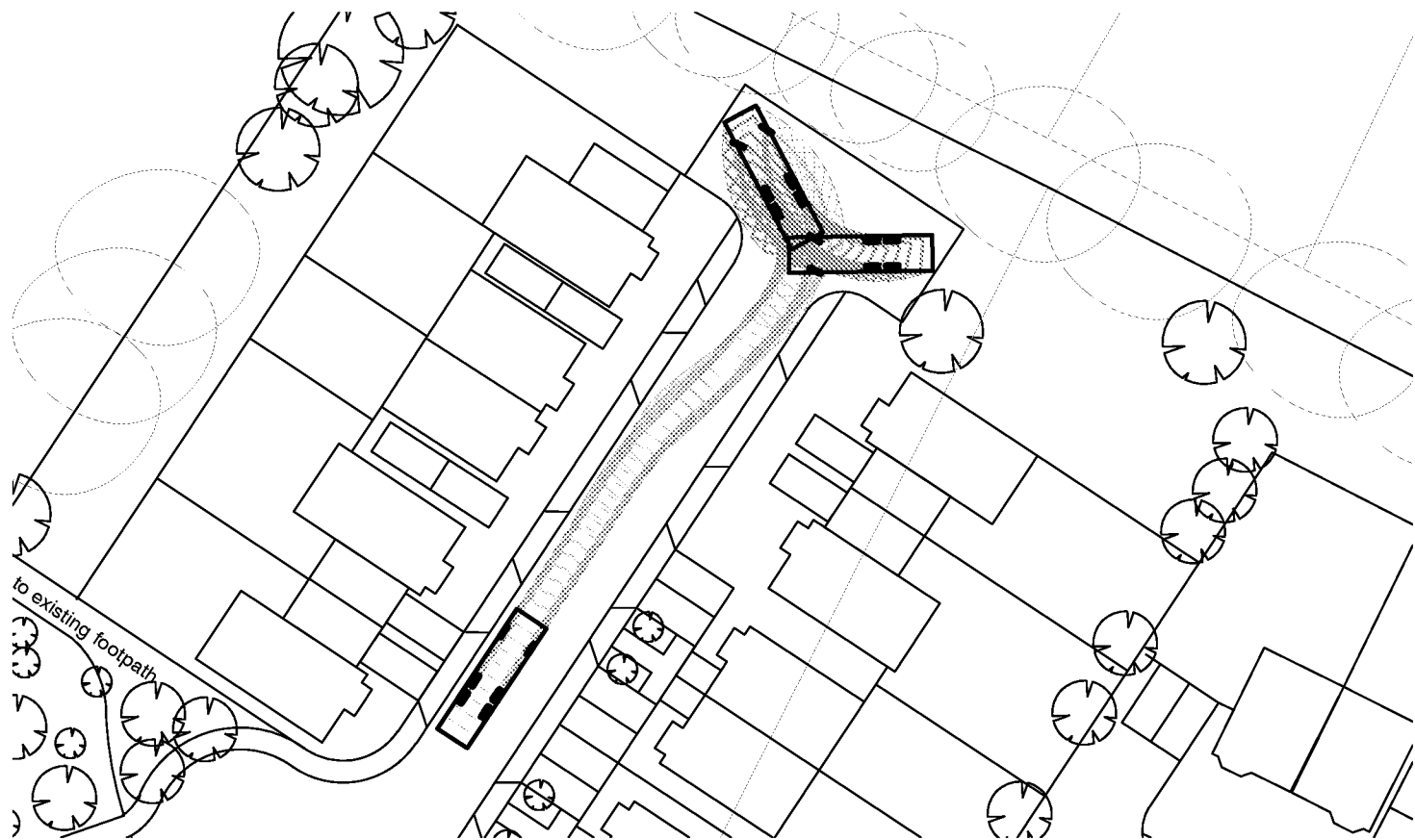
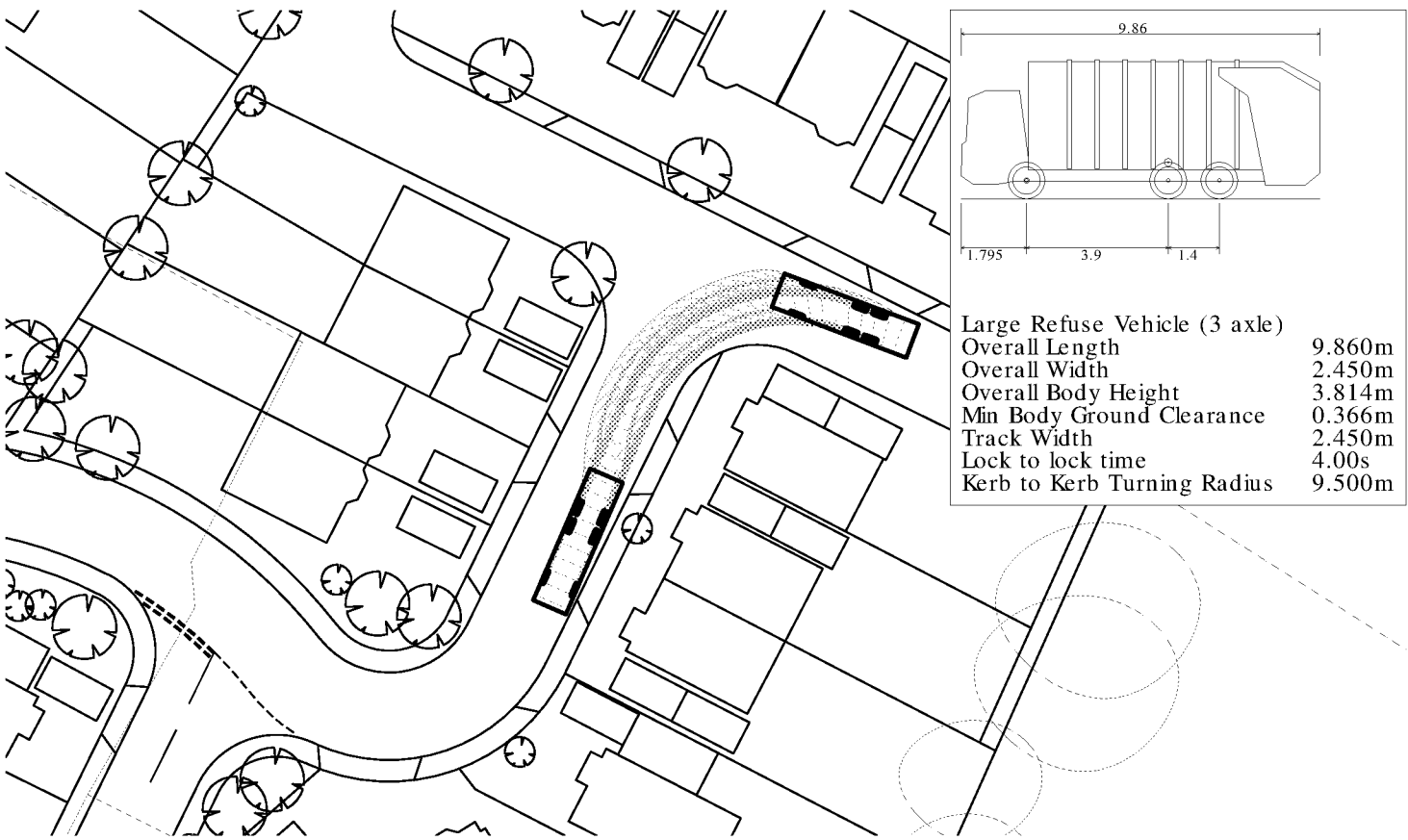
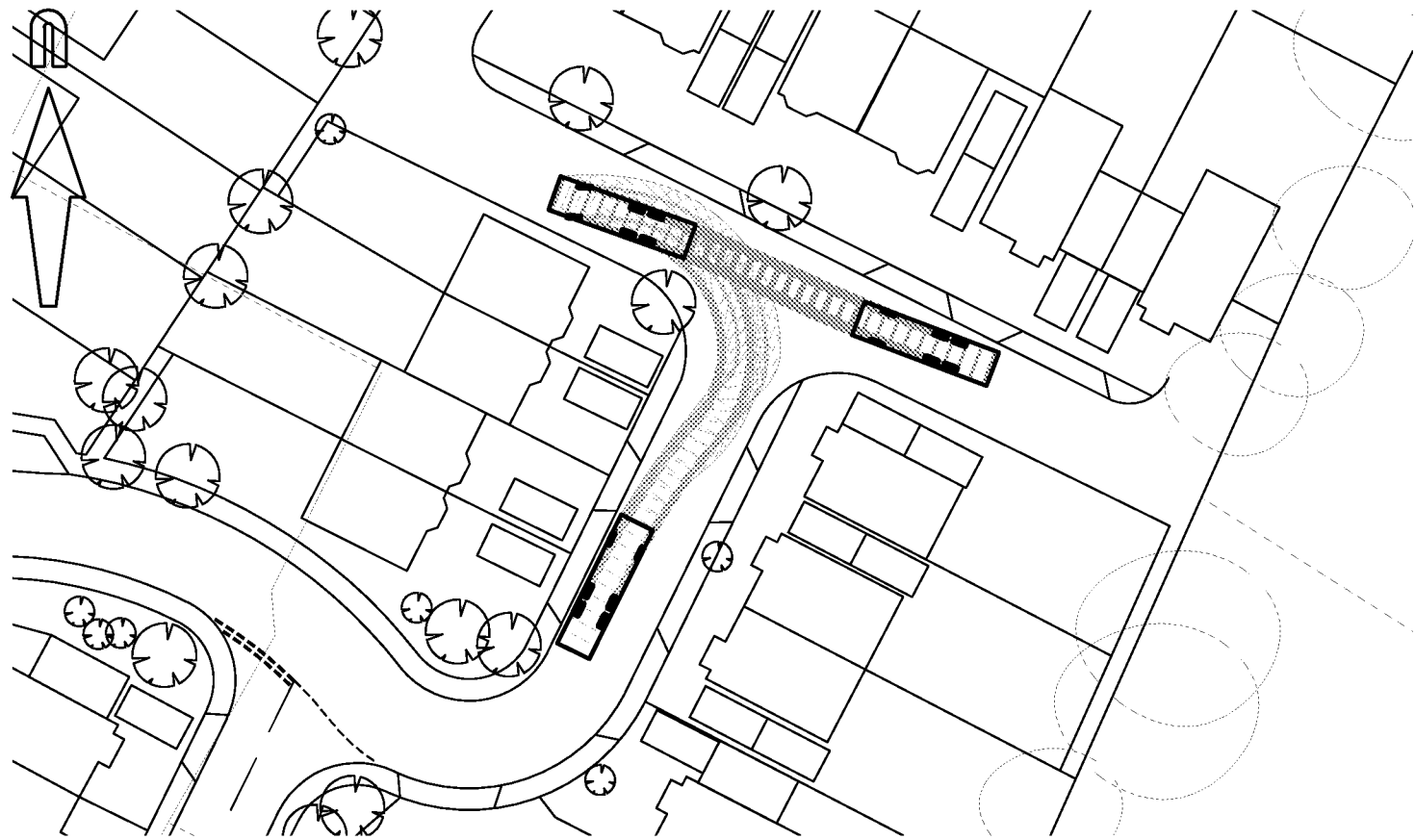
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SWEPT PATH ANALYSIS
REFUSE VEHICLE AT INTERNAL JUNCTION

scale 1:500 @ A3 drawn by JME checked by BC

date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.9



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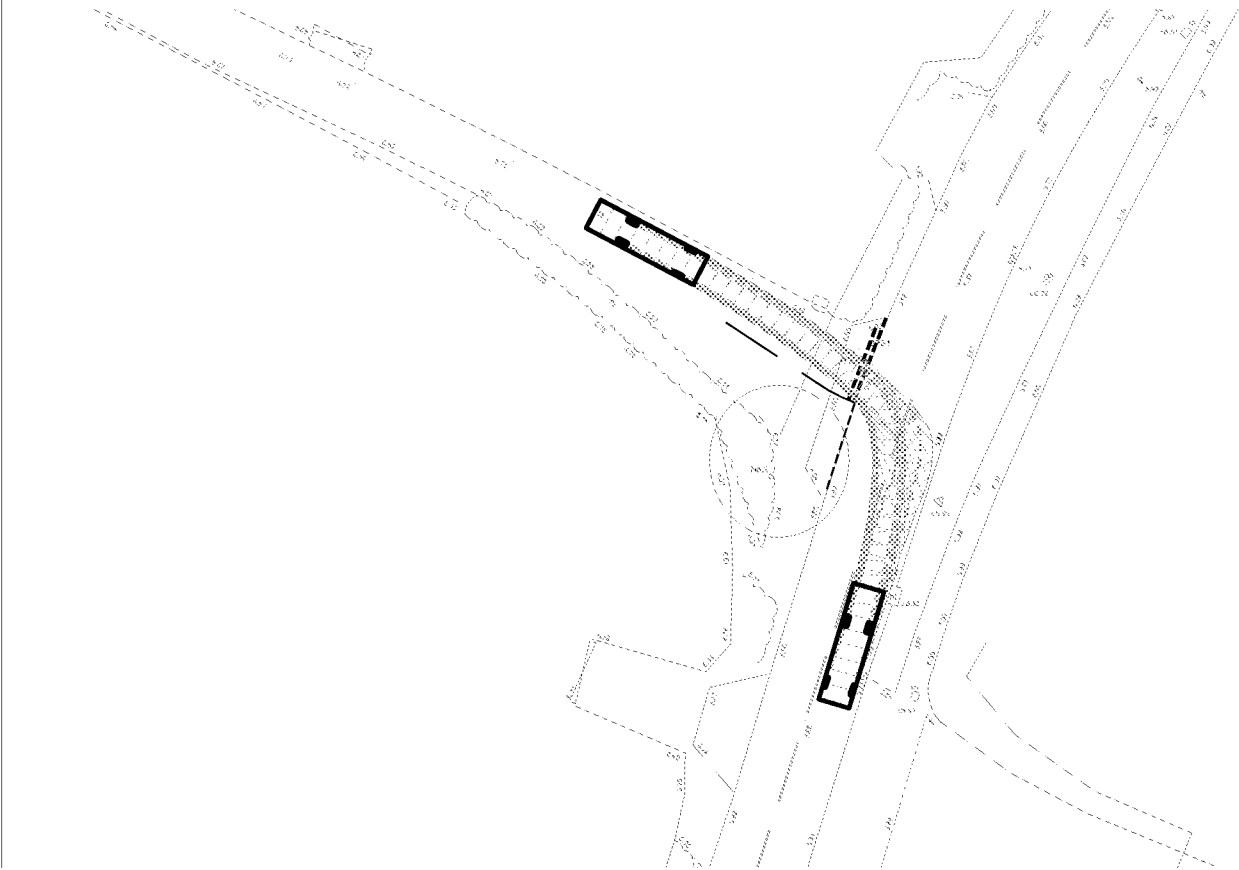
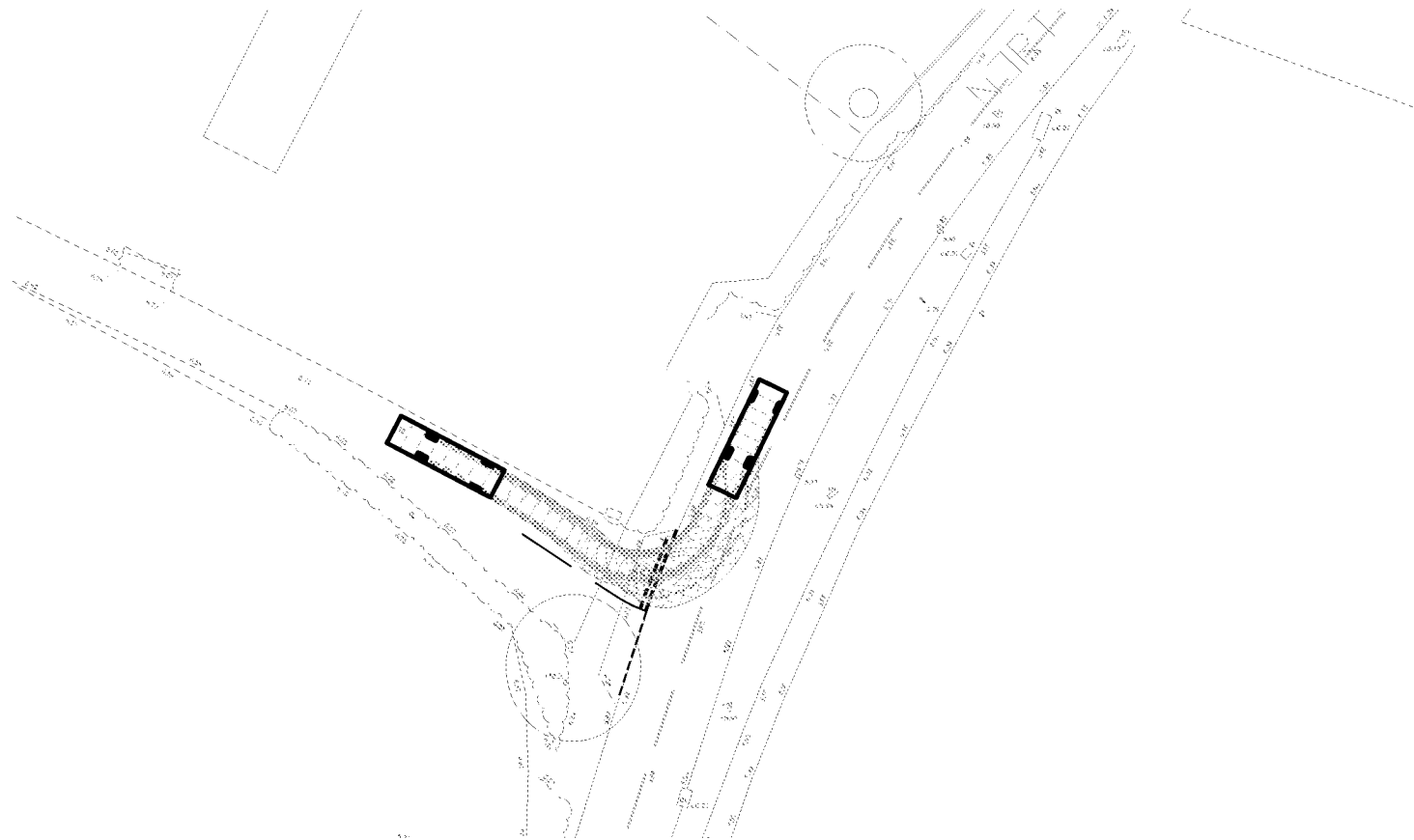
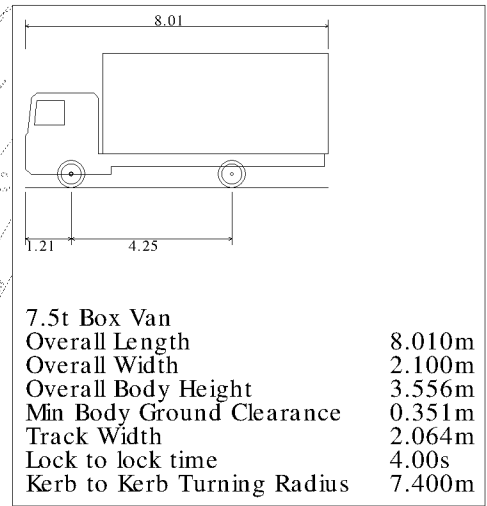
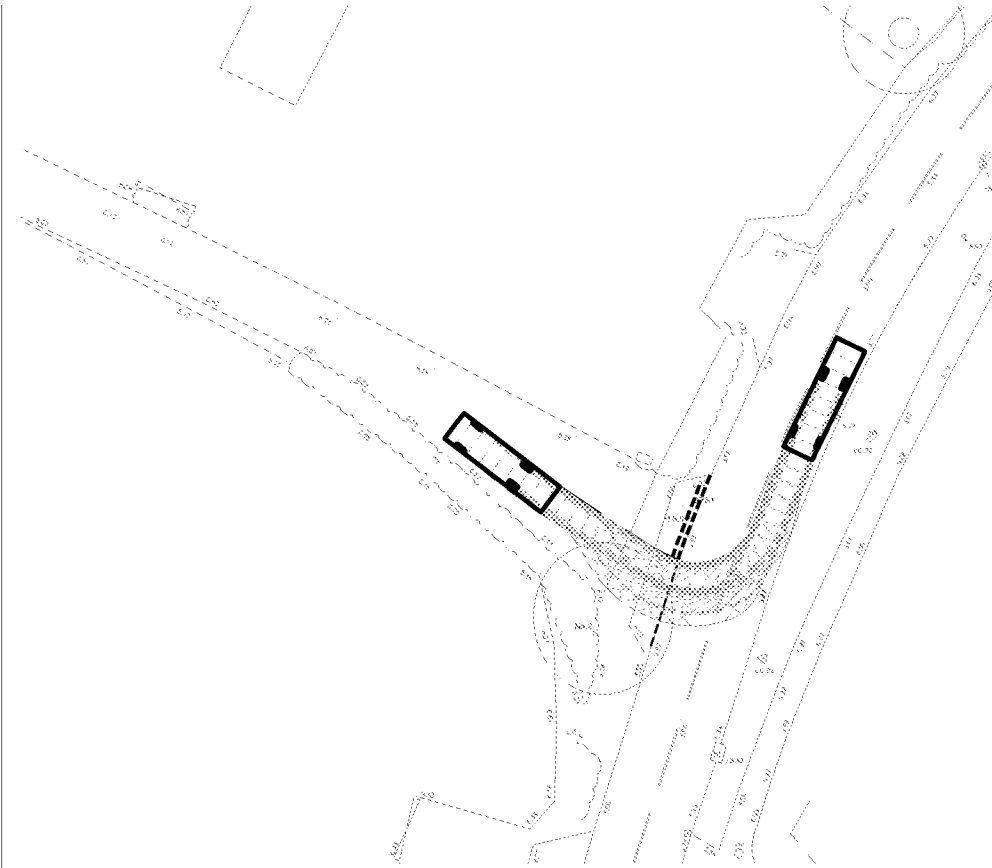
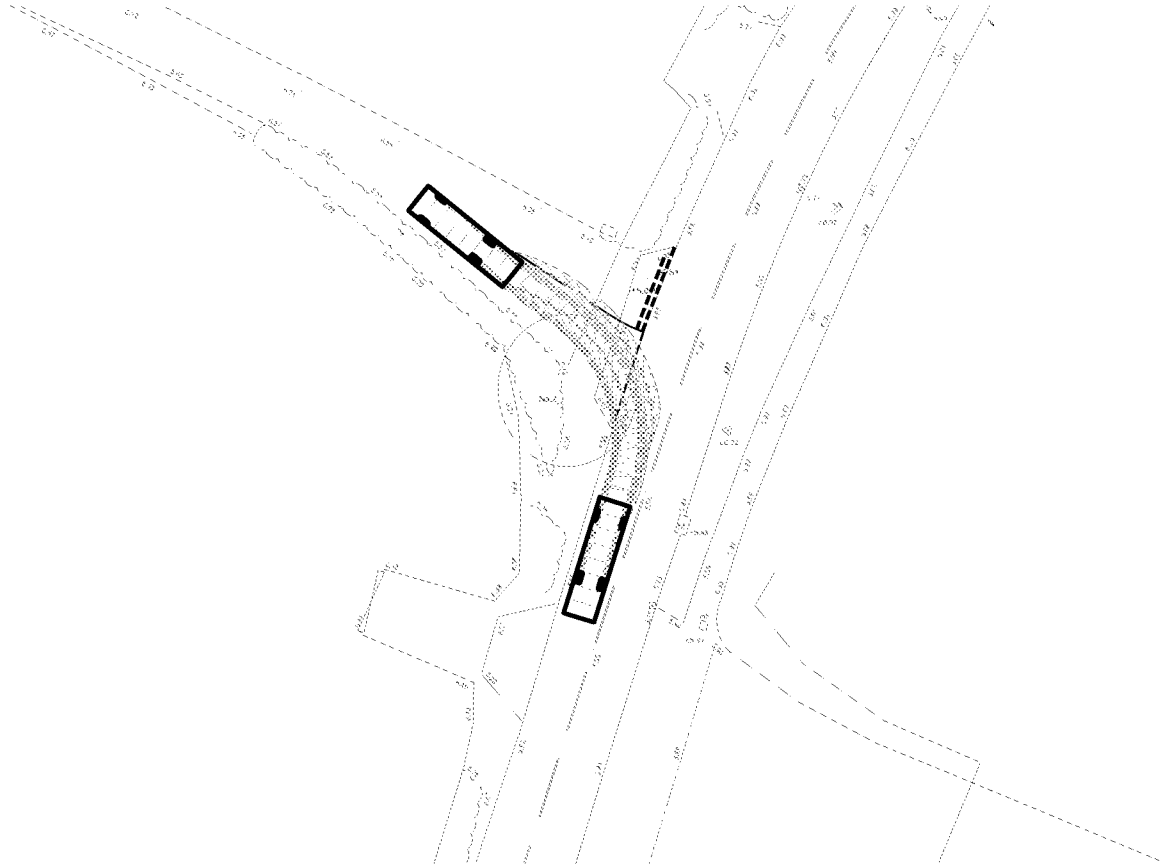
title
 SWEPT PATH ANALYSIS
 REFUSE VEHICLE AT TURNING HEADS

scale 1:500 @ A3 drawn by JME checked by BC

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drawing number rev.

FIGURE 4.10



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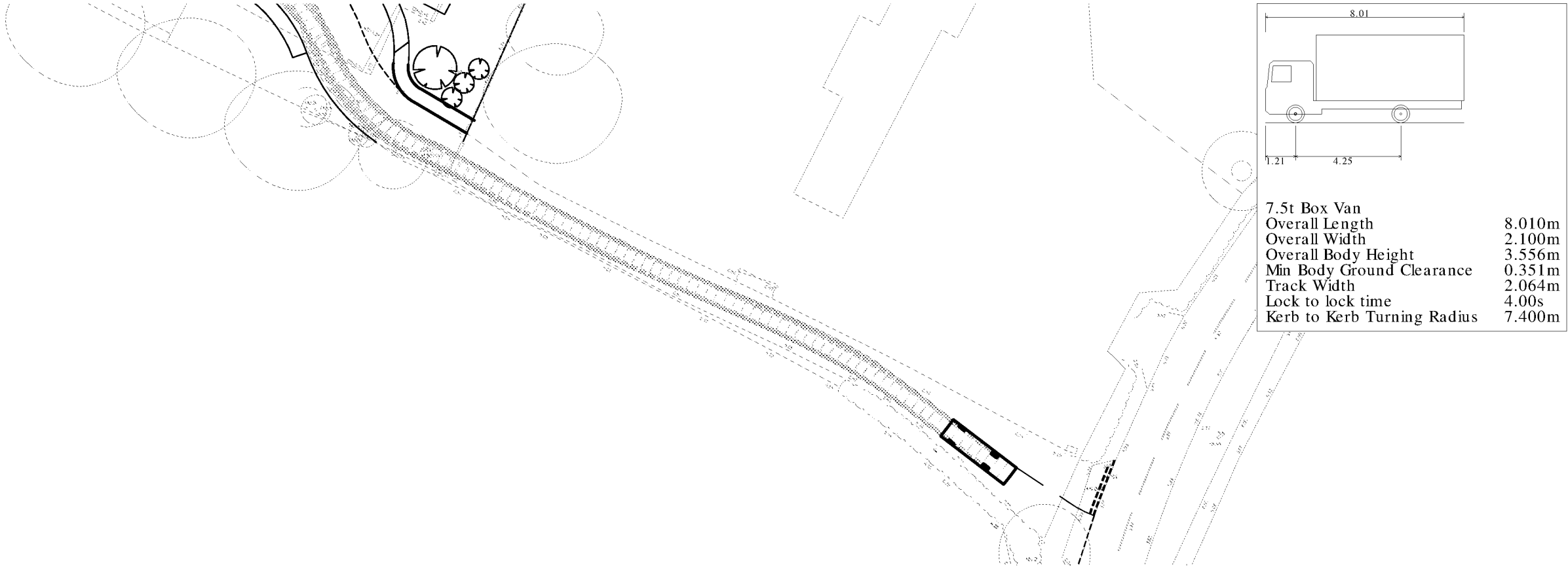
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SWEPT PATH ANALYSIS
7.5t BOX VAN ENTERING/EXITING SITE

scale 1:500 @ A3 drawn by JME checked by BC

date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.11



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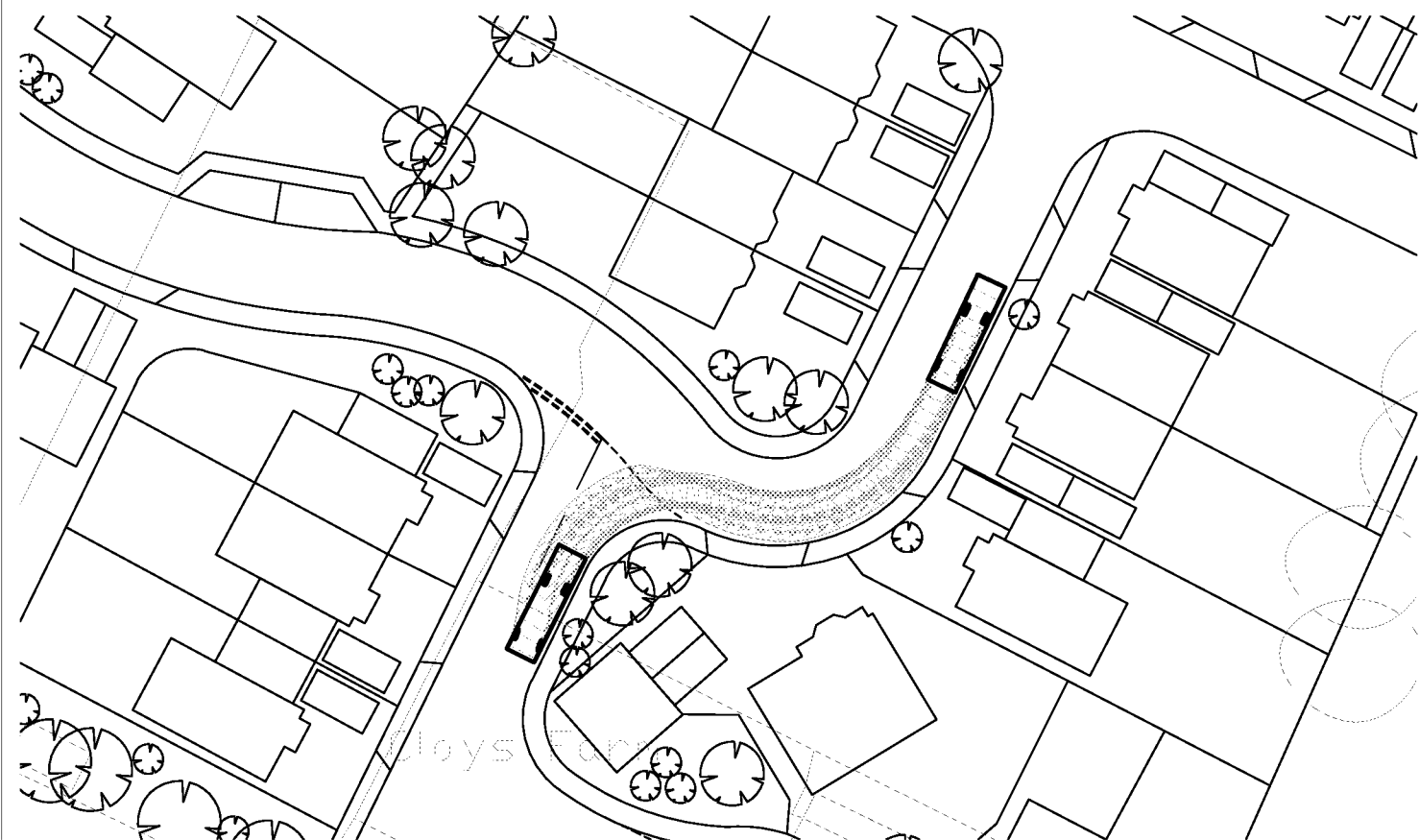
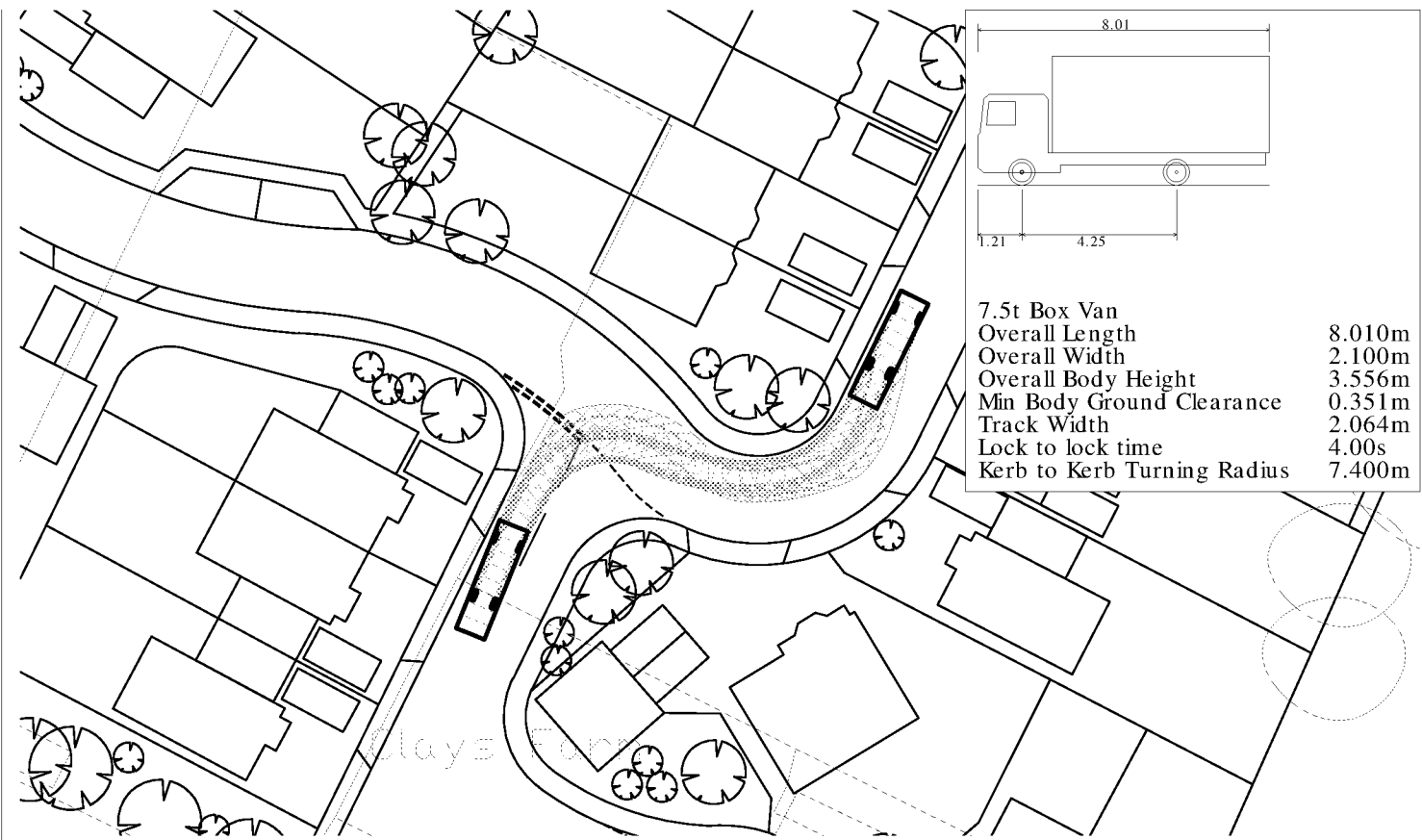
title
SWEPT PATH ANALYSIS
7.5t BOX VAN ENTERING/EXITING
ALONG ACCESS ROAD

scale 1:500 @ A3 drawn by JME checked by BC

date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.12



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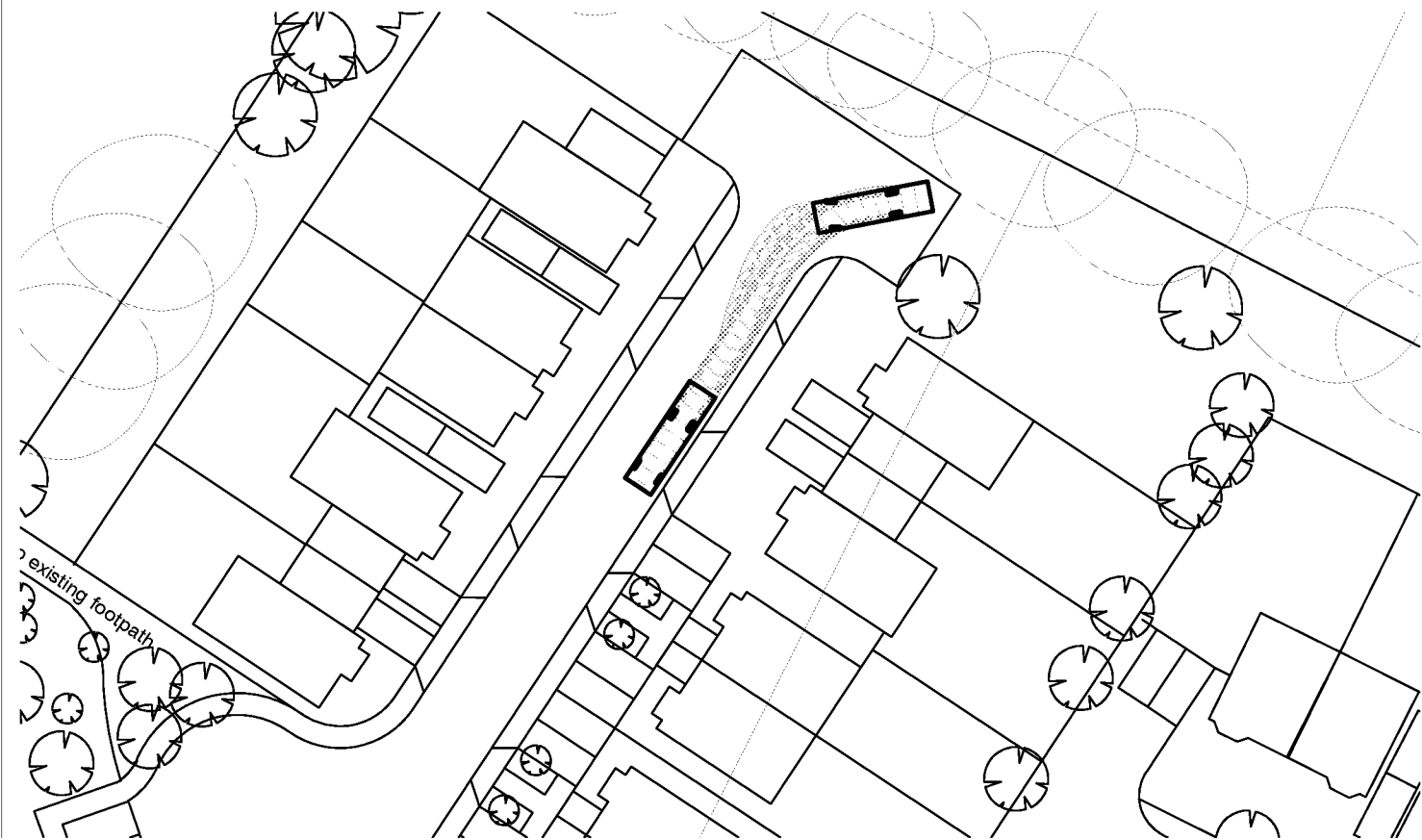
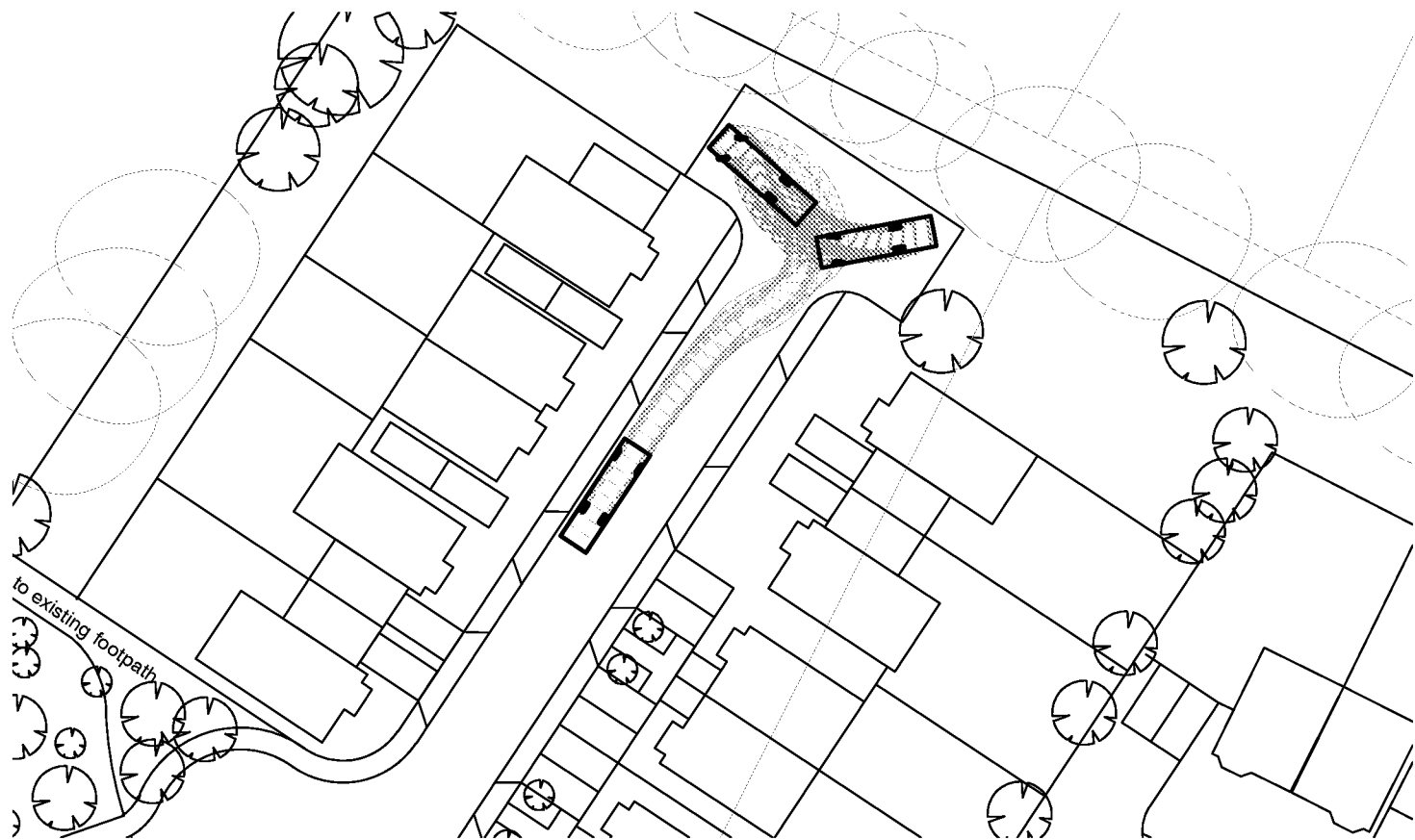
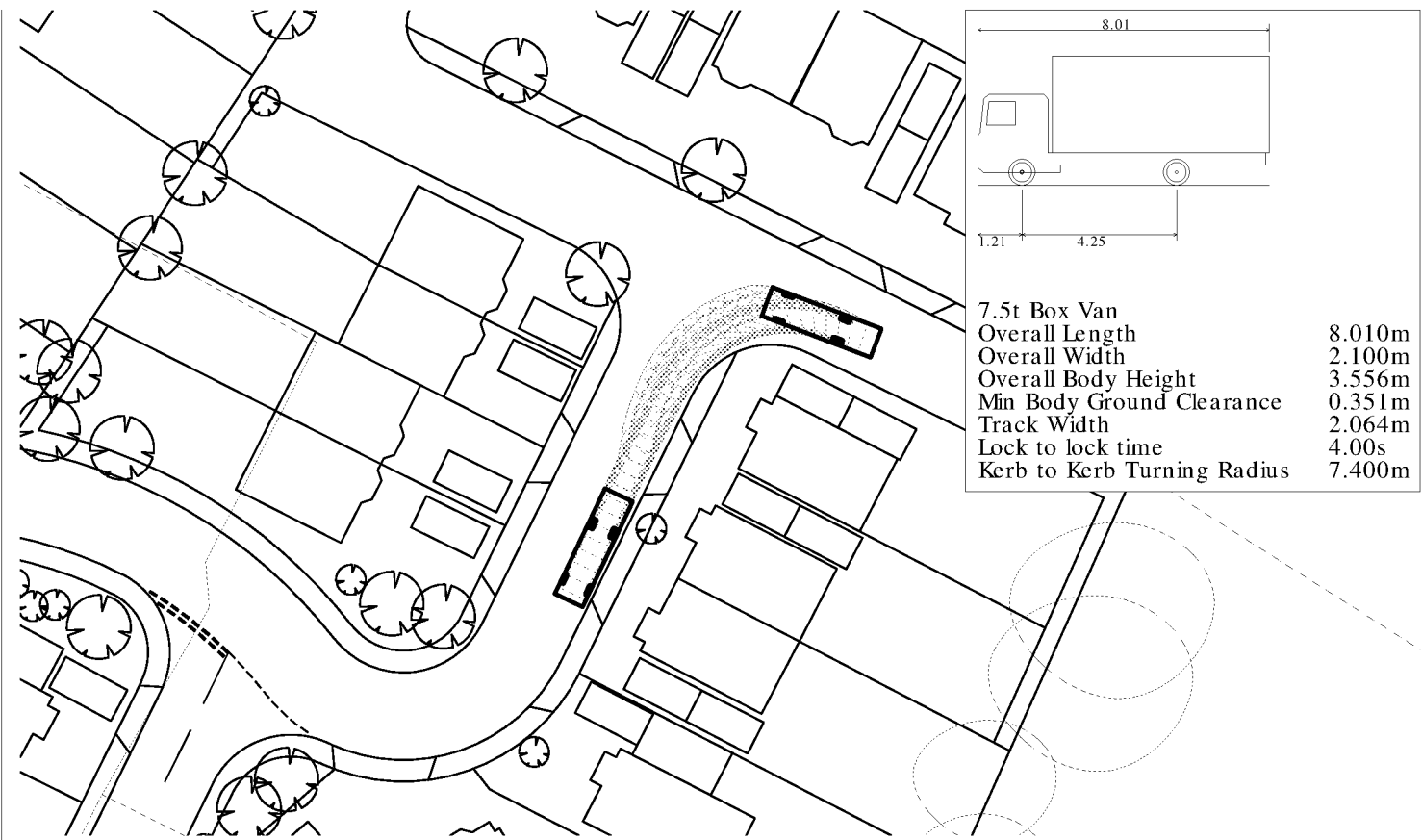
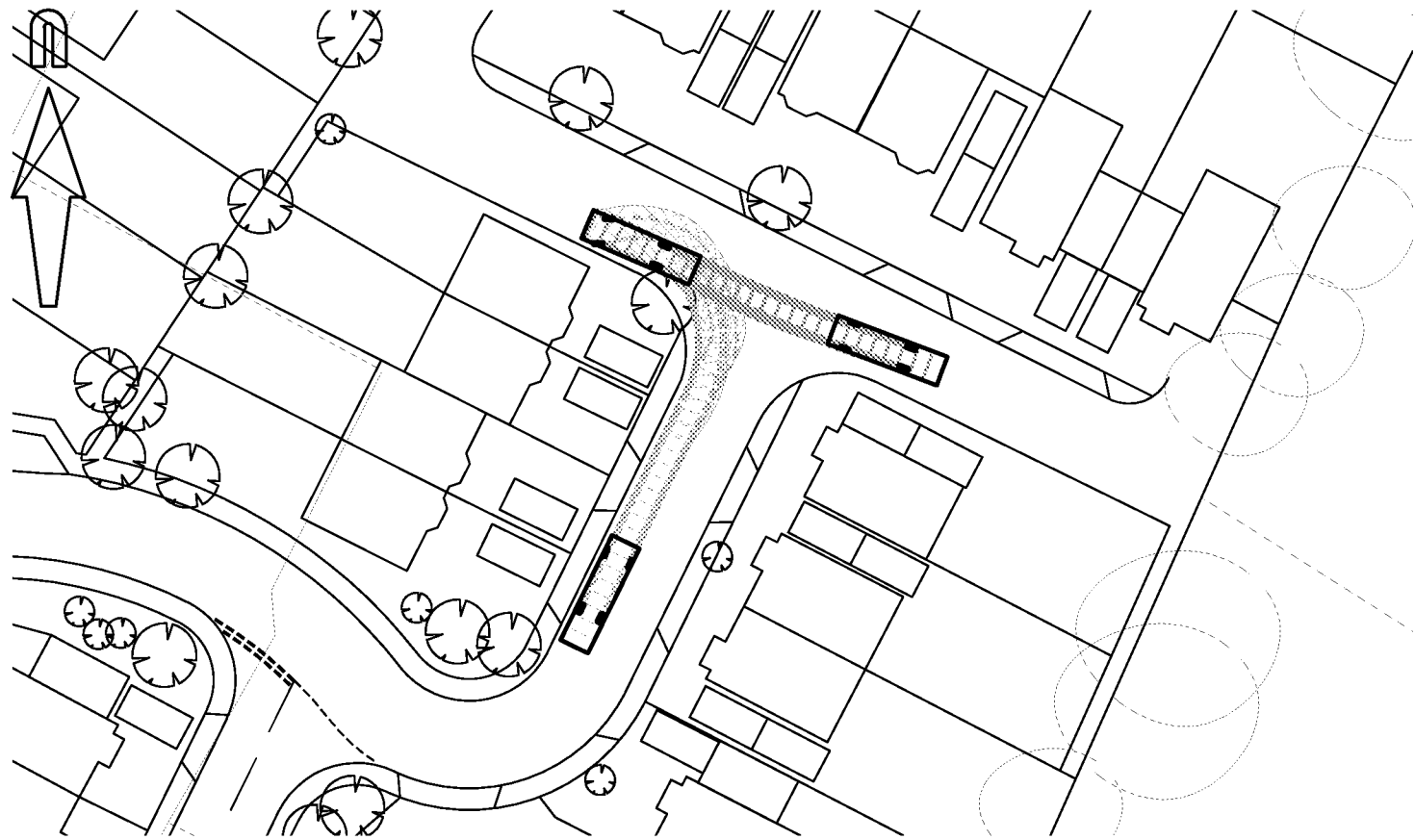
title
SWEPT PATH ANALYSIS
7.5t BOX VAN AT INTERNAL JUNCTION

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date JULY 2018 cad file FIGURES.DWG

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FIGURE 4.13



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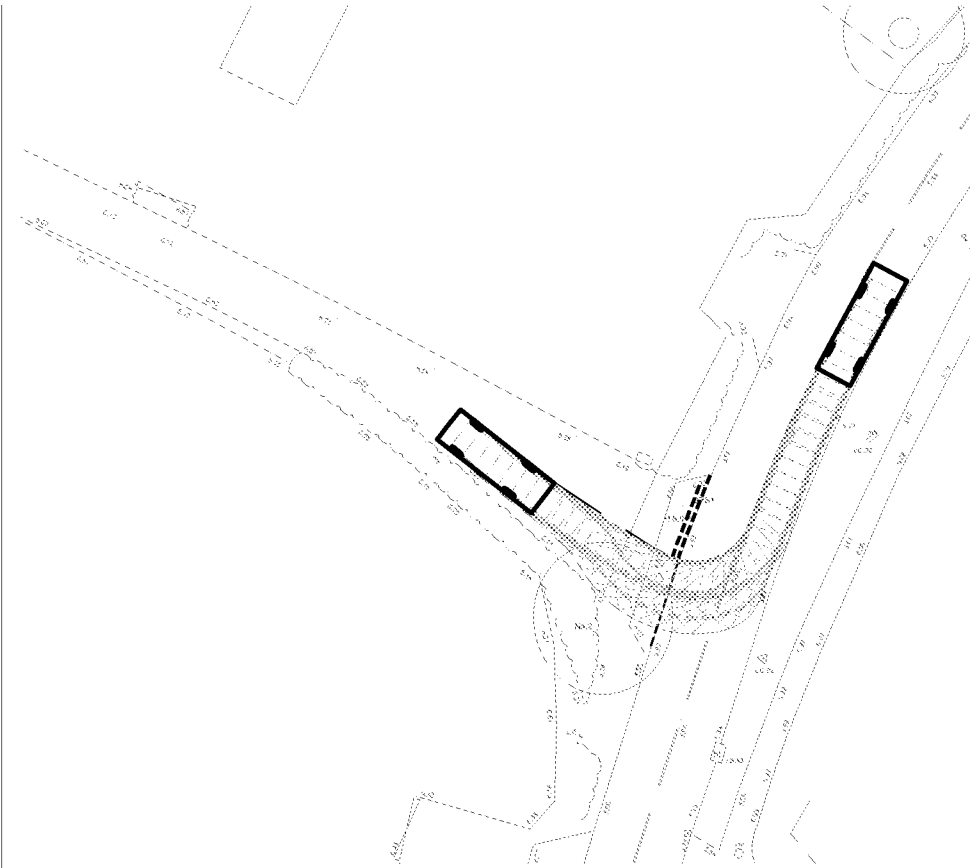
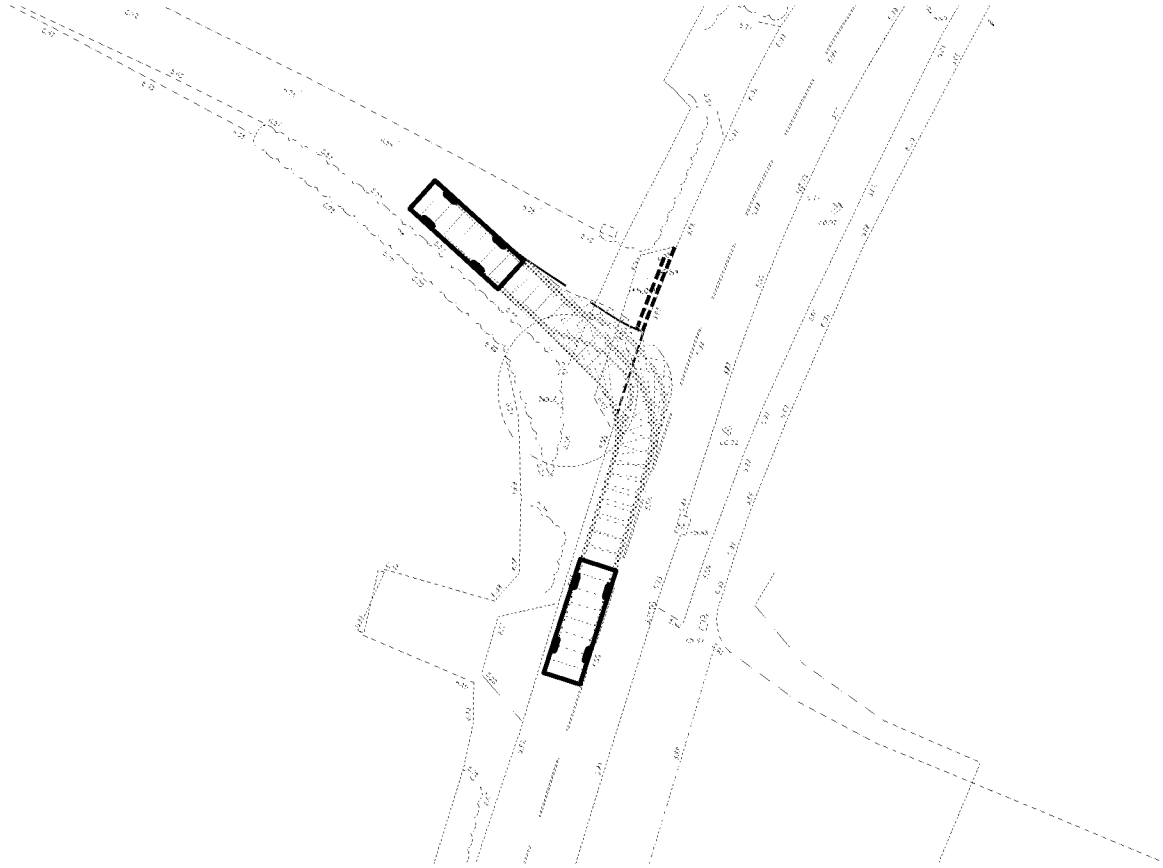
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 7.5t BOX VAN AT TURNING HEADS

scale 1:500 @ A3 drawn by JME checked by BC

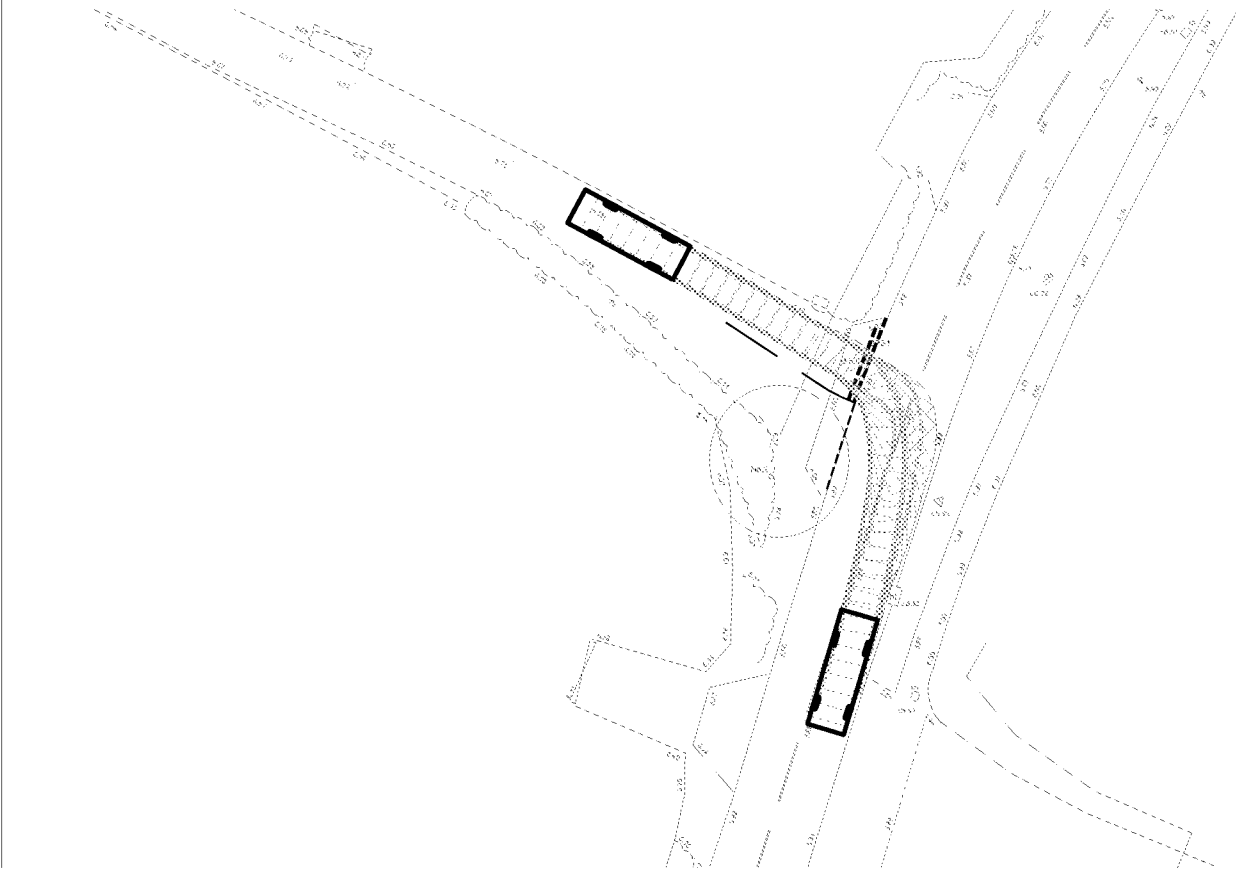
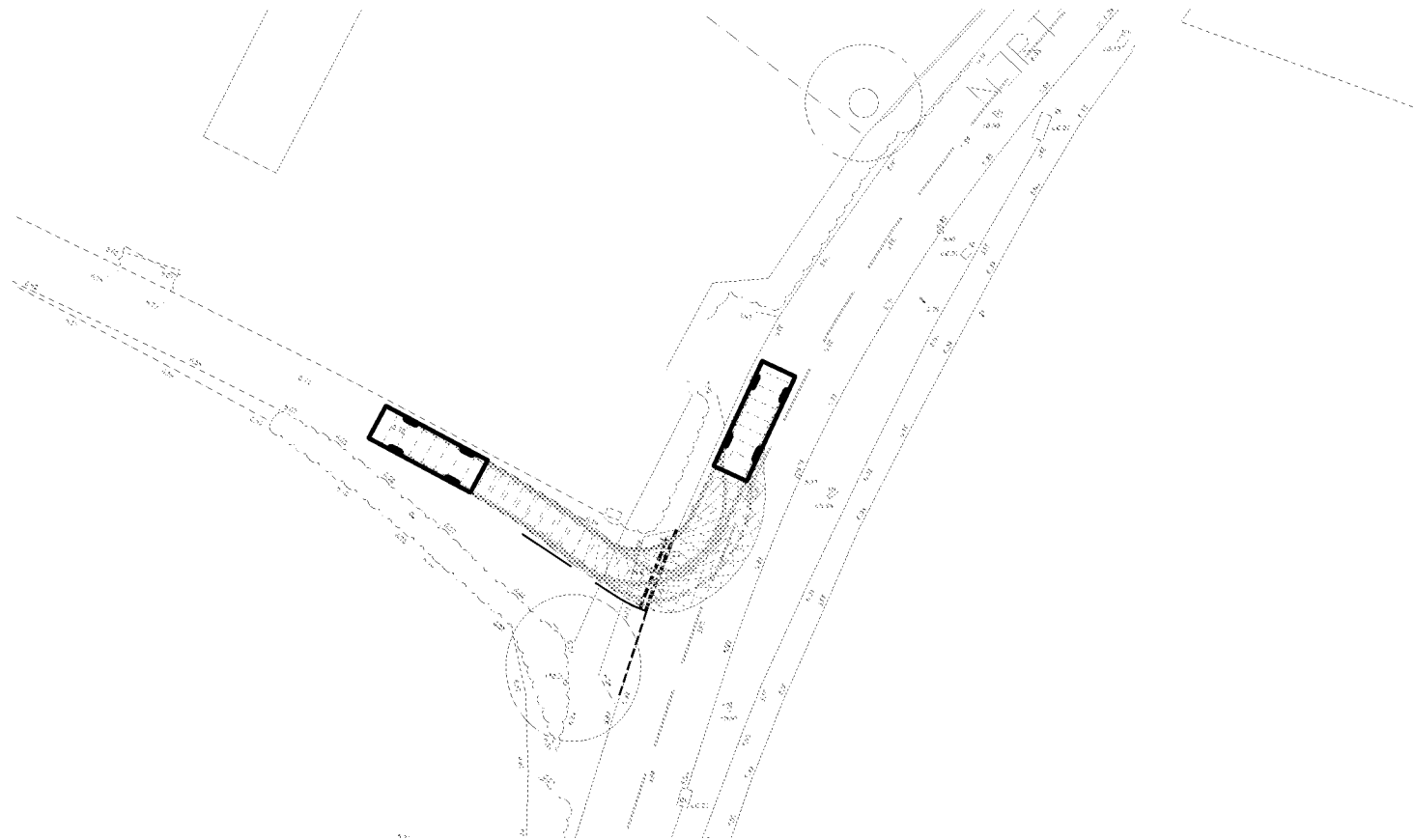
date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.14



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



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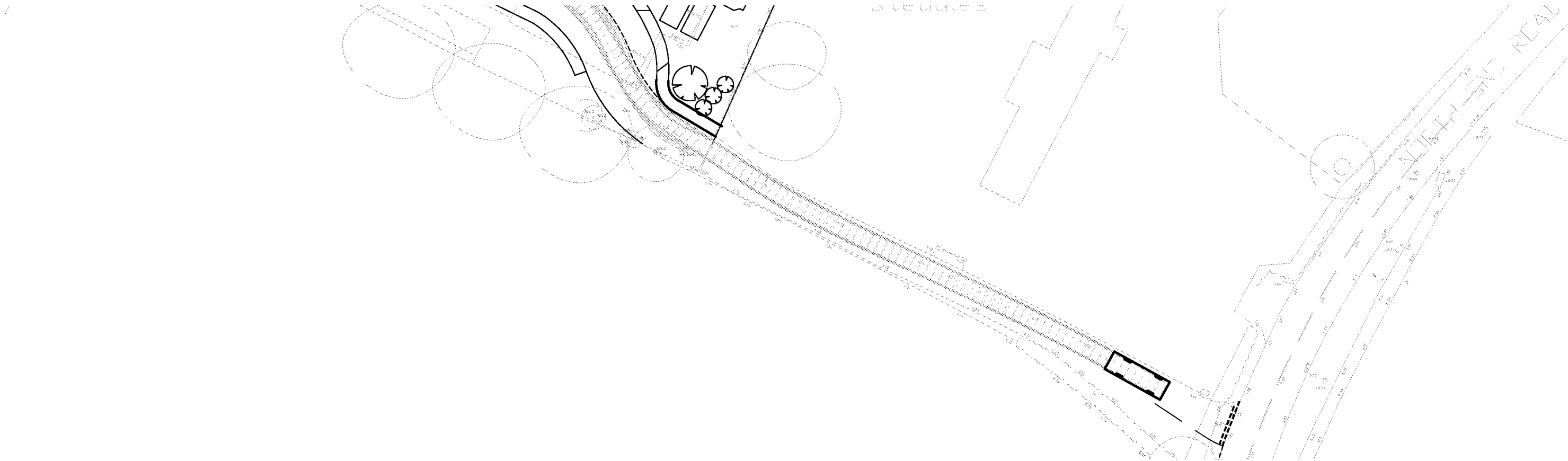
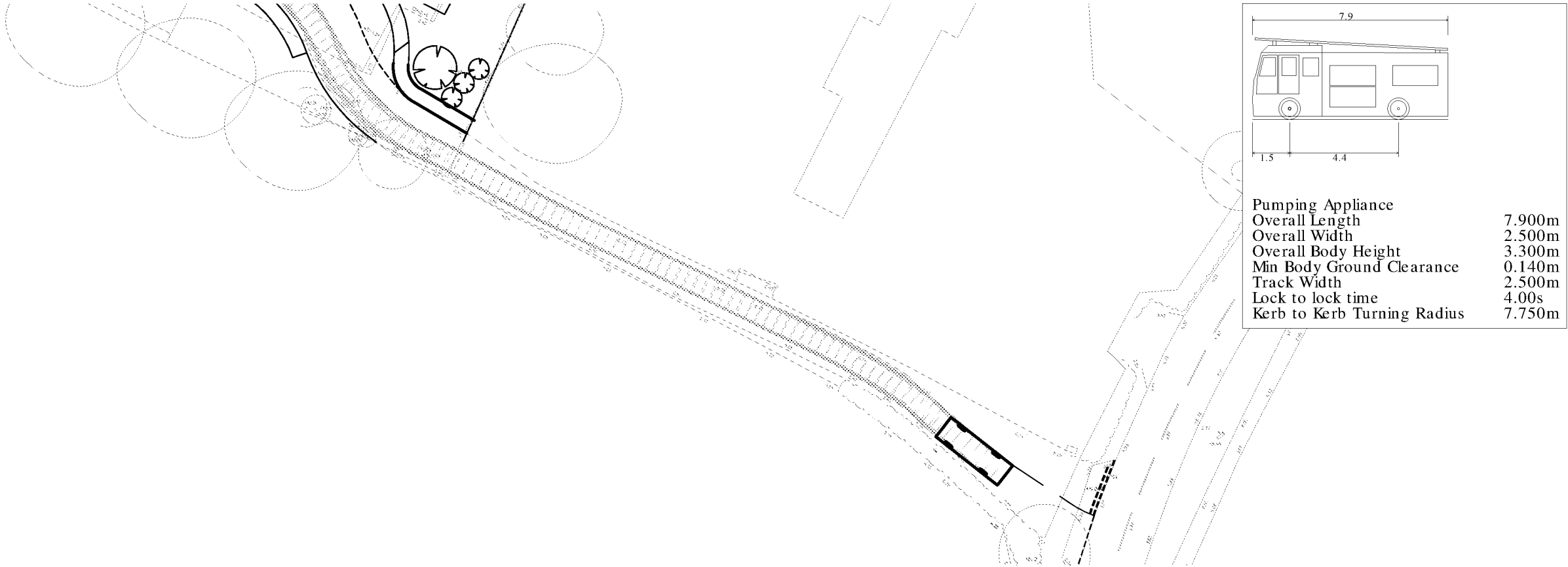
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title
SWEPT PATH ANALYSIS
FIRE TENDER ENTERING/EXITING SITE

scale	1:500 @ A3	drawn by	JME	checked by	BC
date	JULY 2018	cad file	FIGURES.DWG		
drawing number	FIGURE 4.15			rev.	



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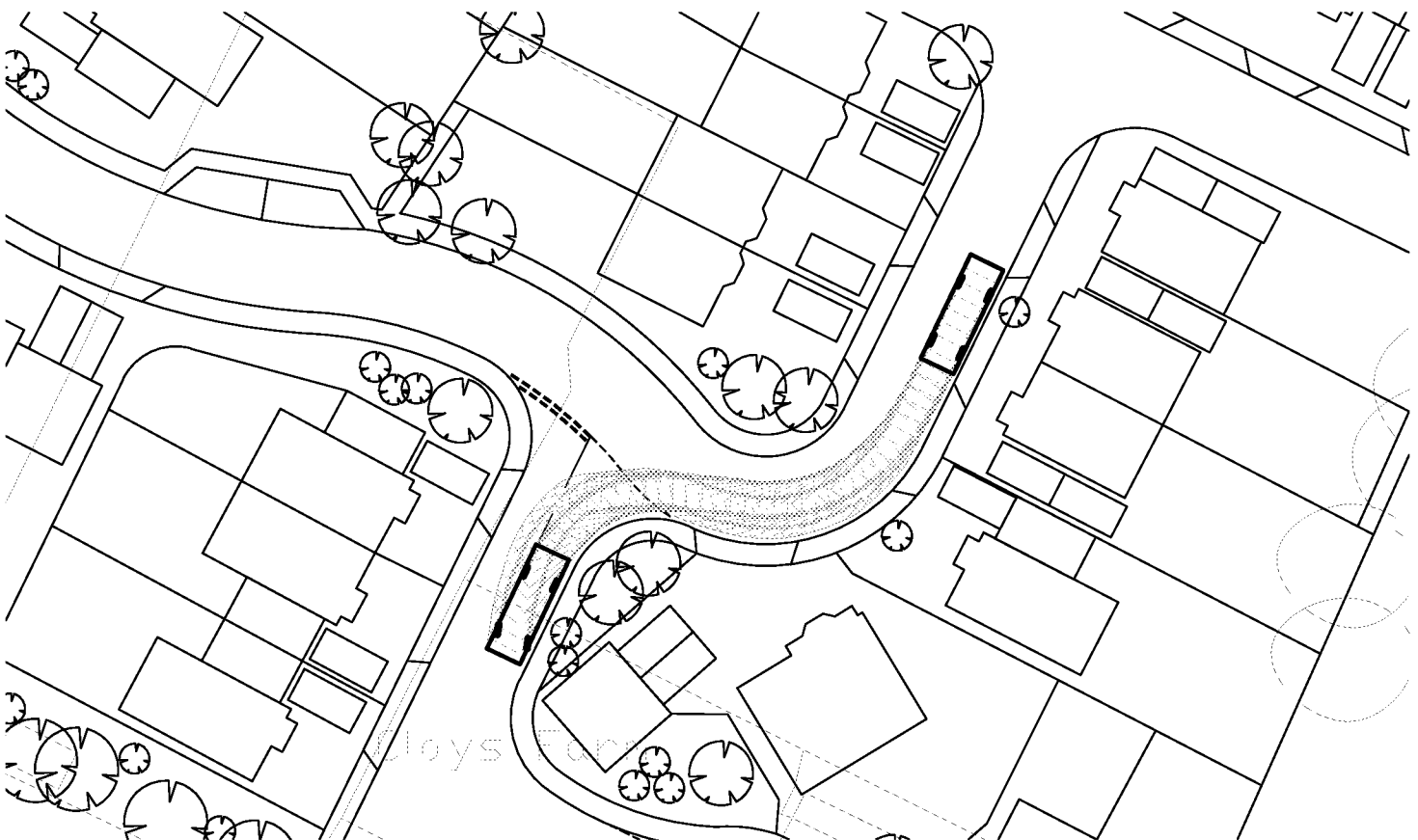
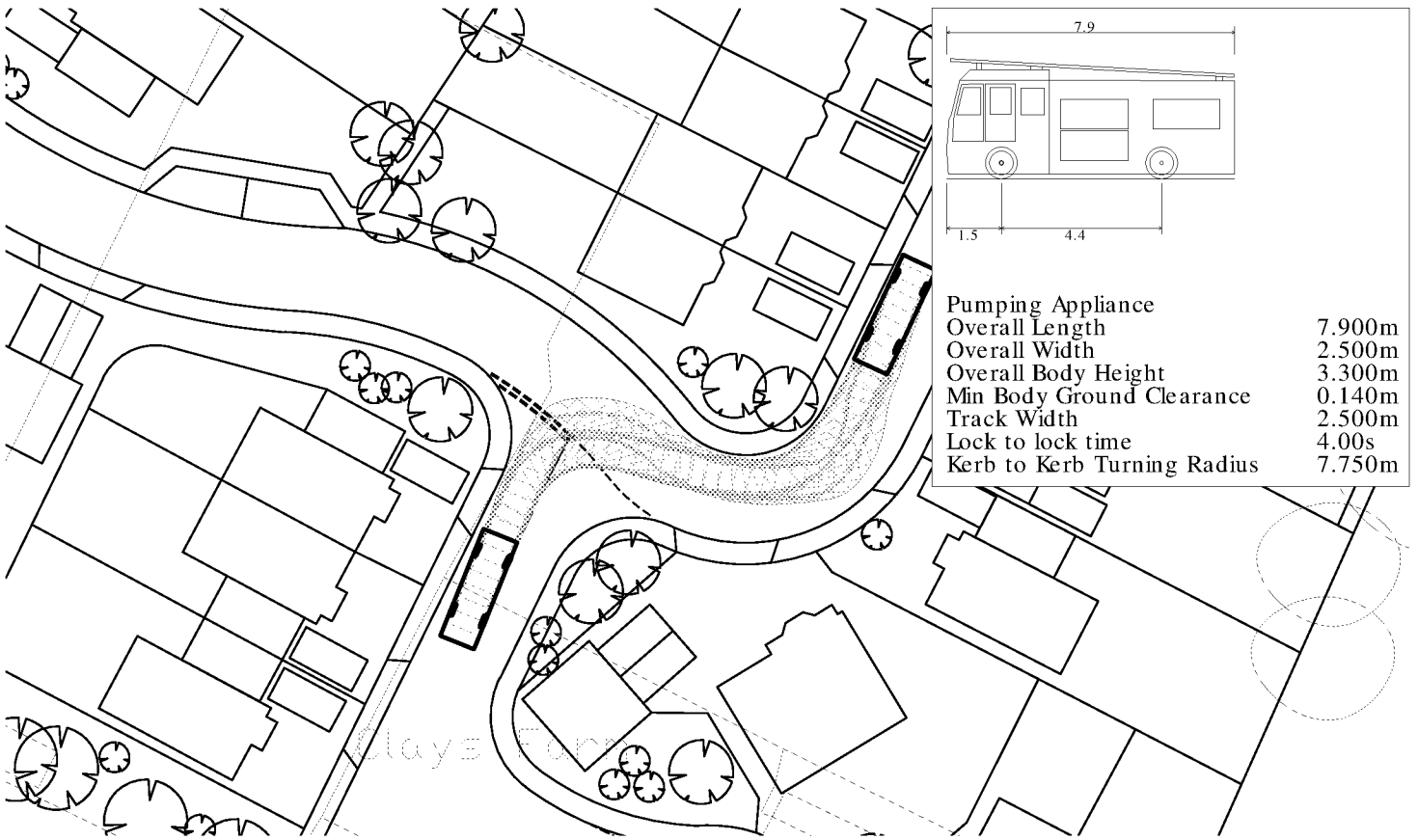
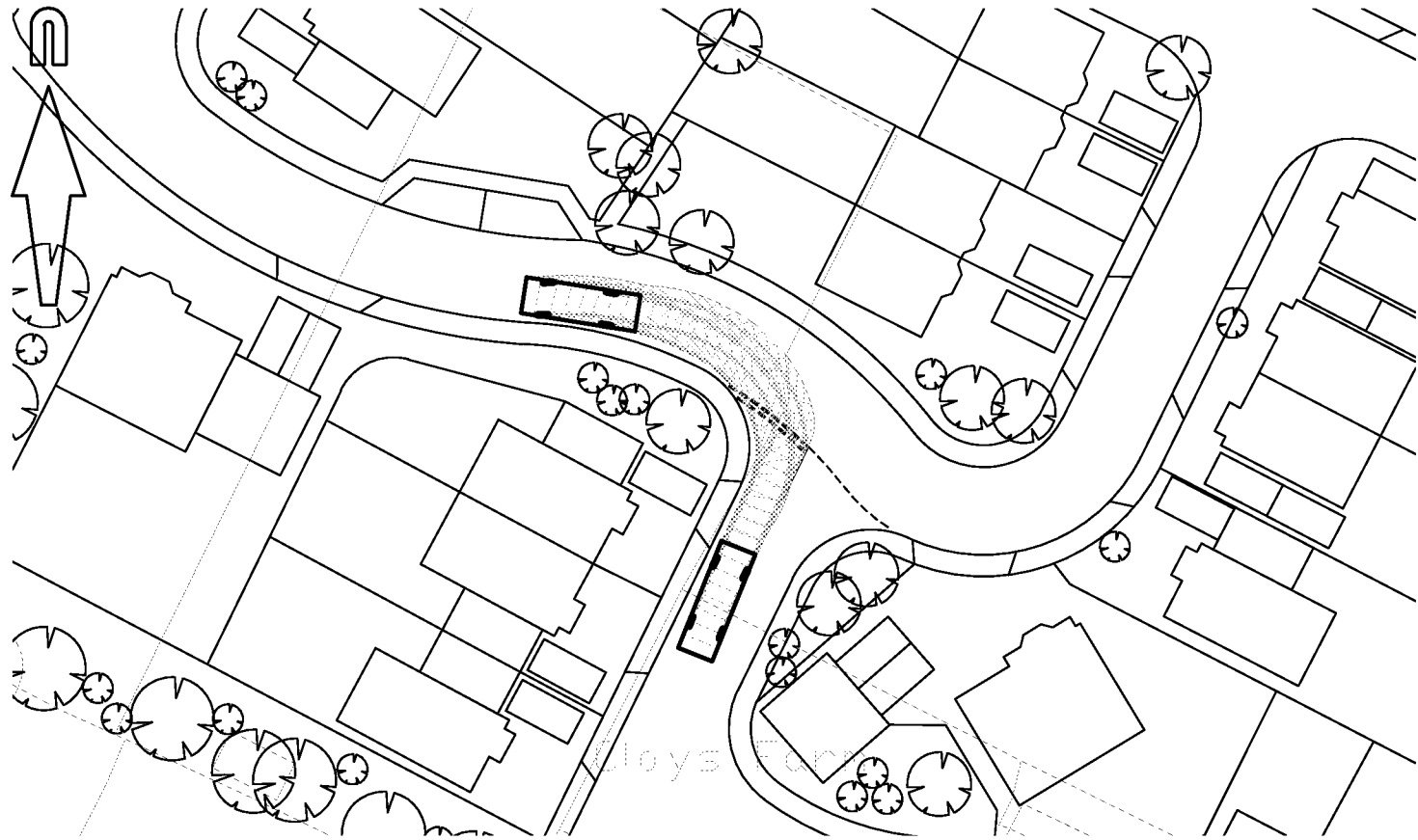
title
SWEPT PATH ANALYSIS
FIRE TENDER ENTERING/EXITING
ALONG ACCESS ROAD

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date JULY 2018 cad file FIGURES.DWG

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FIGURE 4.16



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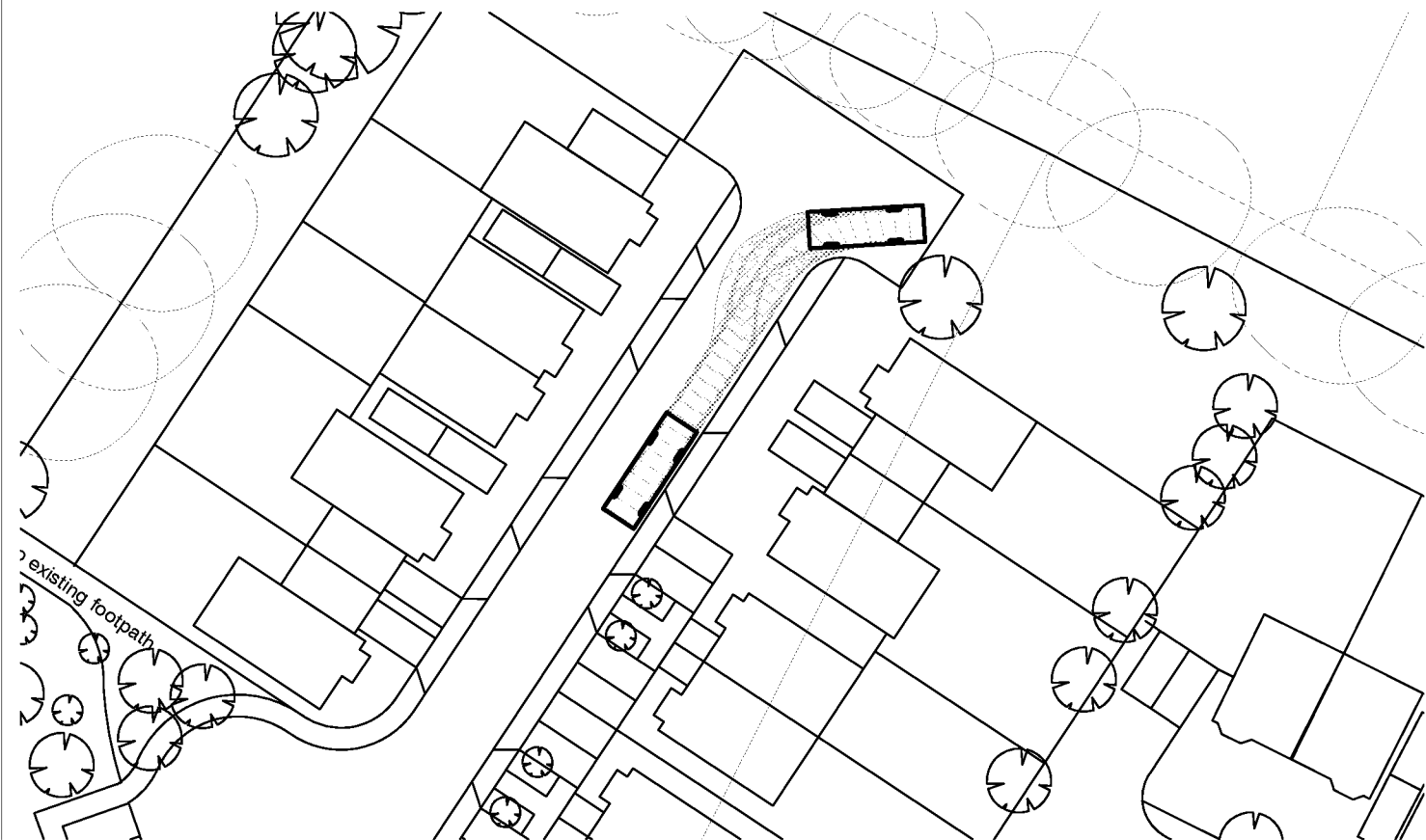
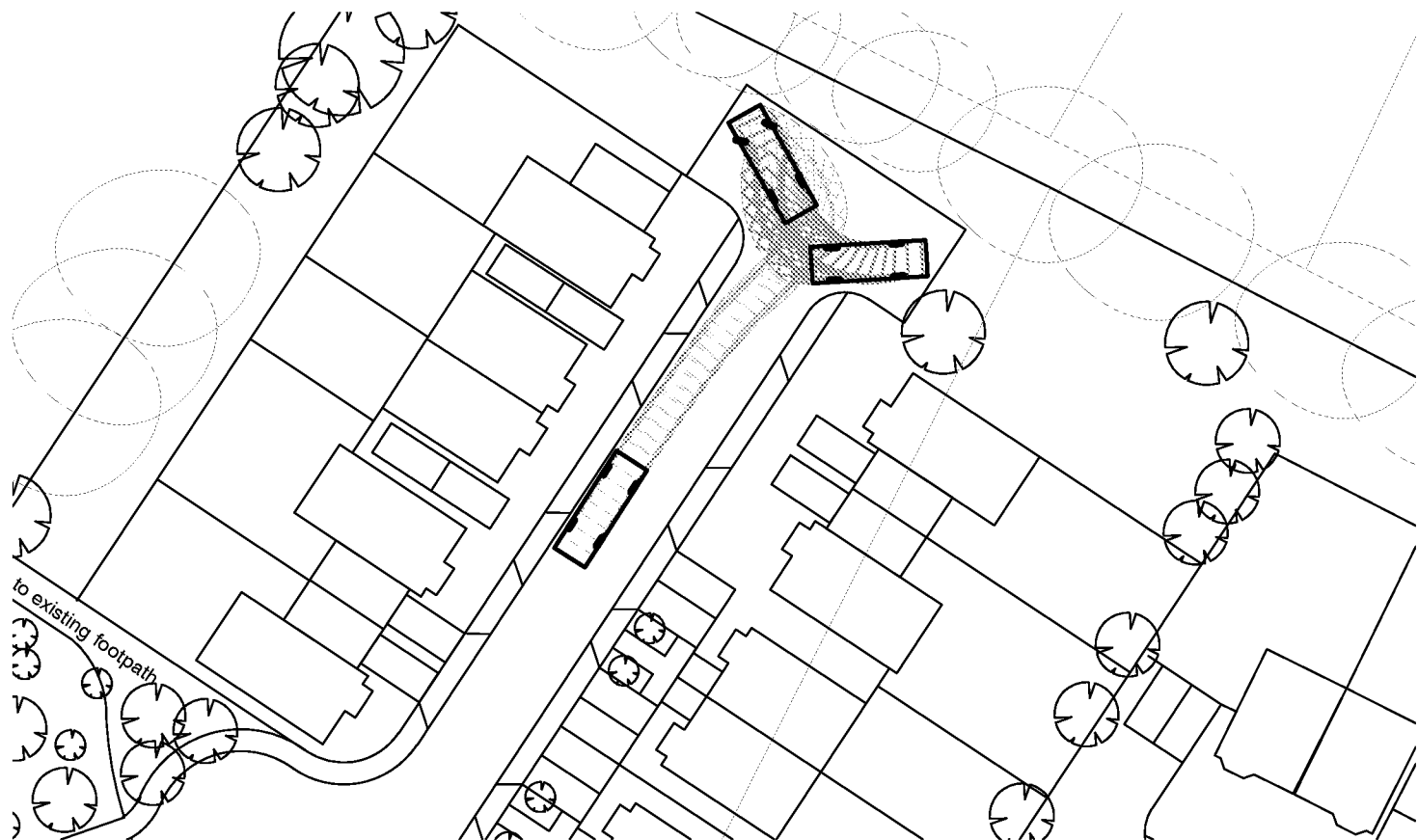
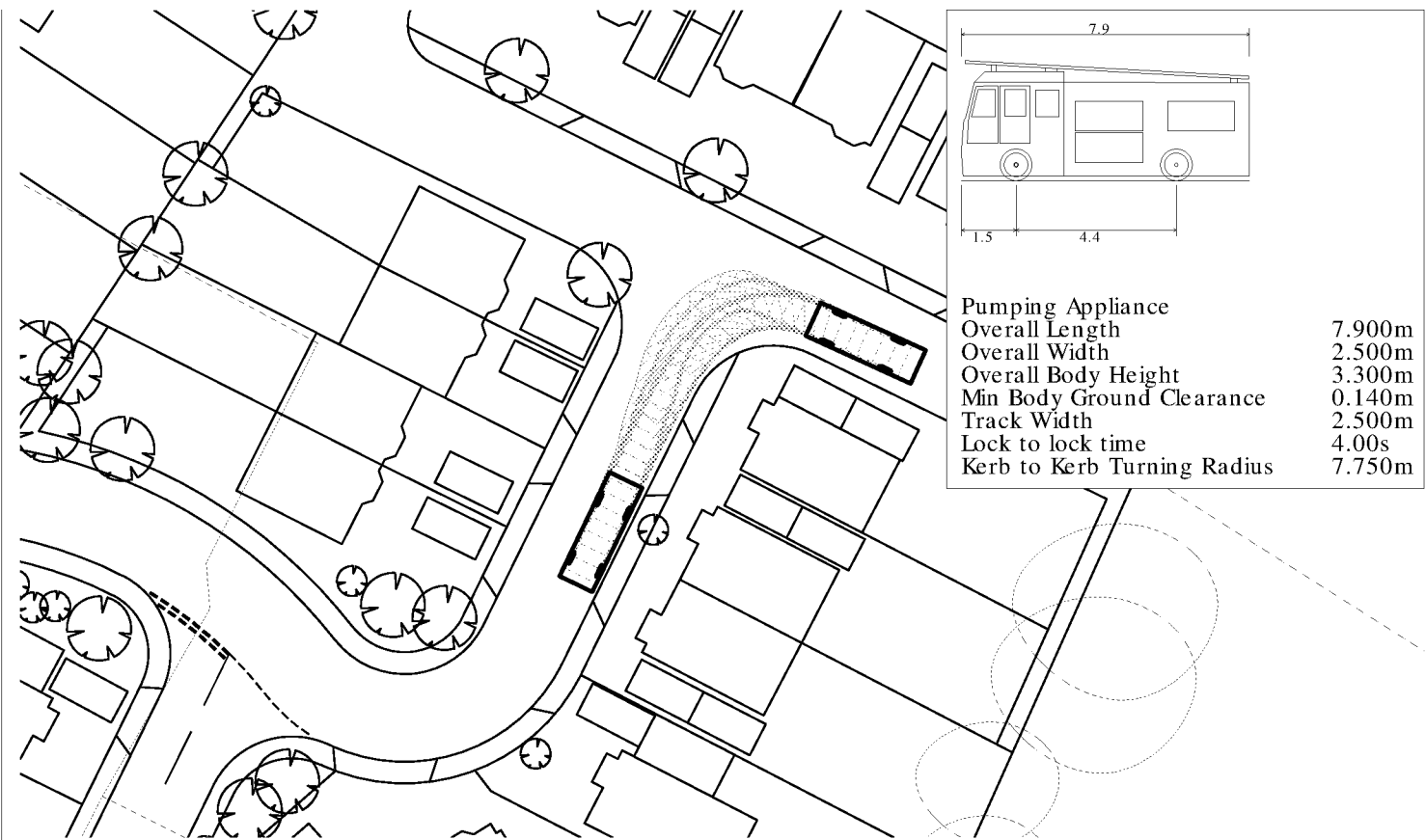
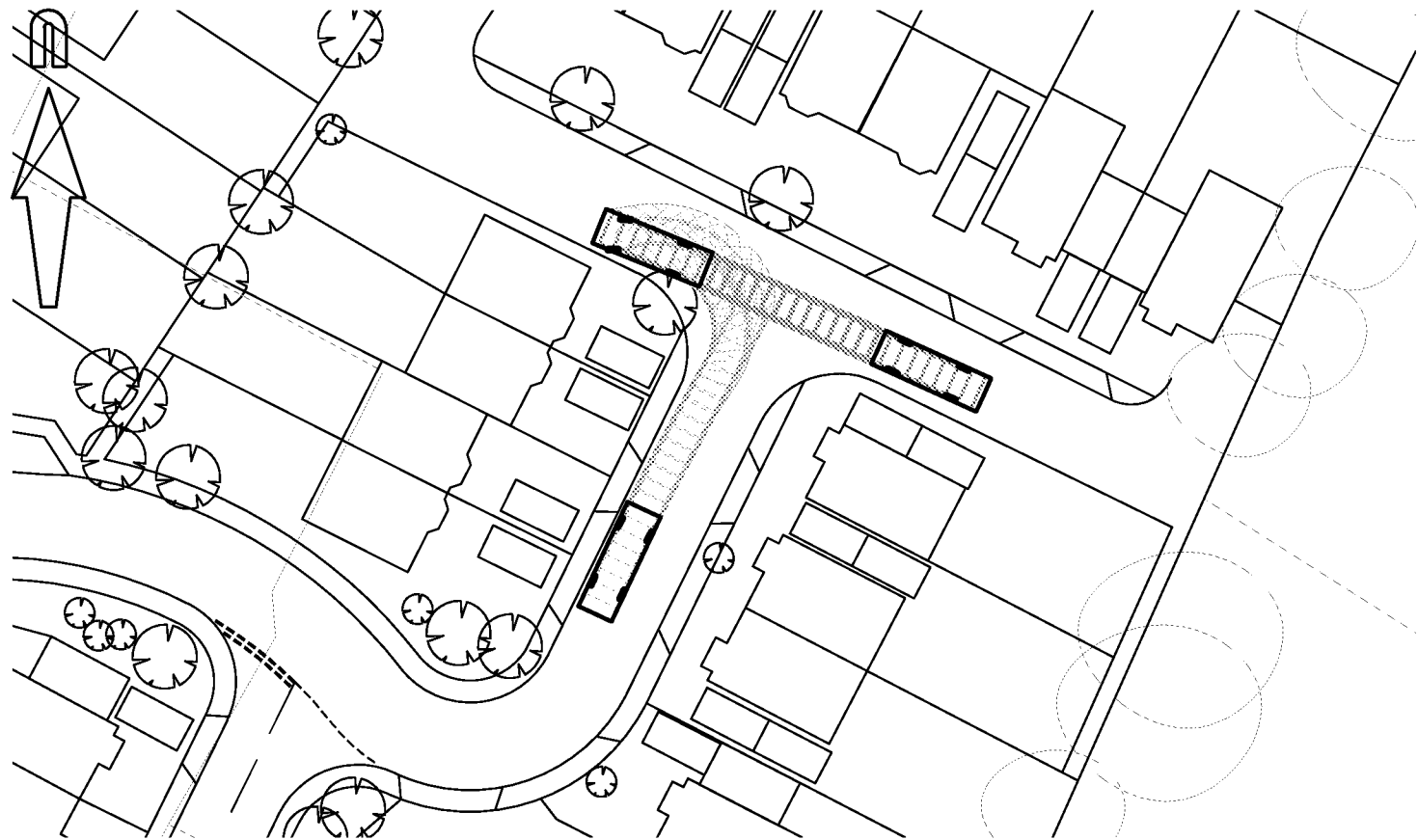
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SWEPT PATH ANALYSIS
FIRE TENDER AT INTERNAL JUNCTION

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FIGURE 4.17



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SWEPT PATH ANALYSIS
FIRE TENDER AT TURNING HEADS

scale 1:500 @ A3 drawn by JME checked by BC

date JULY 2018 cad file FIGURES.DWG

drawing number rev.

FIGURE 4.18

APPENDIX A

North End Road – Yapton – Mayer Brown

Collision report 01/01/2013 – 31/03/2018

Date produced
25 May 2018

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

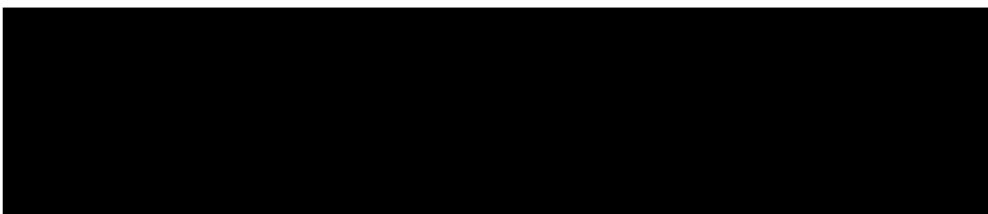
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:



Details of Personal Injury Accidents for Period - 01/01/2013 to 31/03/2018 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dit	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1306165 Friday B2132 NORTH END ROAD YAPTON Veh 1 M/C > 500 cc O/take m/veh o/side N to S Dri M 21 Serious
 15/11/2013 AT JUNCTION OF U FORD LANE Veh 2 Car Turning right E to N
 R1: B 2132 1401hrs OUTSIDE AT JUNCTION AS SHOWN Veh 3 Goods > 7.5t Going ahead N to S
 R2: U Daylight:street lights present
 E 498,015 Dry
 N 103,997 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Poor turn or manoeuvre

Vehicle 1

Very Likely

3rd: Failed to look properly

Vehicle 2

V1 TRAVELLING SOUTH ON NORTH END ROAD, YAPTON ON MOTORCYCLE AND OVERTOOK V3(BIN LORRY). V2 WAS AT GIVE WAY OF FORD LANE TURNING RIGHT/NORTH INTO NORTH END ROAD WHEN AS IT CROSSED CARRAIGEWAY IT FOUND ONCOMING MOTORCYCLIST ON WRONG SIDE OF ROAD AND COLLIDED. V1 RIDER SUFFERED SERIOUS INJURIES.

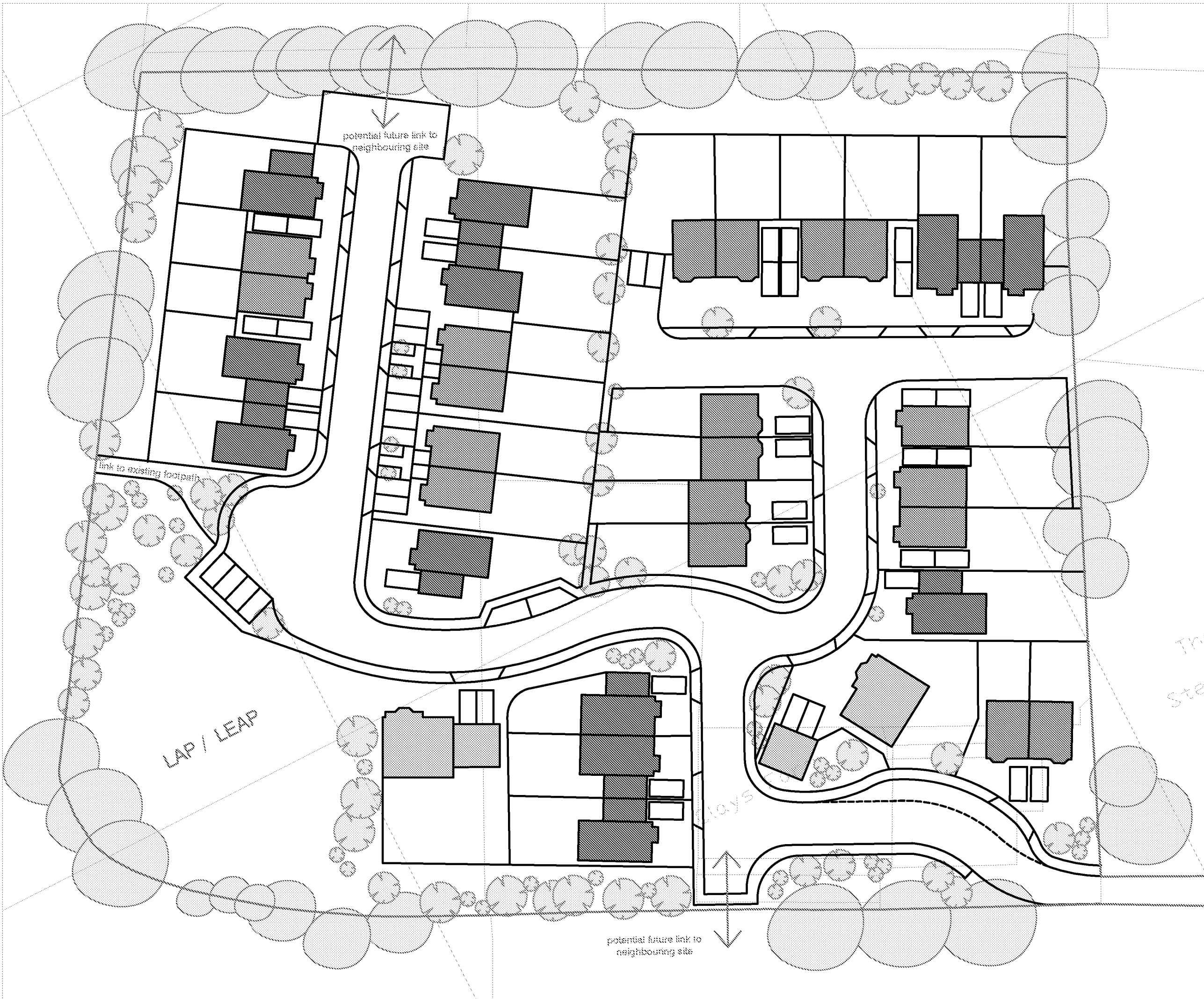
1702280 Tuesday U FORD LANE ARUNDEL AT Veh 1 Car Turning right S to E
 25/04/2017 JUNCTION OF B2132 NORTH END Veh 2 Pedal cycle Turning left N to E Dri M 32 Slight
 R1: U 0805hrs ROAD OUTSIDE JUNCTION
 R2: B 2132 Daylight:street lights present
 E 498,017 Dry
 N 103,993 Fine without high winds
 20 mph

V1 HAD BEEN NORTHBOUND ON NORTH END ROAD & WAS INDICATING RT IN ORDER TO THEN TRAVEL EAST ON FORD LANE CYCLIST WAS SOUTHBOUND ON NORTHEND RD HAND SIGNALLING LEFT INTENDING TO ALSO TRAVEL EAST ON FORD LANE V1 TURNS IN FRONT OF V2 WHO COULD NOT AVOID IMPACT

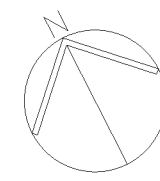
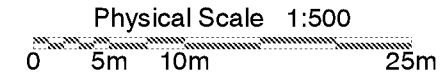
1703589 Sunday B2132 NORTH END ROAD YAPTON Veh 1 Goods 3.5 - 7.5t O/take m/veh o/side S to NE
 18/06/2017 30M NORTH OF U CHURCH LANE Veh 2 Pedal cycle Going ahead S to NE Dri M 57 Serious
 R1: B 2132 1300hrs OUTSIDE JUST PAST YAPTON CE
 Daylight:street lights present
 E 497,819 Dry
 N 103,718 Fine without high winds
 30 mph

V2 (CYCLIST) WAS HEADING IN A NORTHERLY DIRECTION. A VEHICLE WAS COMING IN THE OTHER DIRECTION AND V1 HAS CUT ACROSS V2 TO AVOID HITTING THE VEHICLE. V2(CYCLIST) WAS KNOCKED OFF HER CYCLE AND DRIVER OF V1 DROVE AWAY FROM THE SCENE WITHOUT EXCHANGING DETAILS.

APPENDIX B



NOTES:
Dimensions to be checked on site before commencing work. any discrepancies shall be reported to Curtis Leeves Technical Ltd immediately.
Do not scale from these drawings except for planning purposes. Use figured dimensions only.
Where applicable this drawing is to be read in conjunction with other consultants' drawings.
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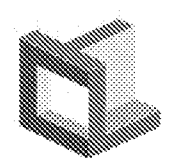
- 10no. Type 1 - 2B / 4P - 92 sq.m. No Garage
- 9no. Type 2 - 3B / 4P - 101 sq.m. No Garage
- 12no. Type 3 - 4B / 6P - 124 sq.m. With Garage
- 2no. Type 5 - 4B / 7P - 155 sq.m. With Garage

SITE AREA 1.67 Hectares
DENSITY 19.8 Units per Hectare

- Existing Trees to Remain
- Indicative New Tree Planting

P02 Layout amended to suit possible future links to sites to the North & South 04.06.17

rev	description	date
status	FOR COMMENT	



CURTIS LEEVES TECHNICAL LTD
01243 378070 | mail@cltechnical.co.uk

client	Domusea Limited		
project	Clays Farm Yapton		

title	Proposed Site Layout		
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date	scale @ A3	drawn	chkd
May 2018	1:500	IW	MRL
project no	drawing no.	rev	
1827	101	P02	

APPENDIX C

WEST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

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	Walberton
District	Arun
Ward Tempro Factor 2009-2026	1.050624
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 is with a development is unallocated. In other circumstances, it may be appropriate to allow for a 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 n Bedrooms is used this will need to be converted. A general guide for conversion is as follows but 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 W Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and where example, if no data is available for a private house with 1 room then data for a private house with 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 green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve sample size.

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Private	4	6
B	Houses	Private	4	4
C	Houses	Private	5	9
D	Houses	Private	6	12
E	Houses	Private	6	2
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				33

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

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household	
Source	
Population	All households
Units	Persons
Date	2011
Area Type	2011 super output areas - lower layer
Area Name	E01031472 : Arun 006C

Accommodation Type	Cars or Vans		
	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availability	658	567	91
No cars or vans in household	68	42	26
1 car or van in household	267	214	53
2 or more cars or vans in household	323	311	12

From the Census Data we can establish that:

LSOA for Site	Total Units	No Car	1	2+
Flat, maisonette or apartment	91	26	53	12
Whole House or Bungalow	567	42	214	311
2011 All Categories: Accommodation Type	658	68	267	323

LSOA for Site	Total Cars	Cars per Unit	2018	Proposed
Flat, maisonette or apartment	77	0.846	0.935	
Whole House or Bungalow	836	1.474	1.629	0
2011 All Categories: Accommodation Type	913	1.388	1.533	

APPENDIX D

Calculation Reference: AUDIT-807401-180313-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
KC KENT	1 days
SC SURREY	1 days
WS WEST SUSSEX	3 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 37 to 805 (units:)
 Range Selected by User: 36 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

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	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.

LIST OF SITES relevant to selection parameters

1	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		37
	Survey date: FRIDAY		18/11/11
			Survey Type: MANUAL
2	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		62
	Survey date: MONDAY		27/11/17
			Survey Type: MANUAL
3	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		51
	Survey date: THURSDAY		14/07/16
			Survey Type: MANUAL
4	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
5	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		151
	Survey date: THURSDAY		11/12/14
			Survey Type: MANUAL
6	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		48
	Survey date: WEDNESDAY		18/04/12
			Survey Type: MANUAL
7	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		805
	Survey date: THURSDAY		02/03/17
			Survey Type: MANUAL

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

OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	175	0.095	7	175	0.366	7	175	0.461
08:00 - 09:00	7	175	0.151	7	175	0.426	7	175	0.577
09:00 - 10:00	7	175	0.161	7	175	0.186	7	175	0.347
10:00 - 11:00	7	175	0.121	7	175	0.151	7	175	0.272
11:00 - 12:00	7	175	0.149	7	175	0.162	7	175	0.311
12:00 - 13:00	7	175	0.148	7	175	0.157	7	175	0.305
13:00 - 14:00	7	175	0.167	7	175	0.162	7	175	0.329
14:00 - 15:00	7	175	0.144	7	175	0.187	7	175	0.331
15:00 - 16:00	7	175	0.264	7	175	0.187	7	175	0.451
16:00 - 17:00	7	175	0.273	7	175	0.158	7	175	0.431
17:00 - 18:00	7	175	0.357	7	175	0.161	7	175	0.518
18:00 - 19:00	7	175	0.329	7	175	0.170	7	175	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.359			2.473			4.832

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.

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Parameter summary

Trip rate parameter range selected:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	175	0.008	7	175	0.007	7	175	0.015
08:00 - 09:00	7	175	0.001	7	175	0.010	7	175	0.011
09:00 - 10:00	7	175	0.001	7	175	0.002	7	175	0.003
10:00 - 11:00	7	175	0.002	7	175	0.004	7	175	0.006
11:00 - 12:00	7	175	0.003	7	175	0.003	7	175	0.006
12:00 - 13:00	7	175	0.002	7	175	0.002	7	175	0.004
13:00 - 14:00	7	175	0.002	7	175	0.007	7	175	0.009
14:00 - 15:00	7	175	0.002	7	175	0.001	7	175	0.003
15:00 - 16:00	7	175	0.006	7	175	0.005	7	175	0.011
16:00 - 17:00	7	175	0.011	7	175	0.014	7	175	0.025
17:00 - 18:00	7	175	0.018	7	175	0.012	7	175	0.030
18:00 - 19:00	7	175	0.007	7	175	0.006	7	175	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.073			0.136

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:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	175	0.020	7	175	0.027	7	175	0.047
08:00 - 09:00	7	175	0.020	7	175	0.158	7	175	0.178
09:00 - 10:00	7	175	0.048	7	175	0.045	7	175	0.093
10:00 - 11:00	7	175	0.038	7	175	0.037	7	175	0.075
11:00 - 12:00	7	175	0.033	7	175	0.026	7	175	0.059
12:00 - 13:00	7	175	0.033	7	175	0.033	7	175	0.066
13:00 - 14:00	7	175	0.039	7	175	0.024	7	175	0.063
14:00 - 15:00	7	175	0.040	7	175	0.054	7	175	0.094
15:00 - 16:00	7	175	0.159	7	175	0.043	7	175	0.202
16:00 - 17:00	7	175	0.077	7	175	0.044	7	175	0.121
17:00 - 18:00	7	175	0.071	7	175	0.067	7	175	0.138
18:00 - 19:00	7	175	0.051	7	175	0.035	7	175	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.593			1.222

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:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

OFF-LINE VERSION Mayer Brown Lion House Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	175	0.001	7	175	0.024	7	175	0.025
08:00 - 09:00	7	175	0.000	7	175	0.011	7	175	0.011
09:00 - 10:00	7	175	0.002	7	175	0.008	7	175	0.010
10:00 - 11:00	7	175	0.002	7	175	0.006	7	175	0.008
11:00 - 12:00	7	175	0.002	7	175	0.004	7	175	0.006
12:00 - 13:00	7	175	0.001	7	175	0.003	7	175	0.004
13:00 - 14:00	7	175	0.007	7	175	0.002	7	175	0.009
14:00 - 15:00	7	175	0.004	7	175	0.001	7	175	0.005
15:00 - 16:00	7	175	0.013	7	175	0.002	7	175	0.015
16:00 - 17:00	7	175	0.010	7	175	0.005	7	175	0.015
17:00 - 18:00	7	175	0.016	7	175	0.000	7	175	0.016
18:00 - 19:00	7	175	0.008	7	175	0.000	7	175	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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

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

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Parameter summary

Trip rate parameter range selected:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

