

Transport Statement

Yew Tree Surgery,
North End Road,
Yapton,
BN18 0DU



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- A Existing Site Layout Plan
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- C TRICS Output Data

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	30-09-2025	RS	RW	RW

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Avisford Medical Group to prepare a Transport Statement (TS) in connection with the proposed development.

The proposed development at Yew Tree Surgery comprises two single storey extensions to the existing site, located on the east side of North End Road in the centre of Yapton. The extensions will provide an additional consultation room and a purpose-built staff room, resulting in an increase of 21.17m² to the current facility which will then have 10 consultation rooms (2 of which are treatment rooms).

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The site can be accessed by sustainable forms of transport such as walking, cycle and by bus. Local bus services have a good frequency of services throughout the day to local destinations.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development.

Using the detailed TRICS database, the development is likely to result in approximately 1 two-way trips in the peak AM period (0800-0900) and 1 two-way trips in the peak PM period (1700-1800).

On their own, the trips generated by the development will have negligible impact on, public transport, cycle and pedestrian networks, and would not result in a highway impact that could be considered as severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for Avisford Medical Group to support the development of Yew Tree Surgery and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Avisford Medical Group to prepare a Transport Statement (TS) in connection with [Planning Type] for the proposed development.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- West Sussex County Council Guidance on Parking at New Developments (2020);
- West Sussex County Council Transport Plan 2022-2036 (2022);
- Arun District Council Local Plan 2011-2031 (2018);
- Arun District Council Design Guide SPD (2021);
- Arun District Council Parking Standards SPD (2022);
- Yapton Neighbourhood Development Plan 2011-2031.

ADD Pre-Application Advice

- 1.4 Arun District Council (ADD) have provided pre-application advice in a letter dated 14th August 2025, in terms of transport and parking, the advice note states the following:

There are 22 formal car parking spaces located in a car park to the south-west of the site. There may also be informal parking spaces at the front of the building. The forward-most extension may result in the loss of one or two spaces. The development would also create two additional consulting rooms.

The Arun Parking Standards set out the requirements for parking provision in relation to development. For a development of this approximate size, one space per 30 sqm of floorspace is required. This equates to just under two spaces. Combined with the expected loss of one space, the proposal would require a minimum of two parking spaces, unless an appropriate assessment is provided to justify a reduced provision.

Cycle parking would also be required for a development of this nature. These spaces should be secure and covered. It is possible that cycle parking is already provided on site; this should be demonstrated on the submitted plans.

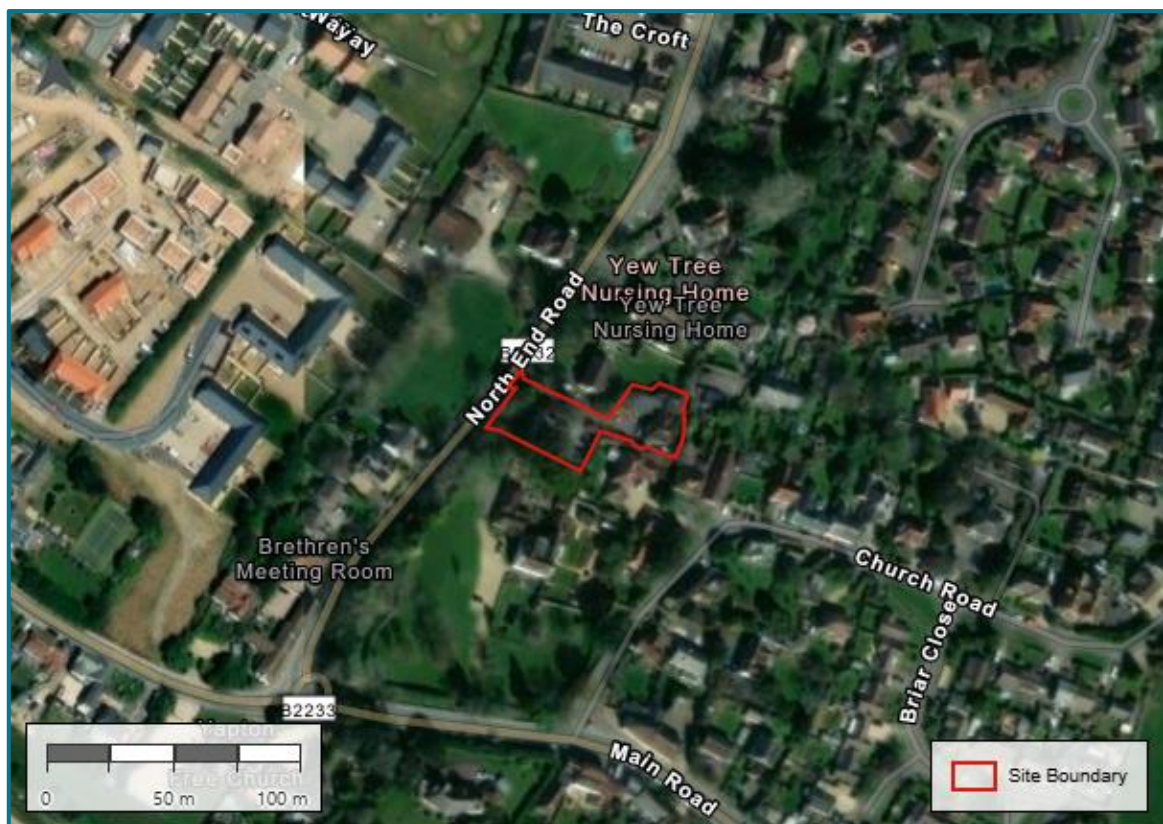
It is expected that the proposal will accord with ALP Policy T SP1, the Arun Parking Standards, and YNP Policy KS1. However, further details would be required to confirm compliance in this respect.

- 1.5 This Transport Statement includes assessment of the parking provisions in line with local guidance as requested.

2 Existing Site Details

- 2.1 Yew Tree Surgery, Yapton (Avisford Medical Group) is situated on B2132 North End Road, with direct vehicular access and on-site parking. The site is well connected by local bus services linking to Barnham, Bognor Regis and surrounding areas, while nearby residential areas enable convenient access on foot or by cycle.
- 2.2 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area. An existing site plan is included in **Appendix A**.

Figure 2.1 – Aerial View of Existing Site



- 2.3 The existing site is 431.63m², and provides 9 consultation rooms (2 of which are treatment rooms). There are currently 22 car parking spaces and no cycle parking spaces provided on site.

3 Local Highway Network

- 3.1 The site is accessed directly off of North End Road. North End Road (B2132) forms the primary local route through Yapton, linking the village to Barnham in the north, and Middleton-on-Sea to the south. The road is subject to a 30mph speed limit within the built-up area of the village.
- 3.2 Continuous footways are present on both sides of North End Road, providing safe pedestrian access to the site and linking directly with the surrounding residential areas and village centre.
- 3.3 The B2132 connects with the wider highway network via the A259 to the south, offering links towards Bognor Regis, Chichester and Littlehampton. To the north, connections to Barnham provide access to the A27, a key east–west strategic route along the south coast.
- 3.4 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network

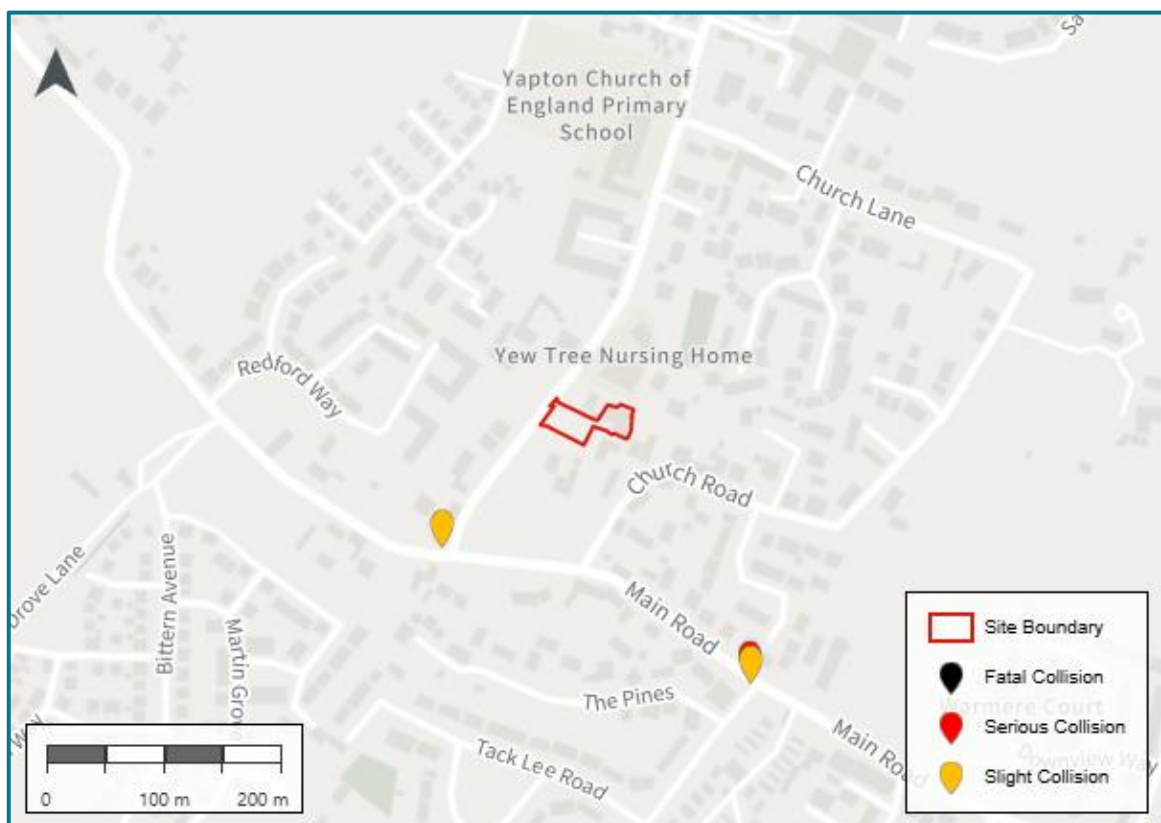


Source: Ordnance Survey

Accident Data

- 3.5 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.6 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for B2132 North End Road within the vicinity of the site access.
- 3.7 Within this time period there were 3 recorded accidents within the area surrounding the site (circa 300m radius around the site access), only one of which occurred at the North End Road mini-roundabout junction with B2233 to the south.
- 3.8 **Figure 3.2** shows the locations of incidents in the surrounding area (2 slight and 1 serious severity).

Figure 3.2 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

- 3.9 Overall, the local accident incidence rate is low, it is reasonable to conclude that the proposals would not result in a highway safety concern.

4 Modal Choices

- 4.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

Walking & Cycling

- 4.2 The site is located within the built-up area of Yapton within short walking distance of the local residential areas, making travel on foot a viable and convenient option for staff and visitors.
- 4.3 Local roads are mostly subject to 30mph which lends itself to making cycling a safe and convenient travel mode for staff and visitors.

Bus Services

- 4.4 The nearest bus stop is located at Olive Court, approximately 110m from the site, this represents a 2-minute walk. These stops are served by route numbers 66A and 66A. The Church Road stops located further south on B2233 are also served by service 500, these stops are within 200-220metres of the site.
- 4.5 **Table 4.1** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 4.1 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Olive Court	66A	Eastergate – Bognor Regis	1 per day	No service	No service
Olive Court	66A	Bognor Regis - Walberton	1 per day	1 per day	No service
Olive Court	66A	Bognor Regis - Bognor Regis	2 per day	2 per day	No service
Olive Court	66C	Bognor Regis - Bognor Regis	1 per hour	3 per day	No service
Church Road	500	Chichester - Littlehampton	4 per hour	1 per hour	1 per hour
Church Road	66A	Bognor Regis - Bognor Regis	2 per day	2 per day	No service

- 4.6 As **Table 4.1** demonstrates, there is a moderate frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for staff and visitors of the site.

Demand Responsive Travel Services

- 4.7 This area is served by the Demand Responsive Travel Service (DRT) 97 Flex via WSCC Book-a-Bus. This DRT service operates in areas with limited or no public transport, for an on-demand ride-sharing service that helps people connect with the local area and wider public transport area, working in combination with traditional forms of public transport.
- 4.8 The service operates Monday to Friday 9:30am to 4:40pm and Saturdays 7am to 7pm. People are able to book up to 48 hours in advance via the Book-a-Bus app or by phone 01243 858854 (operating hours 6:30am to 7:30pm).
- 4.9 Pick-up points can be home addresses and will allow people to travel from local towns, to the site where regular public transport methods are unavailable.

Rail Services

- 4.10 The nearest railway station is Barnham, located approximately 2.3 km from the site, this representing a 9-minute cycle journey. Alternatively, staff and visitors could travel by bus and walk from the Church Road bus stops, this journey would take around 10-minutes.

5 Proposed Development

Development Description

- 5.1 The proposed development at Yew Tree Surgery comprises two single storey extensions to the existing site, which currently provides 9 consultation rooms (2 of which are treatment rooms). The extensions will provide an additional consultation room and a purpose-built staff room, resulting in an increase of 21.17m² to the current facility. The site will provide 10 consultation rooms (2 of which are treatment rooms) following completion of the works.
- 5.2 The proposed site layout plan is shown in **Appendix B**.

Car Parking

- 5.3 The ADC Parking Standards SPD (2020) sets the requirements for parking provision in relation to development. For use class D1 non-residential institutions, the standards state 'site specific assessment based on travel plan and needs'.
- 5.4 The WSCC 'Guidance on Parking at New Development' (2020) states for use class E Commercial, Business and Service – Non-residential institutions (medical or health services, crèches, day nurseries and centres) 'site-specific assessment based on travel plan and needs'.
- 5.5 Therefore, a site specific assessment is provided in Section 6.0 by the TRICS parking accumulation exercise which summarises the maximum parking accumulation of the total site area following the 21.17m² extension (452.8m²) would be 11 vehicles on-site at any one time which is easily accommodated within the existing provision of 22 car parking spaces.
- 5.6 Therefore, in line with the ADC and WSCC parking guidance, the site specific assessment concludes the existing parking provision is sufficient to accommodate the demands of the proposed extension.

Cycle Parking

- 5.7 In accordance with ADC and WSCC parking standards, the cycle parking requirements are based on site-specific assessment. There are currently no cycle parking provisions on site and the trip forecasting exercise demonstrates a negligible demand. Therefore there are no proposals to provide cycle parking facilities at the site.

Servicing and Emergency Vehicle Access

- 5.8 Site servicing and emergency vehicle access will continue to operate as existing and will not be impacted by the proposed scheme.

6 Trip Generation

- 6.1 No existing vehicle trip generations associated with the sites existing use have been included within this assessment. All additional trips generated as a result of the proposed extension will be considered as new in order to ensure a robust assessment.

Proposed Trip Generation – TRICS Analysis

- 6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.
- 6.3 The proposed development is for health centre. The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:
- Survey Year: Post 2015 surveys;
 - Days: Weekdays only;
 - Location: Edge of Town, Suburban area, Neighbourhood centre;
 - GFA: 290-678m².
- 6.4 Table 6.1 below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Trip Rates for GP Surgeries (100m²)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	2.461	1.268	3.729	0.895	1.293	2.188	22.434	22.091	44.525
Cycles	0.025	0	0.025	0.05	0.05	0.1	0.499	0.479	0.978
Pedestrians	0.671	0.597	1.268	0.472	0.796	1.268	10.326	10.588	20.914
Public Transport	0.597	0.174	0.771	0.224	0.423	0.647	5.683	5.504	11.187
Total People	4.177	2.163	6.34	1.765	2.884	4.649	44.275	43.879	88.154

- 6.5 Table 6.2 shows the resultant trips based on the development scale.

Table 6.2 – Proposed Development Trips (21.17m²)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.5	0.3	0.8	0.2	0.3	0.5	4.7	4.7	9.4
Cycles	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Pedestrians	0.1	0.1	0.3	0.1	0.2	0.3	2.2	2.2	4.4
Public Transport	0.1	0.0	0.2	0.0	0.1	0.1	1.2	1.2	2.4
Total People	0.9	0.5	1.3	0.4	0.6	1.0	9.4	9.3	18.7

Resultant trips rounded to the nearest whole number

- 6.6 A parking accumulation assessment is provided below with consideration of the existing 452.8m² and the proposed extension of 21.17m².

Table 6.3 – TRICS Likely Parking Accumulation (452.8m² Total Area)

Time	Existing 431.63m ²		Proposed 21.17m ²		Parking Accumulation
	Arr	Dep	Arr	Dep	
07:00-08:00	3.76	0.60	0.18	0.03	3
08:00-09:00	10.62	5.47	0.52	0.27	9
09:00-10:00	12.66	10.52	0.62	0.52	11
10:00-11:00	12.45	13.09	0.61	0.64	10
11:00-12:00	11.38	12.02	0.56	0.59	10
12:00-13:00	7.30	10.41	0.36	0.51	6
13:00-14:00	6.22	5.90	0.31	0.29	7
14:00-15:00	11.81	11.05	0.58	0.54	7
15:00-16:00	8.37	9.55	0.41	0.47	6
16:00-17:00	6.87	8.59	0.34	0.42	4
17:00-18:00	3.86	5.58	0.19	0.27	3
18:00-19:00	1.54	2.56	0.08	0.13	2

- 6.7 The full details of the TRICS assessment can be seen in **Appendix C**.

Summary of Trips

- 6.8 Using the information from the TRICS database, the proposed development is likely to lead to:
- Around 1 additional two-way vehicle trips in the weekday AM peak period (0800-0900);
 - Around 1 additional two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, around 10 additional two-way daily weekday vehicle trips are forecast.
 - Maximum parking accumulation of 11 vehicles at any one time for the total site including the extension.
- 6.9 Based on the TRICS analysis, the likely traffic generation of the proposed development can easily be accommodated on the local highway network and no further assessment or mitigation of highway impact is required.

7 Conclusion

- 7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.
- 7.3 The proposed development at Yew Tree Surgery comprises two single storey extensions to the existing site, located on the east side of North End Road in the centre of Yapton. The extensions will provide an additional consultation room and a purpose-built staff room, resulting in an increase of 21.17m² to the current facility providing a total site area of 452.8m². The surgery will therefore provide a total of 10 consultation rooms (2 of which are treatment rooms) following completion of the extensions.
- 7.4 The site can be accessed by sustainable forms of transport such as buses which have a good frequency of services throughout the day to local destinations.
- 7.5 Using the detailed TRICS database, the development is likely to result in approximately 1 two-way trips in the peak AM period (0800-0900) and 1 two-way trips in the peak PM period (1700-1800).
- 7.6 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network, and the parking demands can be accommodated within the on-site car park.
- 7.7 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

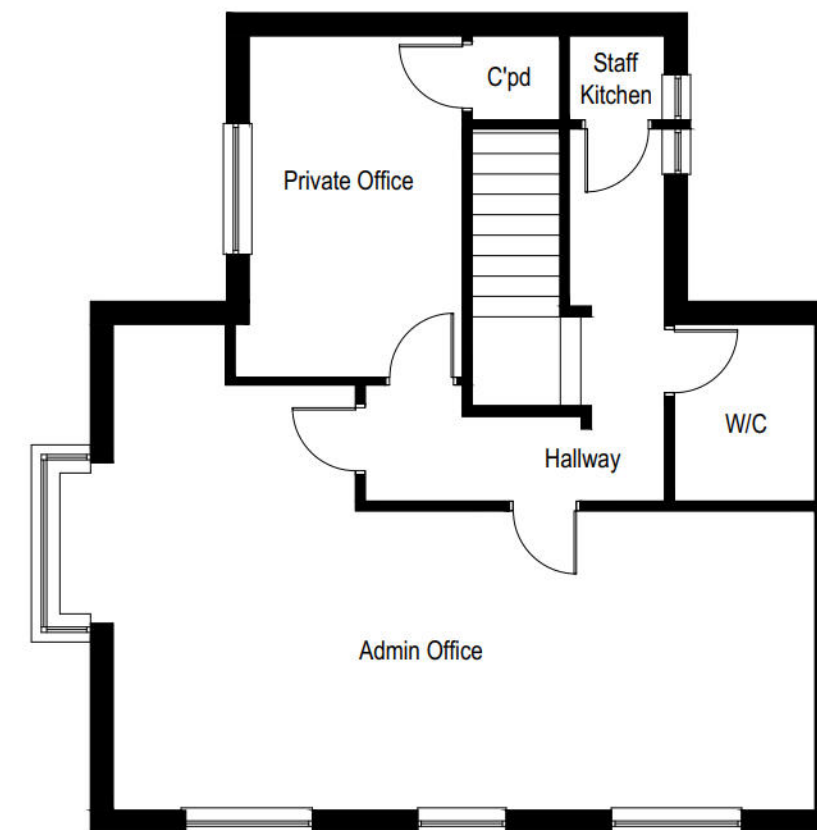
- End of Report -

Appendix A

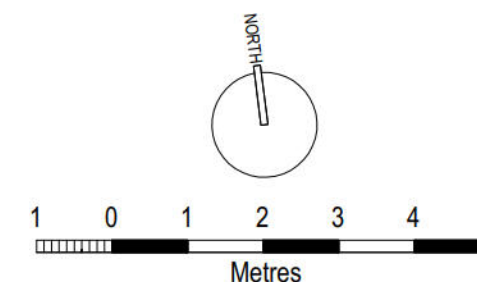
Existing Site Layout Plan



Ground Floor Plan



First Floor Plan



Revisions

PROJECT

**Yew Tree Surgery,
North End Road,
Yapton**

DRAWING

**Ground & First Floor Plan
Existing**

Scale	Date	Drg No
1:100@A3	June 2025	NE_EX_02
Drawn by	Revision	
RS		

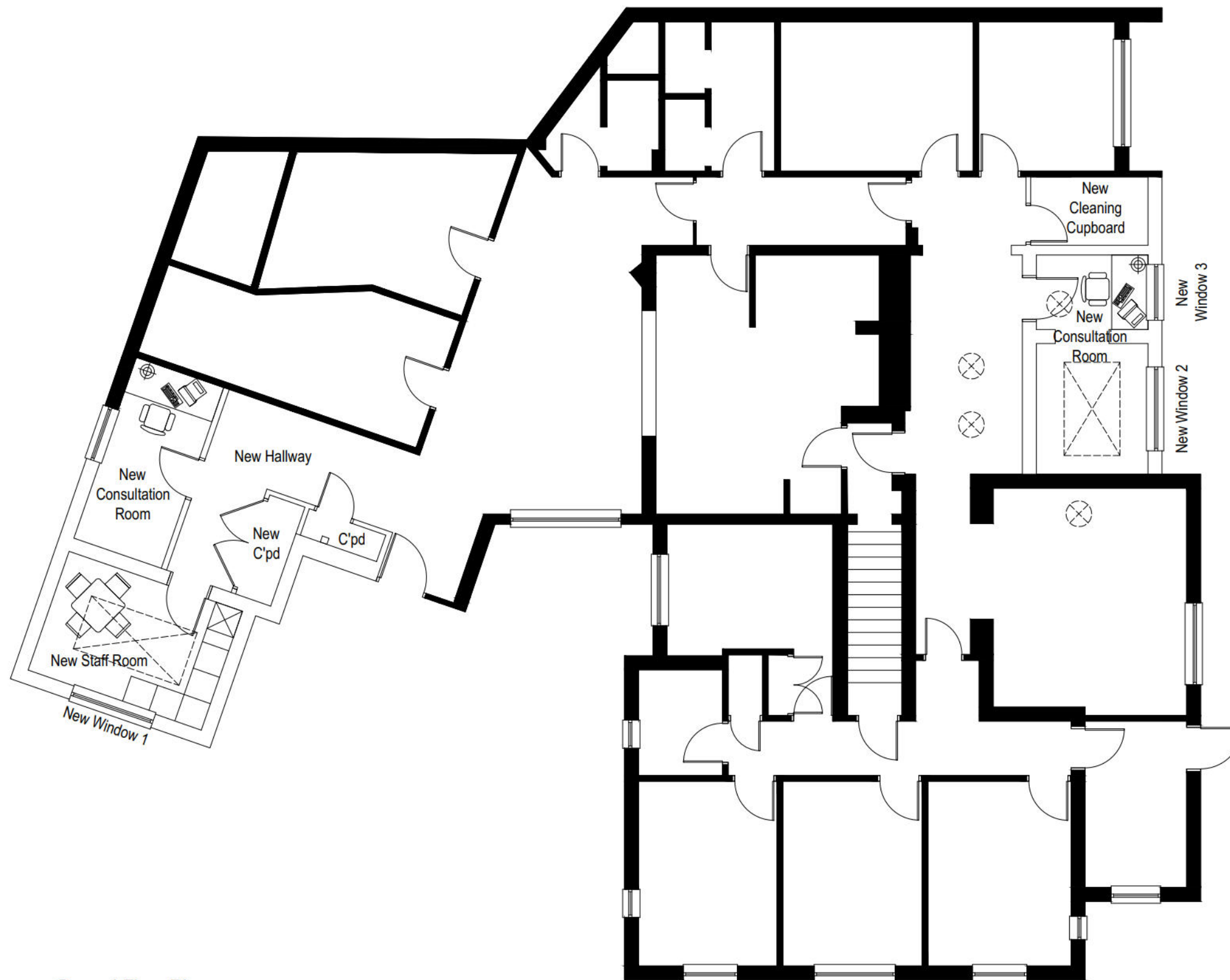


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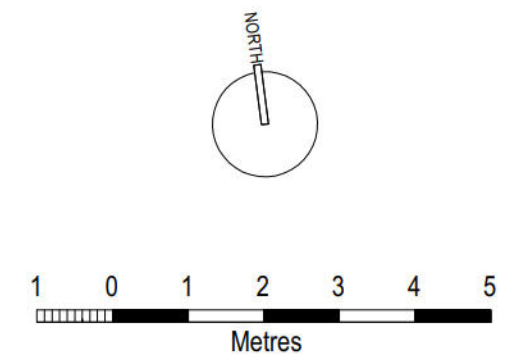
Appendix B

Proposed Site Layout Plan



Ground Floor Plan

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Revisions

PROJECT

Yew Tree Surgery,
North End Road,
Yapton

DRAWING

Ground Floor Plan
Proposed

Scale	Date	Drg No
1:100@A3	June 2025	NE_P_02
Drawn by	Revision	
RS		



RS Architectural Designs

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Appendix C

TRICS Output Data

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: G - GP SURGERIES
Total Vehicles

Selected regions and areas:		
01	GREATER LONDON	
	HG	HARINGEY 1 day
03	SOUTH WEST	
	SD	SWINDON 1 day
05	EAST MIDLANDS	
	DY	DERBY 1 day
	NG	NOTTINGHAM 1 day
08	NORTH WEST	
	AC	CESHIRE WEST & CHESTER 1 day
09	NORTH	
	TW	TYNE & WEAR 1 day
11	SCOTLAND	
	HI	HIGHLAND 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN 1 day

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

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	290 to 678 (units:sqm)
Range Selected by User:	200 to 1000 (units:sqm)
Parking Spaces Range:	0 - 92

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 17/06/24

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:

Friday	4 days
Monday	1 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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:

Edge of Town	1 days
Neighbourhood Centre (PPS6 Local Centre)	4 days
Suburban Area (PPS6 Out of Centre)	4 days

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:

High Street	1 days
No Sub Category	1 days
Residential Zone	7 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	7 days

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Secondary Filtering Selection:

Use Class:

E(e)	9 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

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

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	4 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 surveys
2.1 to 2.5	1 surveys

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.

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 - Good	1 surveys
No PTAL Present	8 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

1	AC-05-G-04	GP SURGERY	CESHIRE WEST & CHESTER
KINGSMEAD SQUARE NORTHWICH KINGSMEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Gross floor area: 650 sqm Survey date: Friday 07/06/2019			
			Survey Type: Manual
2	CV-05-G-02	GP SURGERY	CAVAN
DRUMALEE MANOR CAVAN DRUMALEE Edge of Town Residential Zone Gross floor area: 300 sqm Survey date: Friday 15/09/2023			
			Survey Type: Manual
3	DL-05-G-02	GP SURGERY	DUBLIN
SAINT BRIGID'S ROAD LOWER DUBLIN DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 308 sqm Survey date: Wednesday 23/11/2016			
			Survey Type: Manual
4	DY-05-G-01	GP SURGERY	DERBY
OSMASTON ROAD DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Gross floor area: 676 sqm Survey date: Wednesday 25/09/2019			
			Survey Type: Manual
5	HG-05-G-01	GP SURGERY	HARINGEY
ARCADIAN GARDENS WOOD GREEN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Gross floor area: 360 sqm Survey date: Friday 10/06/2022			
			Survey Type: Manual
6	HI-05-G-02	GP SURGERY	HIGHLAND
HARRIS ROAD INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 290 sqm Survey date: Tuesday 08/06/2021			
			Survey Type: Manual
7	NG-05-G-01	GP SURGERY	NOTTINGHAM
MANSFIELD ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 460 sqm Survey date: Wednesday 24/06/2015			
			Survey Type: Manual
8	SD-05-G-01	GP SURGERY	SWINDON
CRICKDALE ROAD SWINDON Neighbourhood Centre (PPS6 Local Centre)			

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Residential Zone
Gross floor area: 300 sqm
Survey date: Friday 23/09/2016

Survey Type: Manual

9
CHURCH ROAD
NEWCASTLE
GOSFORTH
Neighbourhood Centre (PPS6 Local Centre)
High Street
Gross floor area: 678 sqm
Survey date: Monday 29/04/2019

TW-05-G-03

GP SURGERY

TYNE & WEAR

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WR-05-G-03	10-05-2024	N/A

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	445	0.870	0.140	1.010
08:00-09:00	9	447	2.461	1.268	3.729
09:00-10:00	9	447	2.934	2.437	5.371
10:00-11:00	9	447	2.884	3.033	5.917
11:00-12:00	9	447	2.636	2.785	5.421
12:00-13:00	9	447	1.691	2.412	4.103
13:00-14:00	9	447	1.442	1.367	2.809
14:00-15:00	9	447	2.735	2.561	5.296
15:00-16:00	9	447	1.939	2.213	4.152
16:00-17:00	9	447	1.591	1.989	3.580
17:00-18:00	9	447	0.895	1.293	2.188
18:00-19:00	8	422	0.356	0.593	0.949
19:00-20:00	1	678	0.000	0.737	0.737
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			22.434	22.828	45.262

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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Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	24/06/2015 - 15/09/2023
Number of weekdays (Monday-Friday):	9
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.

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	445	1.544	0.253	1.797
08:00-09:00	9	447	4.177	2.163	6.340
09:00-10:00	9	447	5.619	4.376	9.995
10:00-11:00	9	447	5.694	5.520	11.214
11:00-12:00	9	447	4.575	5.072	9.647
12:00-13:00	9	447	4.053	4.699	8.752
13:00-14:00	9	447	3.431	2.984	6.415
14:00-15:00	9	447	5.445	5.196	10.641
15:00-16:00	9	447	4.028	5.072	9.100
16:00-17:00	9	447	3.381	4.177	7.558
17:00-18:00	9	447	1.765	2.884	4.649
18:00-19:00	8	422	0.563	1.483	2.046
19:00-20:00	1	678	0.000	2.212	2.212
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			44.275	46.091	90.366

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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Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	24/06/2015 - 15/09/2023
Number of weekdays (Monday-Friday):	9
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.

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	445	0.000	0.000	0.000
08:00-09:00	9	447	0.025	0.000	0.025
09:00-10:00	9	447	0.075	0.025	0.100
10:00-11:00	9	447	0.124	0.075	0.199
11:00-12:00	9	447	0.025	0.025	0.050
12:00-13:00	9	447	0.075	0.124	0.199
13:00-14:00	9	447	0.025	0.025	0.050
14:00-15:00	9	447	0.025	0.075	0.100
15:00-16:00	9	447	0.050	0.025	0.075
16:00-17:00	9	447	0.025	0.025	0.050
17:00-18:00	9	447	0.050	0.050	0.100
18:00-19:00	8	422	0.000	0.030	0.030
19:00-20:00	1	678	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.499	0.479	0.978

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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Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	24/06/2015 - 10/06/2022
Number of weekdays (Monday-Friday):	6
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.

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	445	0.253	0.112	0.365
08:00-09:00	9	447	0.671	0.597	1.268
09:00-10:00	9	447	1.169	0.970	2.139
10:00-11:00	9	447	1.218	1.119	2.337
11:00-12:00	9	447	0.970	0.995	1.965
12:00-13:00	9	447	1.119	1.293	2.412
13:00-14:00	9	447	1.069	0.870	1.939
14:00-15:00	9	447	1.218	1.193	2.411
15:00-16:00	9	447	1.193	1.367	2.560
16:00-17:00	9	447	0.796	0.920	1.716
17:00-18:00	9	447	0.472	0.796	1.268
18:00-19:00	8	422	0.178	0.356	0.534
19:00-20:00	1	678	0.000	0.147	0.147
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			10.326	10.735	21.061

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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Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	24/06/2015 - 15/09/2023
Number of weekdays (Monday-Friday):	9
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.

Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	445	0.337	0.028	0.365
08:00-09:00	9	447	0.597	0.174	0.771
09:00-10:00	9	447	0.696	0.472	1.168
10:00-11:00	9	447	0.671	0.522	1.193
11:00-12:00	9	447	0.547	0.646	1.193
12:00-13:00	9	447	0.696	0.348	1.044
13:00-14:00	9	447	0.423	0.522	0.945
14:00-15:00	9	447	0.746	0.671	1.417
15:00-16:00	9	447	0.348	0.622	0.970
16:00-17:00	9	447	0.398	0.572	0.970
17:00-18:00	9	447	0.224	0.423	0.647
18:00-19:00	8	422	0.000	0.504	0.504
19:00-20:00	1	678	0.000	1.180	1.180
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.683	6.684	12.367

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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Audit Code: 02295939-4b66-41e5-b370-03d8cc465b63

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	24/06/2015 - 10/06/2022
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.



Civil Engineering - Transport Planning - Flood Risk

GTA Civils

