

**BONHAMS, FLANSHAM,
FELPHAM**

Residential Development

Transport Statement

**Prepared on behalf of
Mr V. Coulin**

**21/6302/TS01
December 2021**

RGP – Transport Planning and Infrastructure Design Consultants

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is instructed by Mr V. Coulin (the Applicant) to provide highway and transport planning consultancy services in relation to the proposed new residential development at Bonhams, Flansham, Felpham within the administrative boundary of Arun District Council as Local Planning Authority, and West Sussex County Council as Local Highways Authority. The site encompasses an area of c.1.15ha, located on the southern side of Hoe Lane, on the eastern periphery of Bognor Regis. The site's location is demonstrated **Figure 1.1**.

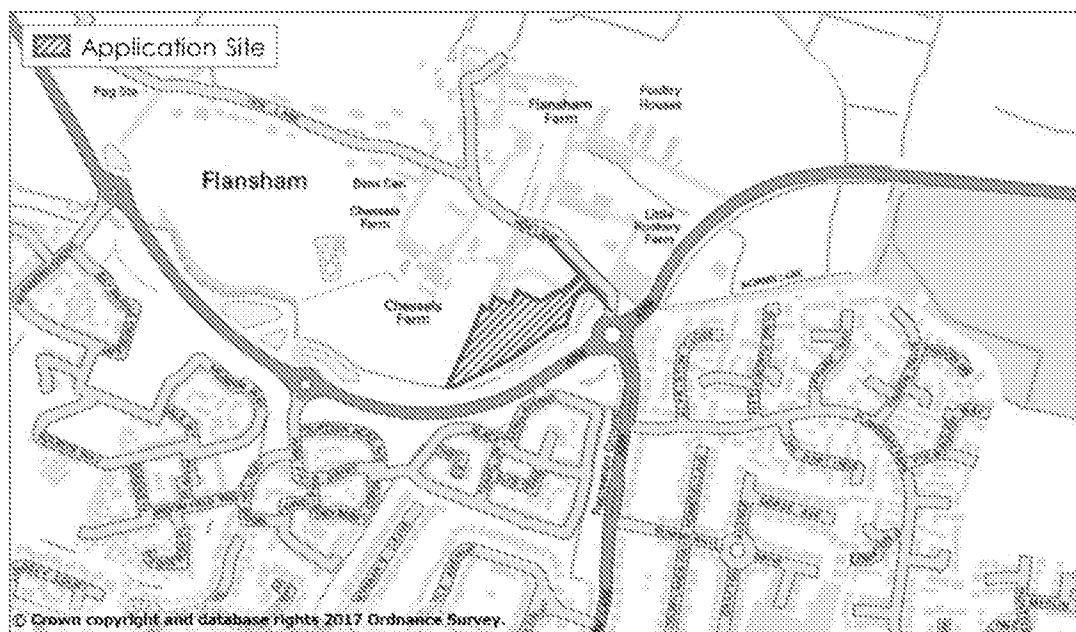


Figure 1.1: Site Location

- 1.1.2 The existing site is occupied by two dwellings known as 'Bonhams' and 'Flints' which will retained as part of the development proposals, as well as an area of undeveloped land. The proposed development is for the erection of 4x 4-bed detached dwellings, with associated car parking and landscape enhancements, as shown on the site layout plan attached hereto at **Appendix A**.
- 1.1.3 This TS outlines the key transport planning matters in accordance with statutory highways consultees WSCC 'Transport Assessment Methodology' (June 2007), reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.1.4 The remainder of this report is comprised of the following sections:
- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;

- (ii) **Section 3** provides an assessment of the proposed access and internal layout's design against relevant design guidance;
- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
- (iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

- 2.1.1 The site covers an area of approximately 1.15ha on the southern side of Hoe Lane circa 200m to the south of Flansham centre, and circa 3.2km to the north of Bognor Regis town centre. There is a range of services and amenities within walking of the site, as demonstrated on the attached **Plan 01**.
- 2.1.2 The site is bordered by Hoe Lane to the north, the A259 to the south and east, and a combination of a residential property and an open field to the west of the site. The site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

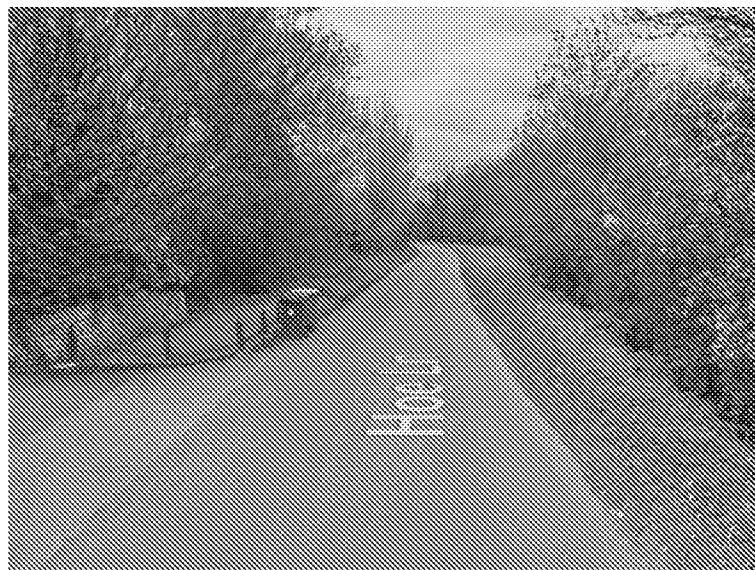
- 2.1.3 The site is currently accessed from Hoe Lane toward the east corner of the site. The access takes the form of a 3.3m wide access with a 9.3m wide bellmouth onto Hoe Lane. Approximately 20m into the site, the access divides into 2 separate driveways associated with the 2 existing dwellings. The site's existing access is illustrated in **Figure 2.2** overleaf.



Figure 2.2: Existing Site Access

2.2 Local Highway Network

- 2.2.1 The site fronts on to Hoe Lane, a no through road providing access to a number of residential dwellings and leads to a public right of way heading to the west. Hoe Lane is a two-way carriageway approximately 5m wide in the vicinity of the site, subject to a 30mph speed limit. The carriageway is flanked by a mixture of grass banks and property frontages.
- 2.2.2 The carriageway is not parking restricted however the existing dwellings on Hoe Lane all have sufficient off-street parking meaning on-street parking is uncommon. A series of bollards are located along the site frontage preventing parking along the site's boundary with the lane. The local carriageway features are demonstrated in Figures 2.3 and 2.4.



Figures 2.3: Hoe Lane's Carriageway in the Vicinity of the Site



Figure 2.4: Bollards on Site Frontage

2.3 Wider Highway Network

2.3.1 The site is bordered by the A259 which is accessed via the roundabout to the east of the site. The A259 provides a busy east-west route along the south coast facilitating access locally to Chichester, Worthing and Brighton. The B2259 is also accessed via the roundabout and provides a route to Bognor Regis town centre to the south. The wider highway network is shown in Figure 2.5.

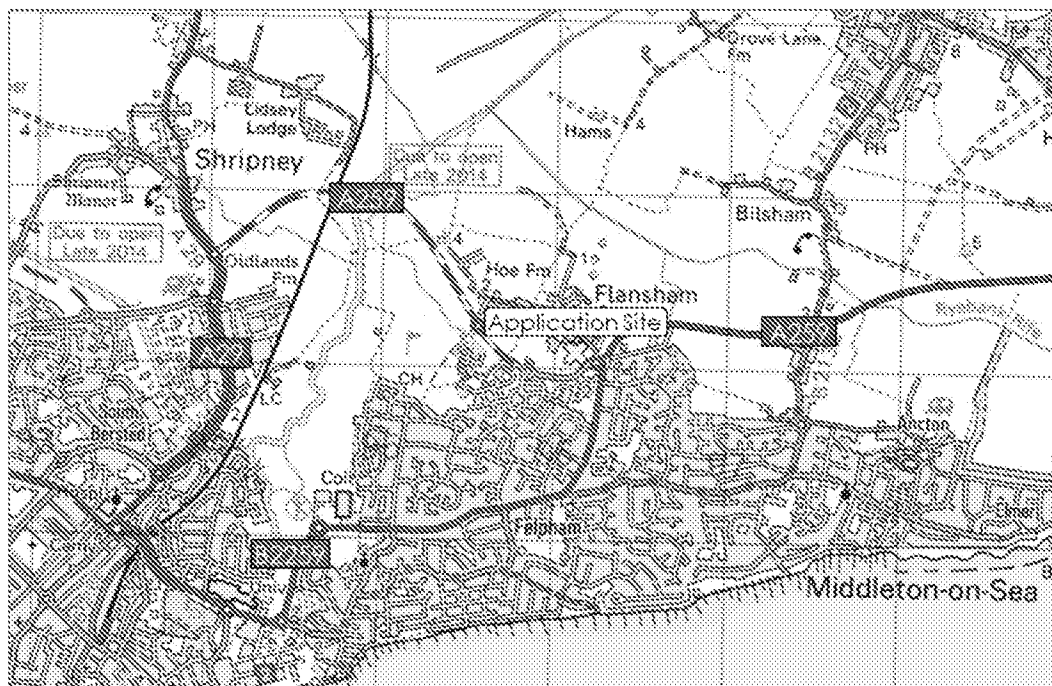


Figure 2.5: Wider Highway Network

2.4 Traffic Survey Data

- 2.4.1 To establish traffic volumes and vehicles speed on Hoe Lane, RGP commissioned 'Modal Data' to conduct an Auto Traffic Count (ATC) survey from the 6th – 12th May 2017 in the vicinity of the site. The ATC data output is attached at **Appendix B**.
- 2.4.2 The survey identified an eastbound Annual Average Daily Traffic (AADT) flow of 253 vehicle movements and a westbound AADT of 256 vehicle movements. The survey revealed an average eastbound vehicle speed of 19.4mph with an 85th percentile design speed of 23.5mph, and an average westbound vehicle speed of at 19.0mph with a design speed of 22.8mph.

2.5 Accident Data

- 2.5.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data was reviewed from the CrashMap website (www.crashmap.co.uk) for a 6-year period from 2015 to 2020. Notably, typically 5-years is analysed, however 2020 comprised prolonged periods of time with travel restrictions which impacts the number of accidents that occurred in that particular year; therefore, to assess a full 5 years' worth of accident data, 2015 has been included within this investigation.
- 2.5.2 **Figure 2.8** below illustrates the site location and study area within approximately 200 metres of the site and **Appendix C** comprises the detailed accident reports.

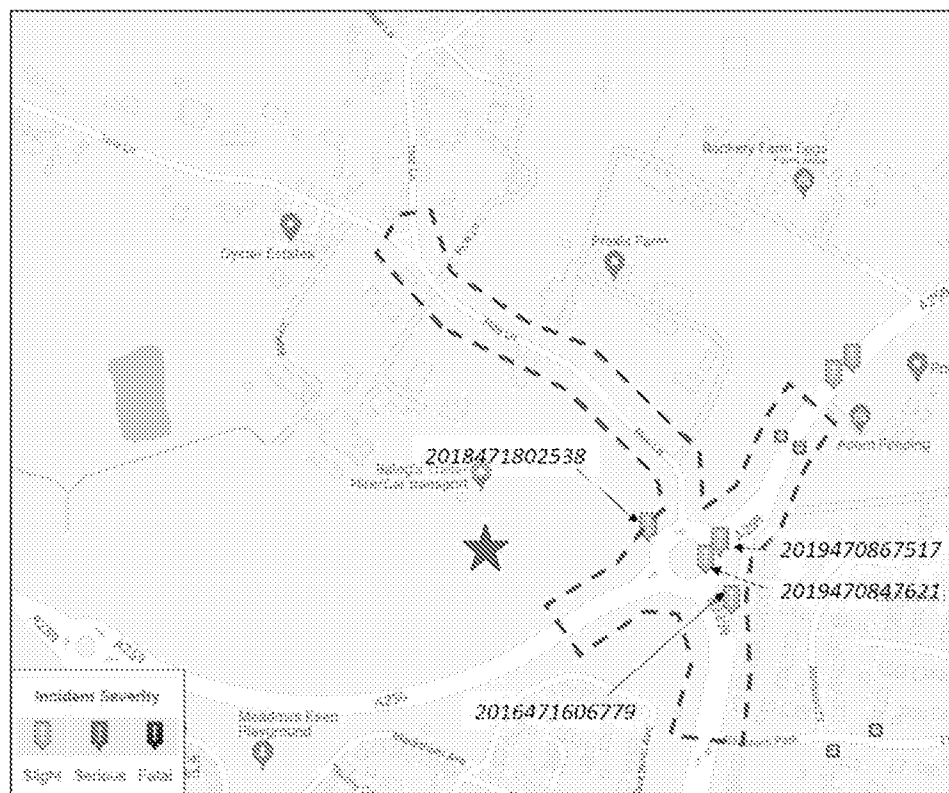


Figure 2.8: CrashMap (2021)

- 2.5.3 As illustrated in **Figure 2.8**, four 'slight' accidents occurred in the vicinity of the site, approximately 200 metres from the site access on Hoe Lane. The closest accident (reference: 2018471802538) occurred on the roundabout approximately 80 metres south of the site. This accident consisted of two cars with one car proceeding normally along the carriageway on a left-hand bend, and the other car slowing down or stopping. The front of the vehicle that was proceeding normally collided with the offside of the car slowing down or stopping resulting in the slowing/stopping vehicle driver sustaining slight injuries.
- 2.5.4 The second accident (reference: 2019470867517) occurred on the roundabout approximately 90m south-east of the site access. The accident comprised one car that hit the kerb on the drivers' nearside causing the vehicle to hit a road sign off carriageway resulting in the driver to sustain slight injuries.
- 2.5.5 The third accident (reference: 2019470847621) occurred on the roundabout approximately 110 metres south-east of the site access. The accident comprised two cars, one car was proceeding normally along the carriageway not on a bend, and the other vehicle was in the act of turning right. The front of the vehicle that was proceeding normally not on a bend collided with the nearside of the turning vehicle causing the pillion passenger of the turning vehicle to sustain slight injuries.
- 2.5.6 The last accident (reference: 2016471606779) occurred on Flansham Lane approximately 140m south-east of the site access. The accident consisted of one car that was proceeding normally along the carriageway not on a bend, a collided with a lamp post off-carriageway resulting in the pillion passenger sustaining slight injuries. Notably, no on-carriageway hazards were present at the time of the accident.
- 2.5.7 To this end, the catchment area experienced less than 1 accident per year which is not considered a high level of accidents in a particular area.
- 2.5.8 The local highway network does not illustrate a pattern or cluster of accidents which could be as a consequence of poor highway layout. Based on the above assessment, given the number, severity, vehicle types and listed causation factors for the identified accidents it is not considered that there are any underlying safety issues relating to the condition or layout of the highway that would be exacerbated by the proposals.

2.6 Accessibility Credentials

Pedestrian Accessibility

- 2.6.1 Pedestrian access is currently served by a c.2m wide shared footway cycleway flanking the southern side of Hoe Lane to the east of the site access. The footway connects with the wider footway network and provides a continuous pedestrian link to services and amenities in Felpham 1.2km to the south. The pedestrian infrastructure in the vicinity of the site is shown in **Figures 2.6** and **2.7**.



Figure 2.6: Pedestrian Footway Flanking Hoe Lane



Figure 2.7: Pedestrian Crossing Facilities on Hoe Lane

- 2.6.2 As shown on the attached **Plan 01**, the local bus stops and convenience shopping facilities are within 1km (13-minute walk) of the site.

Cycle Accessibility

- 2.6.3 As previously identified, a shared cycle and pedestrian link is located immediately north of the site along Hoe Lane as shown in **Figure 2.6**. There is a wide range of cycle routes in the vicinity of the site, and both Bognor Regis and Felpham town centres are within cycling distance allowing access to the town's services and amenities by bike. The traffic conditions along Flansham Lane heading into Felpham are conducive to safe cycling and free of steep gradients.
- 2.6.4 Local cycle routes including National Cycle Route 2 (NCR2) are accessible from the roundabout that connects to Hoe Lane east of the site. NCR2 is a dedicated cycle route that provides access south of the site to retail facilities and amenities situated on either side of Felpham Way approximately 11m (a 4-minute cycle) south of the site, as well as Bognor Regis to the south-west; travelling east on NCR2 provides access to Littlehampton. The local cycle infrastructure is demonstrated in the attached **Plan 01**.

Accessibility by Bus

- 2.6.5 Both northbound and southbound bus stops are located within a desirable walking distance, c.210m to the east of the site. The stops are served by 2 bus services providing frequent access to Littlehampton, Portsmouth and Chichester. Details of all bus services including frequency and route summaries are presented in **Figure 2.6**.

Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
700 Coastliner	Littlehampton – Chichester	Every 20 mins	Mon-Fri: 05:36-22:48 Sat: 06:15-22:48 Sun: 08:01-21:10

Figure 2.6: Bus Services Available from Hoe Lane Bus Stop

Accessibility by Rail

- 2.6.6 The site is situated centrally amongst three railway stations that are all managed by Southern Railway, with the closest railway station being Bognor Regis railway station situated 4.5km south-west of the site. Barnham railway station is situated 6.5km north of the site and Littlehampton railway station is located 7km east of the site.
- 2.6.7 Bus service 700 Coastliner is accessible from the Hoe Lane bus stops and facilitates a route to Bognor Regis and Littlehampton railway stations every 20 minutes. This benefits future residents of the site that utilise train travel and have options to link sustainable travel modes. **Figure 2.7** overleaf illustrates railway services from Littlehampton railway station which comprises the shortest bus journey from the Hoe Lane bus stops (16-minute journey) as well as services to more destinations travelling to/from the station.

Destination	Typical Journey Time	Typical Frequency
London Victoria (via Worthing and Hove)	2 trains per hour	1 hour 45 minutes
Bognor Regis	1 train per hour	21 minutes
Portsmouth & Southsea	1 train per hour	55 minutes
Brighton	5 trains per day	46 minutes – 1 hour 39 minutes

Figure 2.7: Train Services Available from Littlehampton Station

2.6.8 Full details regarding these services including timetable information and route details are available online from www.nationalrail.co.uk.

2.7 Summary of Baseline Conditions

2.7.1 The above review demonstrates that the site is accessible by a variety of modes of travel, particularly bus travel which would have the potential to reduce the reliance upon the private car.

3 DEVELOPMENT PROPOSALS

- 3.1.1 The development proposals consist of the implementation of 4 no. 4-bed dwellings as shown in the proposed site layout plan attached at **Appendix A**. Notably, the existing site is occupied by two dwellings known as 'Bonhams' and 'Flints' which will be retained as part of the development proposals.

3.2 Proposed Access Arrangements

- 3.2.1 It is understood that a small refuse vehicle is used to service dwellings on Hoe Lane, and as such the existing access is able to accommodate the tracking of the smaller refuse vehicle which requires no alterations to the existing access. The Applicant is however willing to widen the existing access by 1m to accommodate access for a larger refuse vehicle (11.2m length and 2.53m width) typically used by Arun District Council (further information on refuse vehicle tracking is detailed later in this section).
- 3.2.2 Therefore, two access arrangement options are available for the development proposals; the first access design option consists of the retention of the existing access on the south-western side of Hoe Lane with no alterations; the second access design option consists of the existing access being widened by relocating the eastern access wall 1m east. In addition, the widening of the existing access is similar to the access arrangement previously submitted within planning application reference Y/77/19/OUT with no objections raised. West Sussex County Council are respectfully requested to state a preference with regard to the proposed access design.

Visibility Requirements

- 3.2.3 Visibility requirements at the access has been based on the 85th percentile design speed identified by the ATC surveys undertaken on Hoe Lane. The surveys identified eastbound and westbound design speeds of 23.5mph and 22.8mph respectively. Using the calculation coefficients set out in *Manual for Streets* guidance, stopping sight distances (adjusted for bonnet length) of 30.7m to the west and 29.5m to the east from the site access.
- 3.2.4 Visibility from the access accordingly achieves the necessary sight lines in both the primary (looking east) and secondary (looking west) directions as shown in **Drawing 2021/6302/001**. Notably, visibility to the west overlooks the grass verge and though no bushes/trees are currently blocking the visibility splay, however, shrubbery will be monitored and maintained if necessary.

Emergency Access

- 3.2.5 The geometric design of the access would allow fire tenders (the largest emergency vehicle) to negotiate the proposed access. A vehicle tracking exercise demonstrating manoeuvres in and out of the site by a fire tender as shown in **Drawing 2021/6302/002**.

- 3.2.6 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. The internal access width is circa 6m which is also in accordance with Building Regulation requirements.

3.3 Internal Layout

- 3.3.1 The road would use a shared surface arrangement in accordance with MfS guidance which suggests that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas and the vehicle flow is below 100 movements per hour.

3.4 Refuse and Servicing Arrangements

- 3.4.1 As mentioned earlier in this section, the existing access allows for a smaller refuse vehicle, however, the Applicant is willing to widen the existing access by 1m to accommodate a large refuse vehicle (11.2m length and 2.53m width) typically used by Arun District Council. **Drawing 2021/6302/004** illustrates that a typical large refuse vehicle can enter the site via the proposed widened access design option, manoeuvre on-site, and exit the site in a forward gear.
- 3.4.2 Other delivery vehicles are likely to visit the site, consisting of transit vans and box vans, which would deliver internet and food deliveries, for example, and would enter the site access and temporarily park within available space situated at the frontage of the proposed dwellings. A transit van/box van consists of smaller vehicle dimensions than a fire tender which has been demonstrated to enter, manoeuvre on-site and egress the site as shown within **Drawing 2021/6302/002**, as such, a transit/box van is considered able to enter and egress the existing site access successfully.

3.5 Parking Provision

Car Parking

- 3.5.1 Car parking has been provided in line with the anticipated demand as determined by WSCC's Residential Parking Demand Calculator tool. The site is situated within Felpham East ward within parking behaviour zone 2 which output the requirement to provide 5 unallocated spaces as well as the proposed 9 allocated spaces on-site (calculator outputs are attached hereto at **Appendix D**).
- 3.5.2 As shown on the proposed site layout attached at **Appendix A**, all four proposed dwellings comprise a double vehicle garage with one house provided an additional allocated space in the curtilage of the dwelling. Four unallocated spaces are situated centrally amongst the dwellings with space outside the dwellings for additional unallocated parking provision. All parking bays use MfS standard dimension providing parking bays of 2.4m x 4.8m.

- 3.5.3 **Drawing 2021/6302/003** illustrates a typical car parking in multiple allocated and unallocated car parking spaces, manoeuvring within the site curtilage and exit the site access in a forward gear.

Cycle Parking

- 3.5.4 Cycle parking has been provided in accordance with WSCC residential cycle parking standards at a ratio of 2 spaces per 3-5 bed house. Cycle parking would be provided within the curtilage of the proposed properties within garages.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 The TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The existing site would currently generate a limited number of trips associated with 2 existing dwellings. However, for robustness, it has been assumed that any trips generated by the proposed 4 dwellings post development will be new to the local network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

(i) Land Use – Residential (Houses Privately Owned)

(ii) Regions – England (excluding Greater London)

(iii) Scale of Development – 6 - 40 dwellings

(iv) Date Range – 01/01/13 - 08/06/21

(v) Selected Days – Weekdays

(vi) Selected Locations – Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1**. The full results of the TRICS interrogation are provided in **Appendix E**.

TRICS Trip Rate per Dwelling (per unit)			
	Arrivals	Departures	Two-Way Total
AM Peak Hour (08:00-09:00)	0.141	0.321	0.462
PM Peak Hour (17:00-18:00)	0.299	0.147	0.446
Daily Traffic (12-hour)	2.259	2.322	4.581
TRICS Vehicle Trip Generation (4 units)			
AM Peak Hour (08:00-09:00)	1	1	2
PM Peak Hour (17:00-18:00)	1	1	2
Daily Traffic (12-hour)	9	9	18

Figure 4.1: Anticipated Trip Generation

4.1.4 As shown in **Figure 4.1**, the proposed development is estimated to produce 2 two-way vehicle movements in each of the peak hours (AM and PM peak hours) and 18 two-way vehicle movements over the course of a typical weekday (12-hour). The peak trip generation equated to 1 additional vehicle movement accessing/egressing the site every 30 minutes.

- 4.1.5 The number of daily vehicle trips generated by the proposed development and the low concentrations of movements during the local road network AM and PM peak traffic hours would have a minimal impact upon local road network in terms of highway capacity and safety.
- 4.1.6 In conclusion, the increase in traffic generation on-site as a result of the development proposals cannot be considered significant and would not amount to a severe impact as defined in Paragraph 111 of the NPPF.
- 4.1.7 With regard to modelling, the WSCC Transport Assessment Guidance (2007) identifies that the sites trip generation is such that a capacity modelling assessment would not be necessary, as guidance stipulates that capacity assessments are only required at junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As demonstrated in **Figure 4.1** the site would generate less than 30 movements during peak hours.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has considered the highways implications associated with a proposed development at Bonhams, Flansham. This Transport Statement demonstrates the following:

- (i) The site is located within walking and cycling distance of public transport and convenience amenities in Felpham and Bognor Regis;
- (ii) An assessment of PIA incidents does not suggest any pattern in terms of distribution, frequency or severity that is of concern in terms of highway safety on the local road network;
- (iii) The existing access on the south-eastern side of Hoe Lane would be retained as part of the development proposals as it is considered appropriate for the development proposals;
- (iv) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions based on the 85th percentile design speed identified on Hoe Lane using the calculation coefficients set out in the MfS;
- (v) The site's access geometries are sufficient to allow large service vehicles and emergency vehicles to access/egress the site. The Applicant is willing to widen the existing access to accommodate the tracking of a large refuse vehicle. West Sussex County Council are respectfully requested to identify a preference with regard to the proposed retention or widening of the existing access design;
- (vi) The proposed developments parking provision has been provided in line with WSCC's Residential Parking Demand Calculator tool. Cycle parking has been provided in accordance with WSCC's residential cycle parking standards;
- (vii) The TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The TRICS assessment suggests that the development will generate an additional 18 daily vehicle trips, with an additional 2 trips in each of the AM and PM peak hours. The increase in traffic generation on the local highway network as a result of the development proposals is considered minimal and cannot be considered significant and would not amount to a severe impact as defined in Paragraph 111;
- (viii) The sites trip generation is such that a capacity modelling assessment would not be necessary in accordance with WSCC Transport Assessment Guidance (2007).

- 5.1.2 On the basis of the above, it is considered that the proposed development should not be resisted on highway or transportation grounds.

PLANS

Site Location Plan

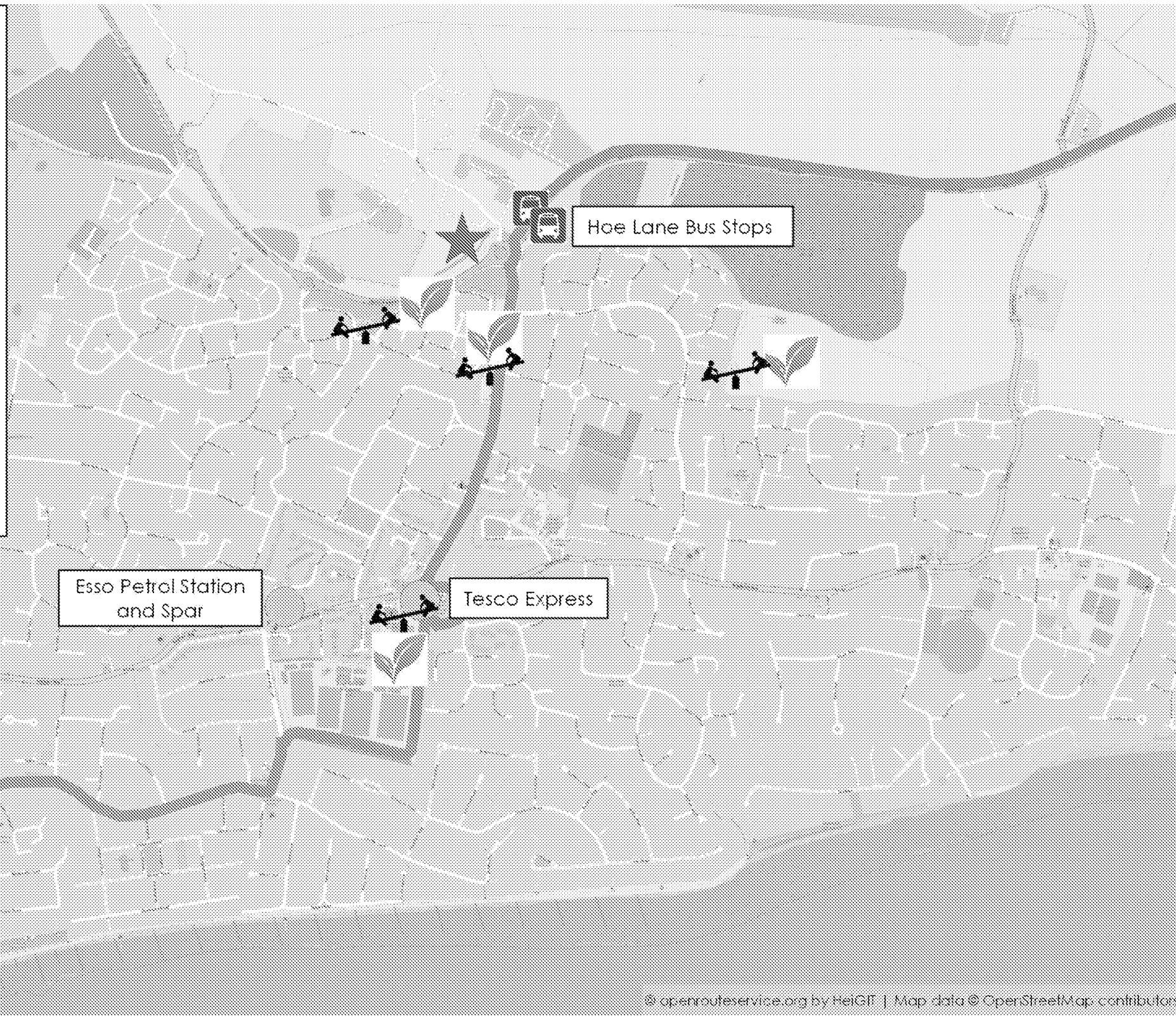
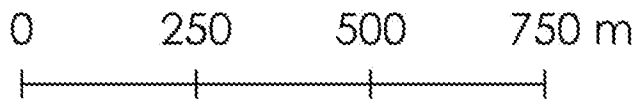
 Site Location

 Playground

 Open Space

 Retail

 National Cycle Route 2



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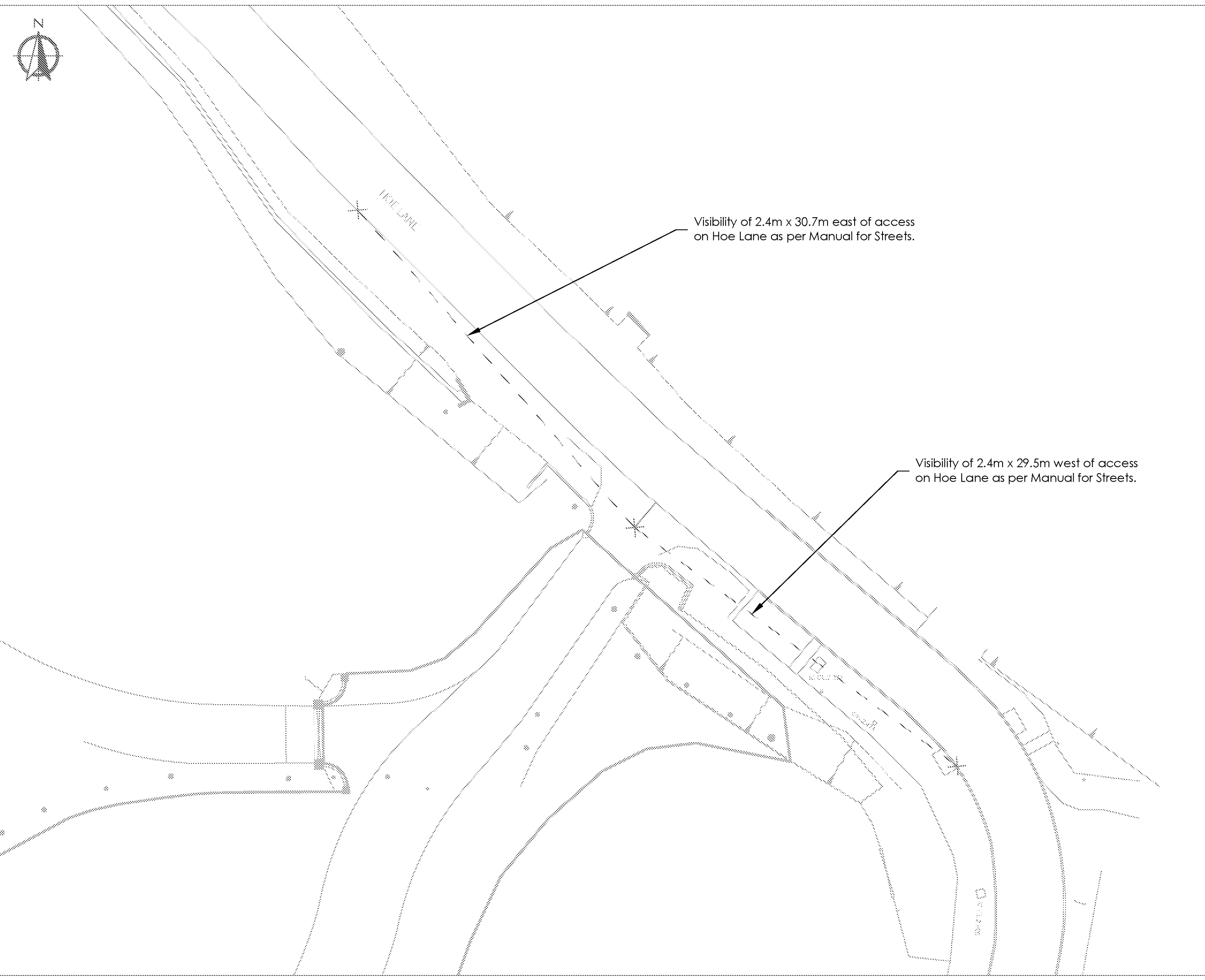
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Project: Bonhams, Flansham			
Title: Site Location Plan			
Plan No: Plan 01	Job No: 6302	Date: Dec 2021	
Drawn By: JLM	Checked By: CMB	Rev: -	



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DRAWINGS



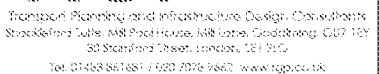
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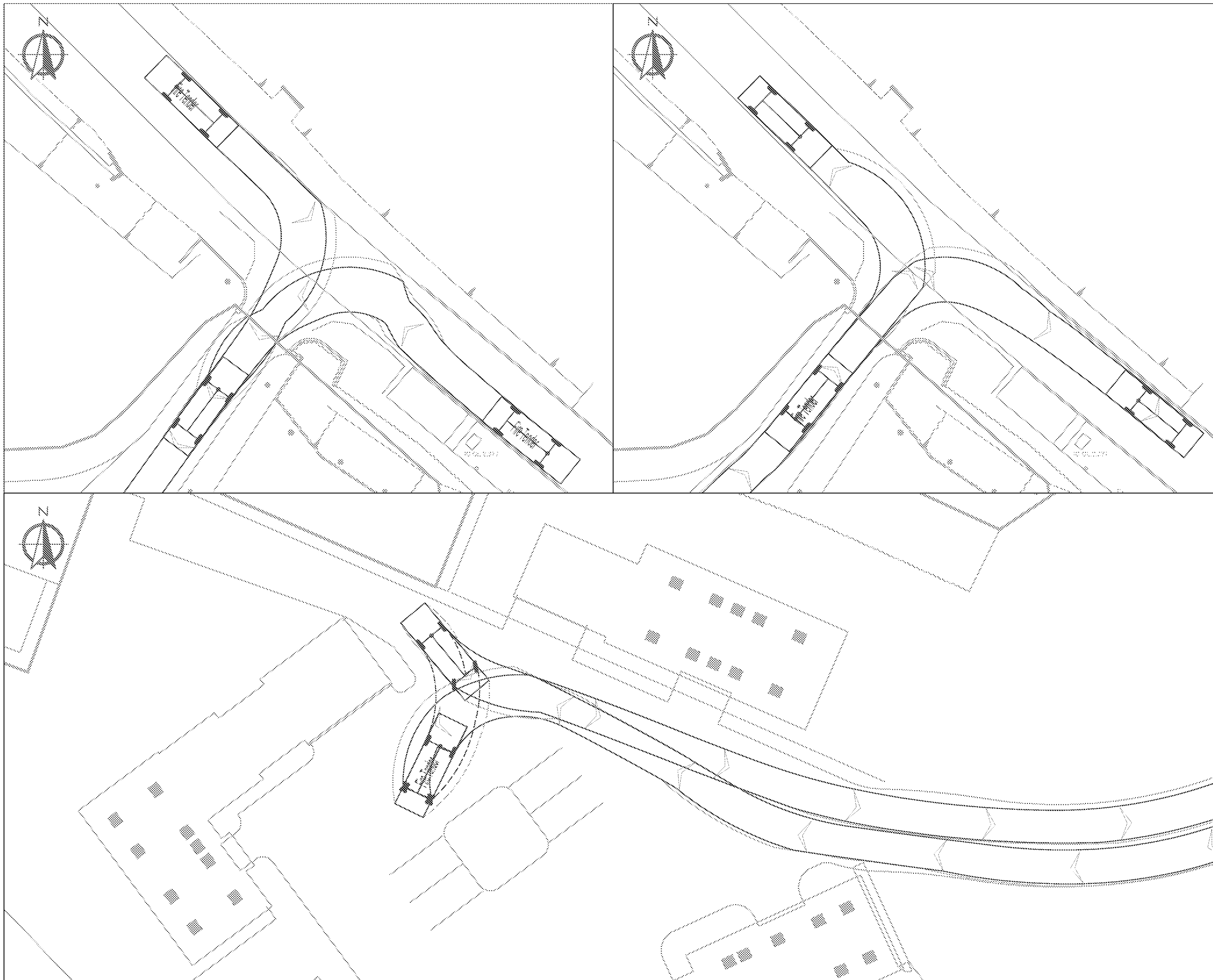
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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P	RF	Reconstruct and modify other models	07/19/21
P	GC	RMH 2856	08/13/21
Rev.	Drawn	Comments	Date



Client				UNIVERSITY DISTRICT COUNCIL YTH20PL
Mr V. Coulin				
Project				
Bonhams, Flansham, Felpham				
Drawing title				
Visibility Splays				
Drawing No.			Rev.	P1
2021/6302/001				
Issue	Drawn by	Checked and by		
1/250	GE	CB	A	



NOTES

This drawing has been prepared for the purpose of printing discussions and does not constitute a detailed design, drawing, or construction drawing. A Design Hazard inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

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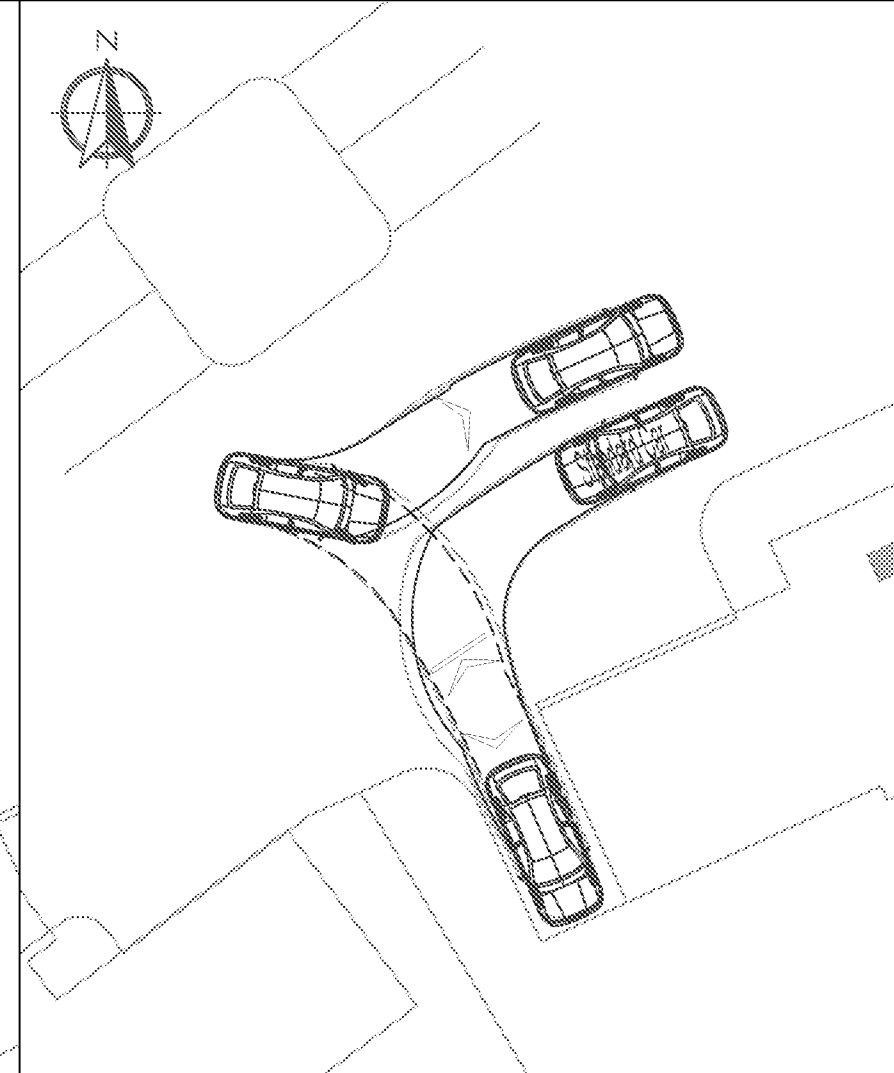
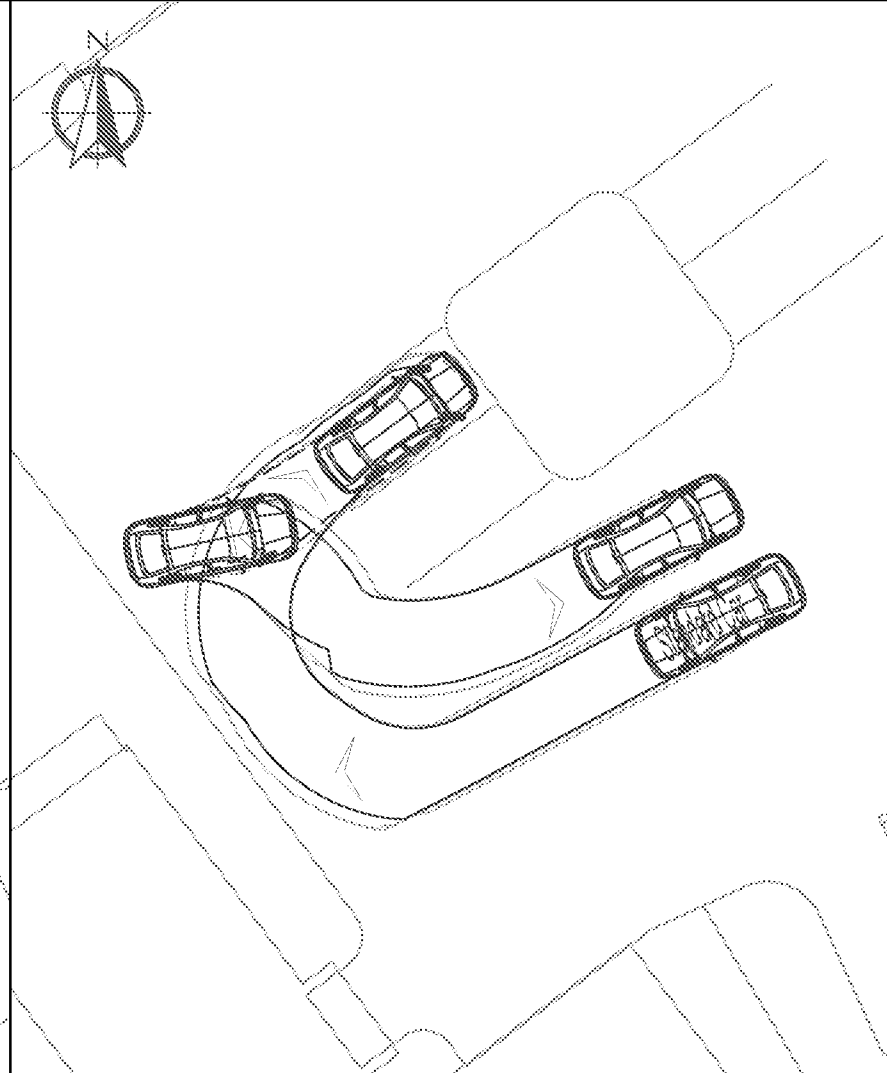
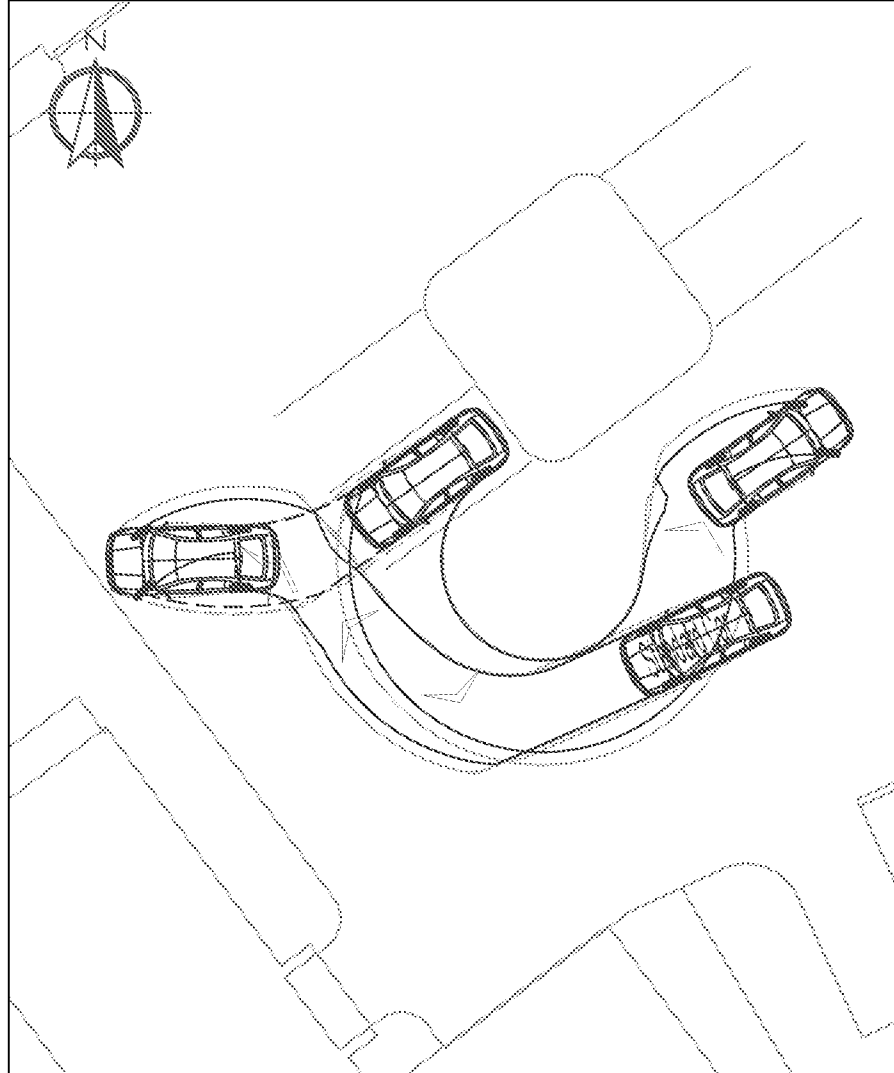
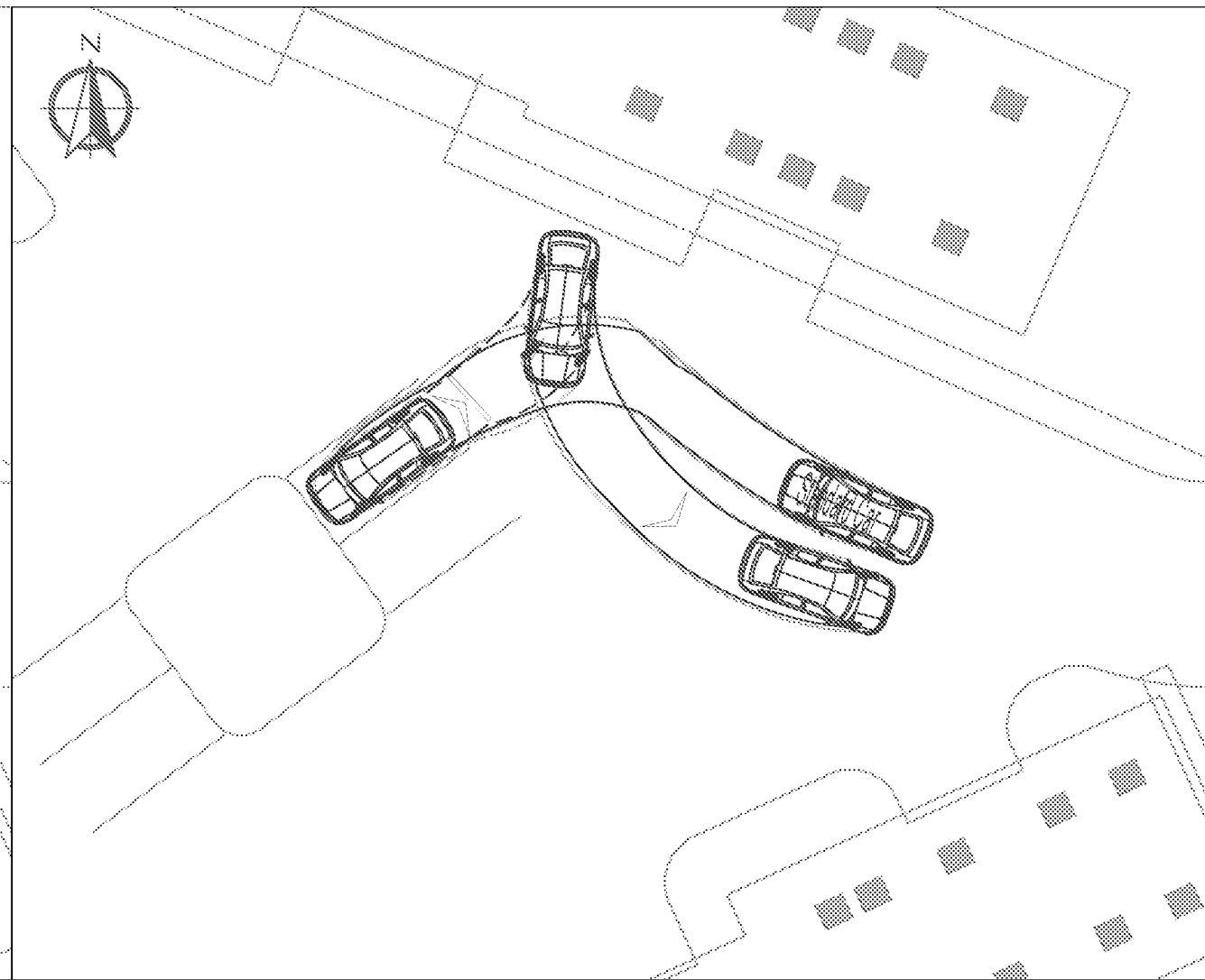
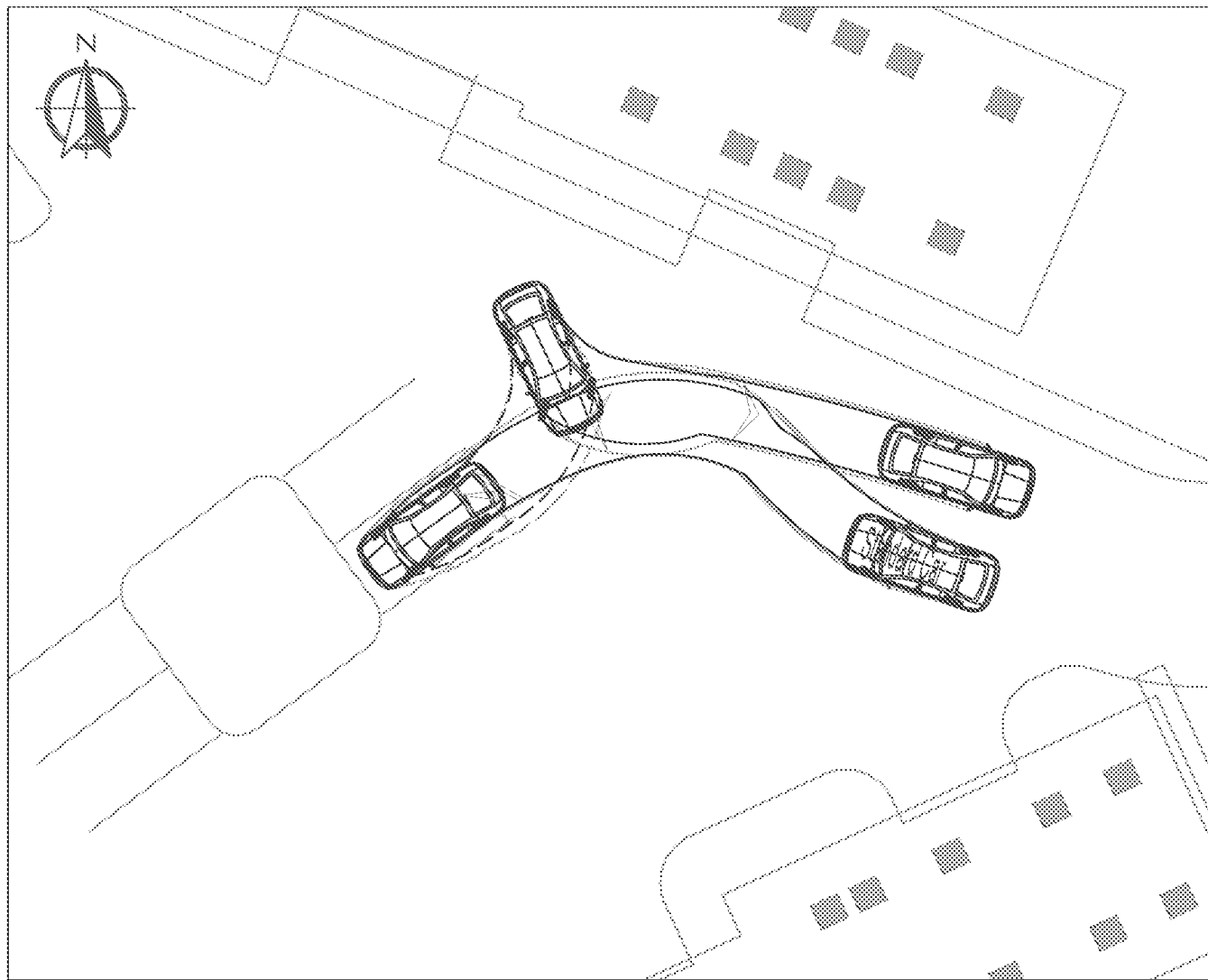
RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

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Drawing title			
Fire Tender Sweep Path Analysis			
Drawing No.			Rev.
2021/6302/002			P1
Scale	Drawn by	Checked by	
1:250	GE	CB	AJ



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design, drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved fix assessment and method statement.

Pt.	CN	FIRST NAME	DOB
Rev.	Grown	Comments	Date



Transport Planning and Infrastructure Design Consultants
Stockford Mills, Mill Pond House, Mill Lane, Godington, GU7 1DT
30 Stockford Green, London, SE1 2JG
Tel: 01463 861681 / 01703 70767667, www.tsp.co.uk

Client: Mr Y. Couffin

Project Bonhams, Flansham,
Felpham

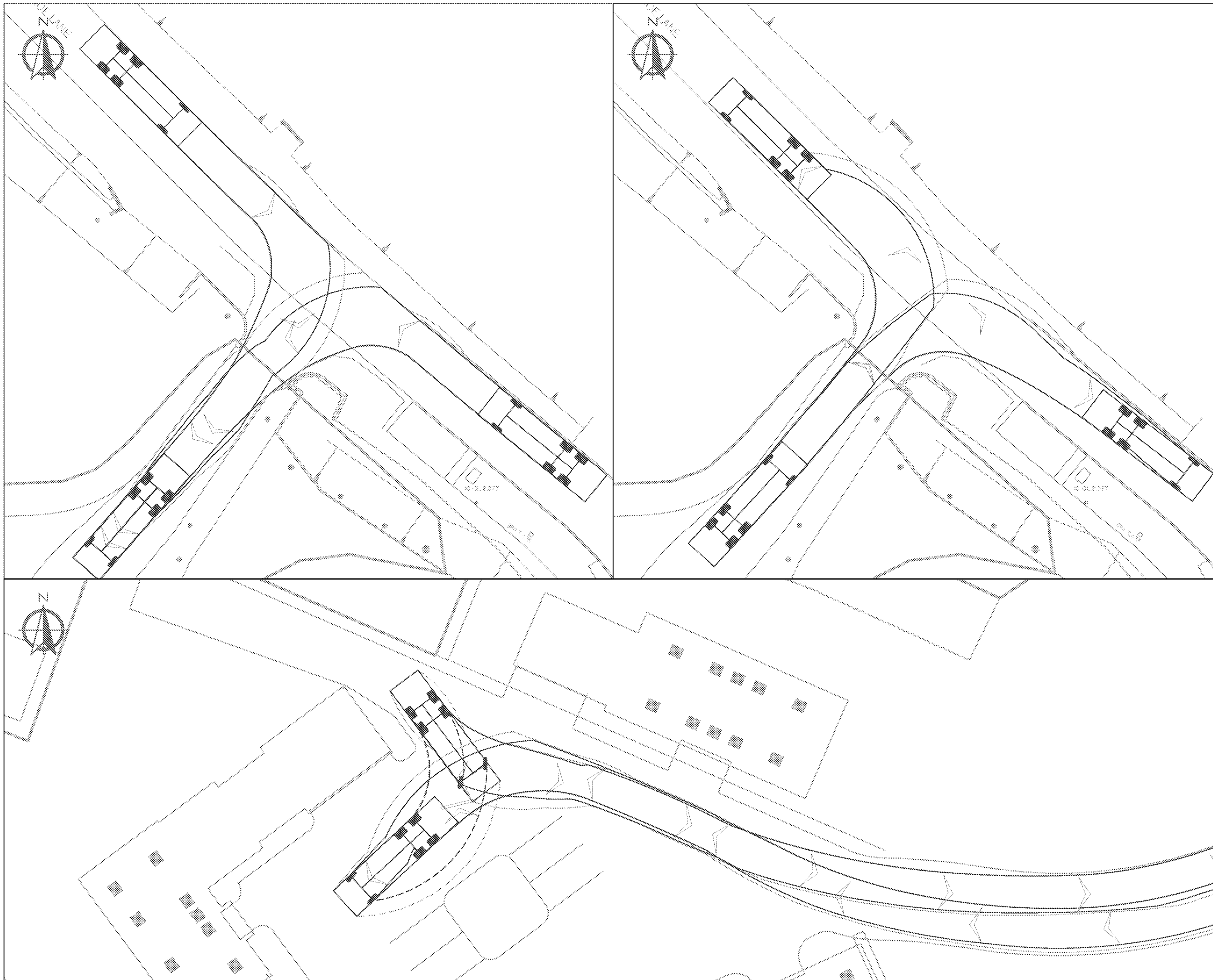
Drawing title
Parking Sweep Path Analysis

Learning No. 2021/6302/603

Res.

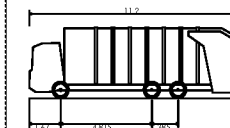
Price	Drawn by	Checked by
1200	GE	CB

AS



NOTES

This drawing has been prepared for the purpose of providing discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

[illegible]

Transport Planning and Infrastructure Design Consultants
 Stockford Jule Mill Pool House, Mill Lane, Goddington, GU7 1QY
 30 Stockford Chase, London, SE1 7JG
 Tel: 01463 861681 / 020 7076 7662, www.tsp.co.uk

Client				
Mr V. Coulin				
Project				
Bonhams, Hantsham. Felpham				
Drawing No.				
Refuse Vehicle Sweep Path Analysis				
Drawing No.				Rev.
2021/6302/004				P1
Issue	1.050	Drawn by	Checked and by	As
		GE	CB	

APPENDIX A



Revision notes:		
Rev:	Date:	Notes:
		1. DO NOT SCALE FROM THIS DRAWING (EXCEPT FOR PLANNING APPLICATION PURPOSES).
		2. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE BEFORE CARRYING OUT WORK.
		3. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT BEFORE CARRYING OUT WORK.
		4. READ WITH OTHER CONTRACT DOCUMENTS
		5. IF IN DOUBT ASK.
		CONSENT IS REQUIRED FOR ITS USE, REPRODUCTION OR FOR COPYING TO ANY THIRD PARTY.

Drawn by:
MM

Client:
Mr Victor Coutin

Project:
Bonhams, Hoe Lane, Flansham PO22 8NP

Drawing Title:
W1959-a - 01 Site Plan - Ground Floor

Date:
18/11/2020

Scale @ A3:
1 to 500

W H A L E B A C K

Trinity Cottage, Boxgrove
Chichester PO18 0NW

01243 514945
www.whaleback.co.uk

APPENDIX B

HOE LANE YAPTON - BOGNOR REGIS

EASTBOUND



Globals

Report id: CustomList-107
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-05-15T09:58:43
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Yapton
Site Attribute: ATC 11
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Yapton 0 2017-05-15 1012.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Hoe Lane
Lane: 0
Direction: 6
Direction Text: 6 - West bound A|B, East bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-05-04T14:00:40
Start Time: 2017-05-04T14:00:40
Finish Time: 2017-05-15T10:12:40
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Pace: 10
Filter Start: 2017-05-06T00:00:00
Filter End: 2017-05-13T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Posted Limit:
Speed Limits: UNRESTRICTED
Separation: 0.000
Separation Type: Headway
Direction: BA
Encoded Direction: 15

HOE LANE, YAPTON - BOGNOR REGIS													EASTBOUND																						
Report Id - CustomList-107																										MODAL									
Site Name - Yapton																																			
Description - Hoe Lane																																			
Direction - BA																																			
10 May 2017																																			
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	V0m 0-5	V0m 5-10	V0m 10-15	V0m 15-20	V0m 20-25	V0m 25-30	V0m 30-35	V0m 35-40	V0m 40-45	V0m 45-50	V0m 50-55	V0m 55-60	V0m 60-65	V0m 65-70	V0m 70-75	V0m 75-80	V0m 80-85	V0m 85-90	Mean	Vpp 05		
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-		
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-		
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-		
0700	0	19	0	0	0	0	0	0	0	0	0	0	19	0	1	0	9	5	4	0	0	0	0	0	0	0	0	0	0	0	0	20.8	25.1		
0800	2	20	0	1	0	0	0	0	0	0	0	0	23	0	0	3	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1		
0900	0	10	0	5	1	0	0	0	0	0	0	0	16	0	0	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.3		
1000	0	11	0	2	1	0	0	0	0	0	0	0	14	0	0	4	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	22.6		
1100	0	15	1	5	0	0	0	0	0	0	0	0	21	0	0	1	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25.1		
1200	2	21	0	1	1	0	0	0	0	2	0	0	27	0	4	3	4	14	2	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.9		
1300	0	12	0	2	0	0	0	0	0	0	0	0	14	0	0	1	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	22.6		
1400	2	12	0	2	0	0	0	0	0	0	0	0	16	0	1	2	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	20.7	25.3		
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1600	2	17	0	2	0	0	0	0	0	0	0	0	21	0	1	1	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23.3		
1700	2	24	1	1	0	0	0	0	0	1	0	0	29	0	0	7	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.5		
1800	1	13	0	2	0	0	0	0	0	0	0	0	16	0	0	2	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.9		
1900	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	3	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.8		
2000	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-		
2100	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-		
2200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
08-09	2	20	0	1	0	0	0	0	0	0	0	0	23	0	0	3	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1		
17-18	2	24	1	1	0	0	0	0	0	1	0	0	29	0	0	7	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.5		
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00-00	14	227	2	28	3	0	0	0	0	3	0	0	277	0	9	40	87	113	28	0	0	0	0	0	0	0	0	0	0	0	0	19.4	23.9		

MODAL



3 [REDACTED]

[illegible]

HOE LANE YAPTON - BOGNOR REGIS

WESTBOUND



Globals

Report id: CustomList-107
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-05-15T09:57:27
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Yapton
Site Attribute: ATC 11
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Yapton 0 2017-05-15 1012.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Hoe Lane
Lane: 0
Direction: 6
Direction Text: 6 - West bound A|B, East bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-05-04T14:00:40
Start Time: 2017-05-04T14:00:40
Finish Time: 2017-05-15T10:12:40
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Pace: 10
Filter Start: 2017-05-06T00:00:00
Filter End: 2017-05-13T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Posted Limit:
Speed Limits: UNRESTRICTED
Separation: 0.000
Separation Type: Headway
Direction: AB
Encoded Direction: 15

WESTBOUND

Report Id - CustomList-107

Site Name - Yapton

Description - Hoe Lane

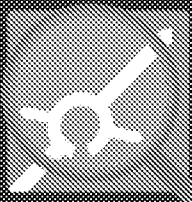
Direction - AB

MODAL

Grand Total

[illegible]

APPENDIX C



Validated Data

Crash Date: Friday, November 11, 2016 **Time of Crash:** 9:07:00 PM **Crash Reference:** 2016471606779

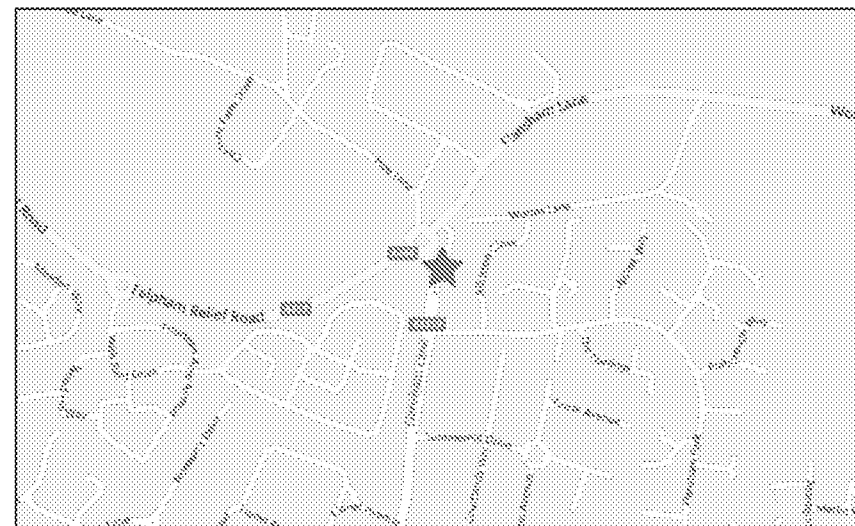
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A259

Number of Casualties: 1

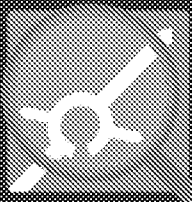
Number of Vehicles: 1

OS Grid Reference: 496304 100998



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

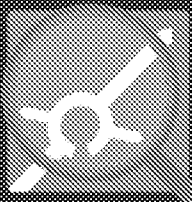
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

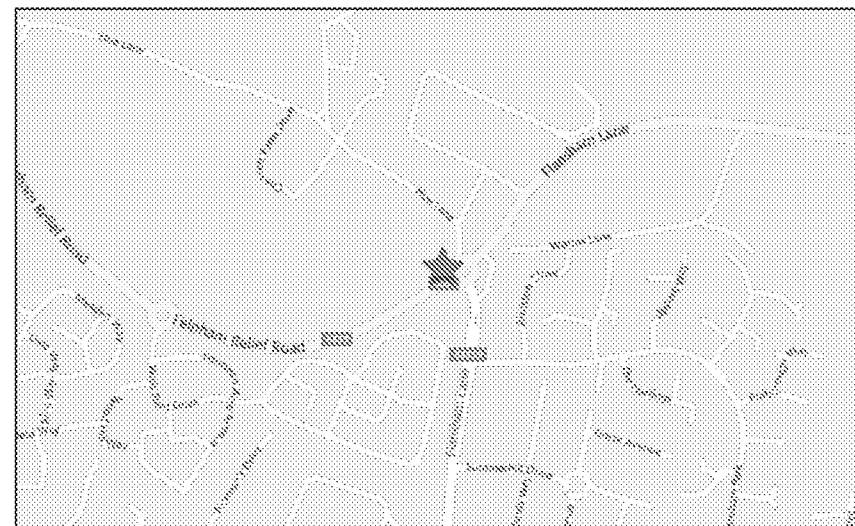
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



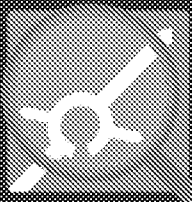
Validated Data

Crash Date: Thursday, May 10, 2018 **Time of Crash:** 3:22:00 PM **Crash Reference:** 2018471802538

Highest Injury Severity:	Slight	Road Number:	A259	Number of Casualties:	1
Highway Authority:	West Sussex	Number of Vehicles:	2	OS Grid Reference:	496241 101051
Local Authority:	Arun District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

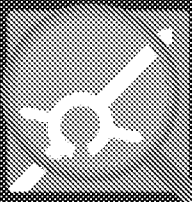
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	18	Female	46 - 55	Vehicle is slowing down or stopping	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, June 11, 2019 **Time of Crash:** 7:15:00 PM **Crash Reference:** 2019470847621

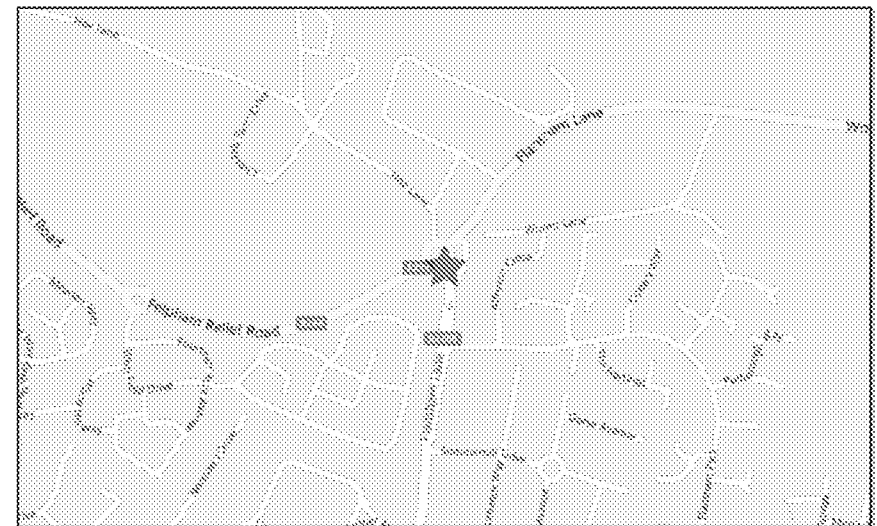
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A259

Number of Casualties: 1

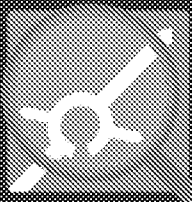
Number of Vehicles: 2

OS Grid Reference: 496283 101028



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

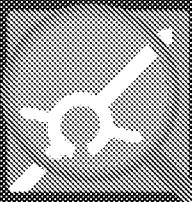
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	14	Male	46 - 55	Vehicle is in the act of turning right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Monday, August 12, 2019 **Time of Crash:** 11:50:00 PM **Crash Reference:** 2019470867517

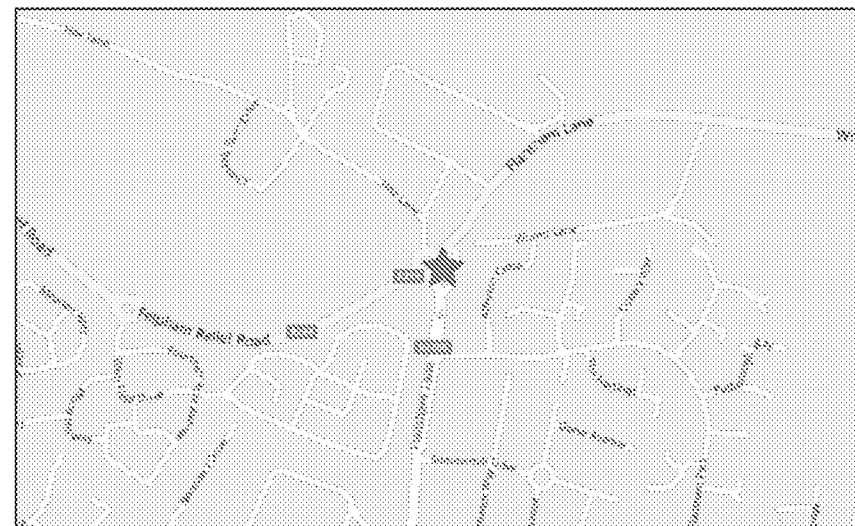
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A259

Number of Casualties: 1

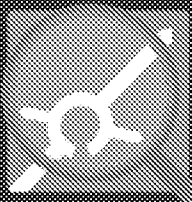
Number of Vehicles: 1

OS Grid Reference: 496294 101041



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		8 Male	36 - 45	Vehicle is in the act of turning left	Nearside	Other	Kerb	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX D

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION 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 planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantum. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

- Select the Ward in which the development is located;
 - If known select from the drop down in the BLUE box marked "Ward"
 - If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.
- Enter the number of units of each size in the GREEN boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.
- Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.
- If known, enter the total number of spaces allocated to each dwelling type across the development in the PINK boxes marked "Enter Total Number of Allocated Spaces".
- Your development parking demand using your existing allocation design is then displayed in the ORANGE boxes marked "Total Parking Required if Design Allocated Used"
- The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.
- If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).



Ward	District	Parking Behaviour Zone
Felpham East	Arun	2

Ward Finder			
Postcode		Ward	Please Enter Postcode

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3		0
2	4		0
3	5 to 6		0
4+	7 or more	4	11
Total		4	11

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3			
2	4			
3	5 to 6			
4+	7 or more	9	5	14
Total		9	5	14

APPENDIX E

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-211124-1108

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days

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

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: No of Dwellings
 Actual Range: 8 to 40 (units:)
 Range Selected by User: 6 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/06/21

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	2 days
Tuesday	3 days
Wednesday	4 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	14 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:

Edge of Town

14

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

Secondary Filtering selection:

Use Class:

C3 14 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	4 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

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

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	BD-03-A-03	DETACHED HOUSES	BEDFORDSHIRE
	CARNOUSTIE DRIVE		
	BEDFORD		
	GREAT DENHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
4	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
5	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
6	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
7	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
8	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
10	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
11	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
12	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
13	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK		
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
14	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN		
	Edge of Town Residential Zone Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-05	too rural/inaccessible
NY-03-A-11	too rural/inaccessible

RGP Mill Pool House Godalming

Licence No: 728001

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

TOTAL VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	14	26	0.072	0.288	14	26	0.277	1.108	14	26	0.349	1.396
08:00 - 09:00	14	26	0.141	0.565	14	26	0.321	1.285	14	26	0.462	1.850
09:00 - 10:00	14	26	0.144	0.576	14	26	0.230	0.920	14	26	0.374	1.496
10:00 - 11:00	14	26	0.163	0.654	14	26	0.141	0.565	14	26	0.304	1.219
11:00 - 12:00	14	26	0.152	0.609	14	26	0.208	0.831	14	26	0.360	1.440
12:00 - 13:00	14	26	0.183	0.731	14	26	0.175	0.698	14	26	0.358	1.429
13:00 - 14:00	14	26	0.191	0.765	14	26	0.180	0.720	14	26	0.371	1.485
14:00 - 15:00	14	26	0.161	0.643	14	26	0.202	0.809	14	26	0.363	1.452
15:00 - 16:00	14	26	0.255	1.019	14	26	0.222	0.886	14	26	0.477	1.905
16:00 - 17:00	14	26	0.260	1.042	14	26	0.122	0.488	14	26	0.382	1.530
17:00 - 18:00	14	26	0.299	1.197	14	26	0.147	0.587	14	26	0.446	1.784
18:00 - 19:00	14	26	0.238	0.953	14	26	0.097	0.388	14	26	0.335	1.341
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			2.259	9.042			2.322	9.285			4.581	18.327

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: 8 - 40 (units:)
 Survey date range: 01/01/13 - 08/06/21
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 2

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

TAXIS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated 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	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
08:00 - 09:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
09:00 - 10:00	14	26	0.006	0.022	14	26	0.006	0.022	14	26	0.012	0.044
10:00 - 11:00	14	26	0.008	0.033	14	26	0.008	0.033	14	26	0.016	0.066
11:00 - 12:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
12:00 - 13:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
13:00 - 14:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
14:00 - 15:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
15:00 - 16:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
16:00 - 17:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
17:00 - 18:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
18:00 - 19:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			0.023	0.088			0.023	0.088			0.046	0.176

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

OGVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated 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	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
08:00 - 09:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
09:00 - 10:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
10:00 - 11:00	14	26	0.006	0.022	14	26	0.000	0.000	14	26	0.006	0.022
11:00 - 12:00	14	26	0.000	0.000	14	26	0.003	0.011	14	26	0.003	0.011
12:00 - 13:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
13:00 - 14:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
14:00 - 15:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
15:00 - 16:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
16:00 - 17:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
17:00 - 18:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
18:00 - 19:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			0.018	0.066			0.015	0.055			0.033	0.121

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

PSVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated 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	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
08:00 - 09:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
09:00 - 10:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
10:00 - 11:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
11:00 - 12:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
12:00 - 13:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
13:00 - 14:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
14:00 - 15:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
15:00 - 16:00	14	26	0.003	0.011	14	26	0.003	0.011	14	26	0.006	0.022
16:00 - 17:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
17:00 - 18:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
18:00 - 19:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			0.006	0.022			0.006	0.022			0.012	0.044

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

CYCLISTS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	14	26	0.006	0.022	14	26	0.017	0.066	14	26	0.023	0.088
08:00 - 09:00	14	26	0.000	0.000	14	26	0.006	0.022	14	26	0.006	0.022
09:00 - 10:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
10:00 - 11:00	14	26	0.000	0.000	14	26	0.011	0.044	14	26	0.011	0.044
11:00 - 12:00	14	26	0.000	0.000	14	26	0.006	0.022	14	26	0.006	0.022
12:00 - 13:00	14	26	0.008	0.033	14	26	0.006	0.022	14	26	0.014	0.055
13:00 - 14:00	14	26	0.011	0.044	14	26	0.003	0.011	14	26	0.014	0.055
14:00 - 15:00	14	26	0.006	0.022	14	26	0.006	0.022	14	26	0.012	0.044
15:00 - 16:00	14	26	0.006	0.022	14	26	0.000	0.000	14	26	0.006	0.022
16:00 - 17:00	14	26	0.006	0.022	14	26	0.000	0.000	14	26	0.006	0.022
17:00 - 18:00	14	26	0.014	0.055	14	26	0.006	0.022	14	26	0.020	0.077
18:00 - 19:00	14	26	0.006	0.022	14	26	0.000	0.000	14	26	0.006	0.022
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			0.063	0.242			0.061	0.231			0.124	0.473

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

CARS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated 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	14	26	0.050	0.199	14	26	0.252	1.008	14	26	0.302	1.207
08:00 - 09:00	14	26	0.105	0.421	14	26	0.285	1.141	14	26	0.390	1.562
09:00 - 10:00	14	26	0.119	0.476	14	26	0.202	0.809	14	26	0.321	1.285
10:00 - 11:00	14	26	0.127	0.510	14	26	0.105	0.421	14	26	0.232	0.931
11:00 - 12:00	14	26	0.125	0.499	14	26	0.175	0.698	14	26	0.300	1.197
12:00 - 13:00	14	26	0.139	0.554	14	26	0.136	0.543	14	26	0.275	1.097
13:00 - 14:00	14	26	0.136	0.543	14	26	0.139	0.554	14	26	0.275	1.097
14:00 - 15:00	14	26	0.130	0.521	14	26	0.158	0.632	14	26	0.288	1.153
15:00 - 16:00	14	26	0.222	0.886	14	26	0.194	0.776	14	26	0.416	1.662
16:00 - 17:00	14	26	0.247	0.986	14	26	0.105	0.421	14	26	0.352	1.407
17:00 - 18:00	14	26	0.263	1.053	14	26	0.125	0.499	14	26	0.388	1.552
18:00 - 19:00	14	26	0.230	0.920	14	26	0.091	0.366	14	26	0.321	1.286
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			1.893	7.568			1.967	7.868			3.860	15.436

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated 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	14	26	0.017	0.066	14	26	0.019	0.078	14	26	0.036	0.144
08:00 - 09:00	14	26	0.033	0.133	14	26	0.033	0.133	14	26	0.066	0.266
09:00 - 10:00	14	26	0.017	0.066	14	26	0.019	0.078	14	26	0.036	0.144
10:00 - 11:00	14	26	0.022	0.089	14	26	0.028	0.111	14	26	0.050	0.200
11:00 - 12:00	14	26	0.028	0.111	14	26	0.030	0.122	14	26	0.058	0.233
12:00 - 13:00	14	26	0.044	0.177	14	26	0.039	0.155	14	26	0.083	0.332
13:00 - 14:00	14	26	0.053	0.211	14	26	0.039	0.155	14	26	0.092	0.366
14:00 - 15:00	14	26	0.030	0.122	14	26	0.044	0.177	14	26	0.074	0.299
15:00 - 16:00	14	26	0.030	0.122	14	26	0.025	0.100	14	26	0.055	0.222
16:00 - 17:00	14	26	0.008	0.033	14	26	0.014	0.055	14	26	0.022	0.088
17:00 - 18:00	14	26	0.030	0.122	14	26	0.019	0.078	14	26	0.049	0.200
18:00 - 19:00	14	26	0.008	0.033	14	26	0.003	0.011	14	26	0.011	0.044
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			0.320	1.285			0.312	1.253			0.632	2.538

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MOTOR CYCLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 4 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated 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	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
08:00 - 09:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
09:00 - 10:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
10:00 - 11:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
11:00 - 12:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
12:00 - 13:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
13:00 - 14:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
14:00 - 15:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
15:00 - 16:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
16:00 - 17:00	14	26	0.003	0.011	14	26	0.000	0.000	14	26	0.003	0.011
17:00 - 18:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
18:00 - 19:00	14	26	0.000	0.000	14	26	0.000	0.000	14	26	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates			0.003	0.011			0.000	0.000			0.003	0.011

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.