

A Planning Application by
CORDAGE 32 LIMITED

In respect of
**Horse & Groom, 35 East Street,
SUDBURY**

Transport Statement

October 2021



Document Management

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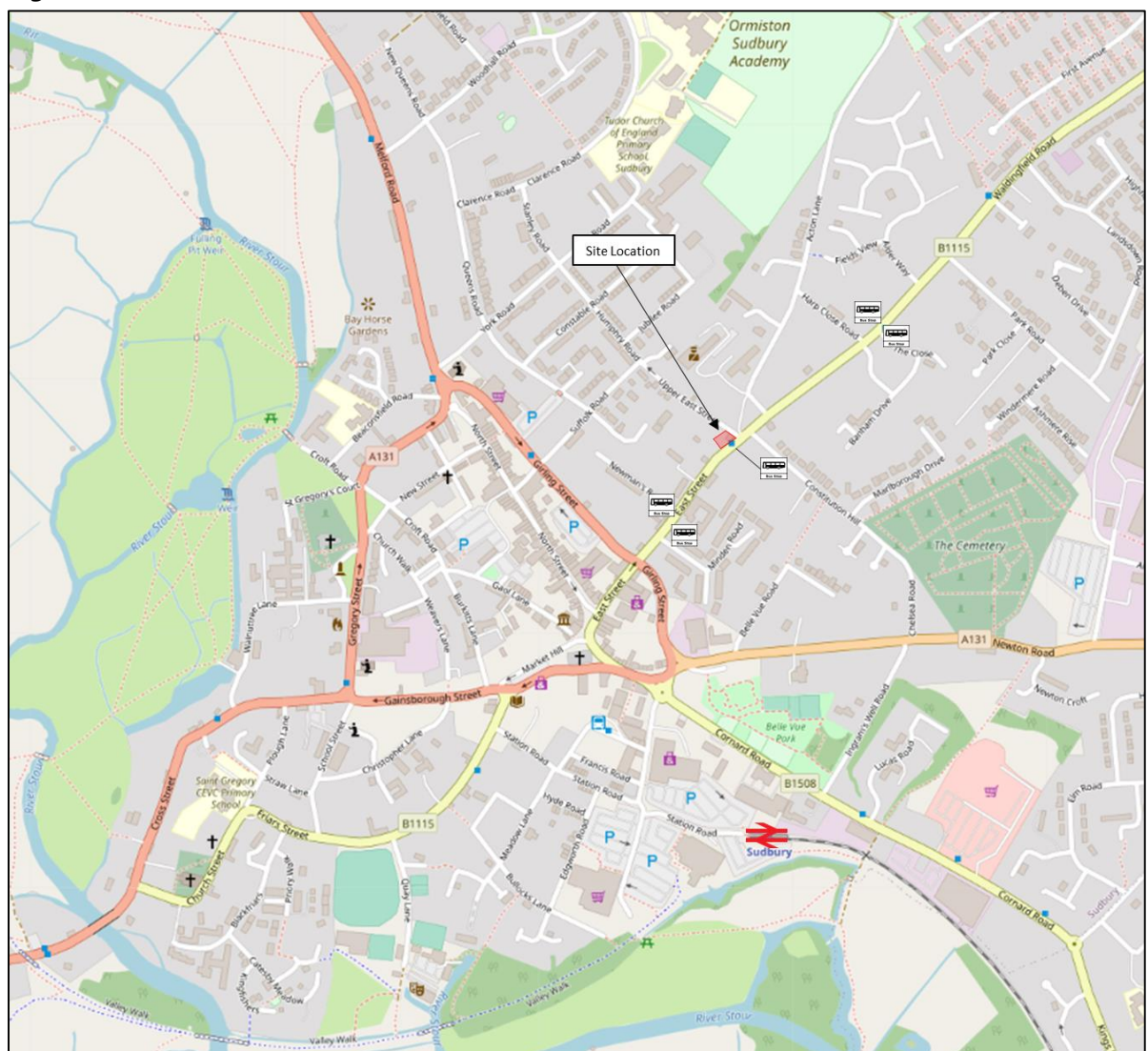
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1 Introduction

- 1.1 Transport Planning Associates have been instructed by Cordage 32 Limited with regard to the proposed conversion of the outbuilding to a dwelling on land part of the Horse & Groom public house in Sudbury. Babergh District Council is the Local Planning Authority (LPA) and Suffolk County Council is the Local Highway Authority (LHA).
- 1.2 The site is located on the south western corner of the junction of East Street and Upper East Street in Sudbury. The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: OpenStreetMap

Planning Background

- 1.3 A previous planning application, also for one dwelling, was submitted in March 2021 (planning reference number DC/21/01948) which received comments from Suffolk County Council Highways. A technical note was produced to address these comments which have now been incorporated into this Transport Statement.

Report Structure

- 1.4 This report provides details of the application proposals, changes to the existing site, existing transport facilities, access to local amenities and compliance with local and national highways related planning policy.

2 Location, Accessibility & Local Amenities

- 2.1 The site is located on the south western corner of the junction of East Street and Upper East Street in Sudbury. The site location is shown in **Figure 1.1**.

Accessibility

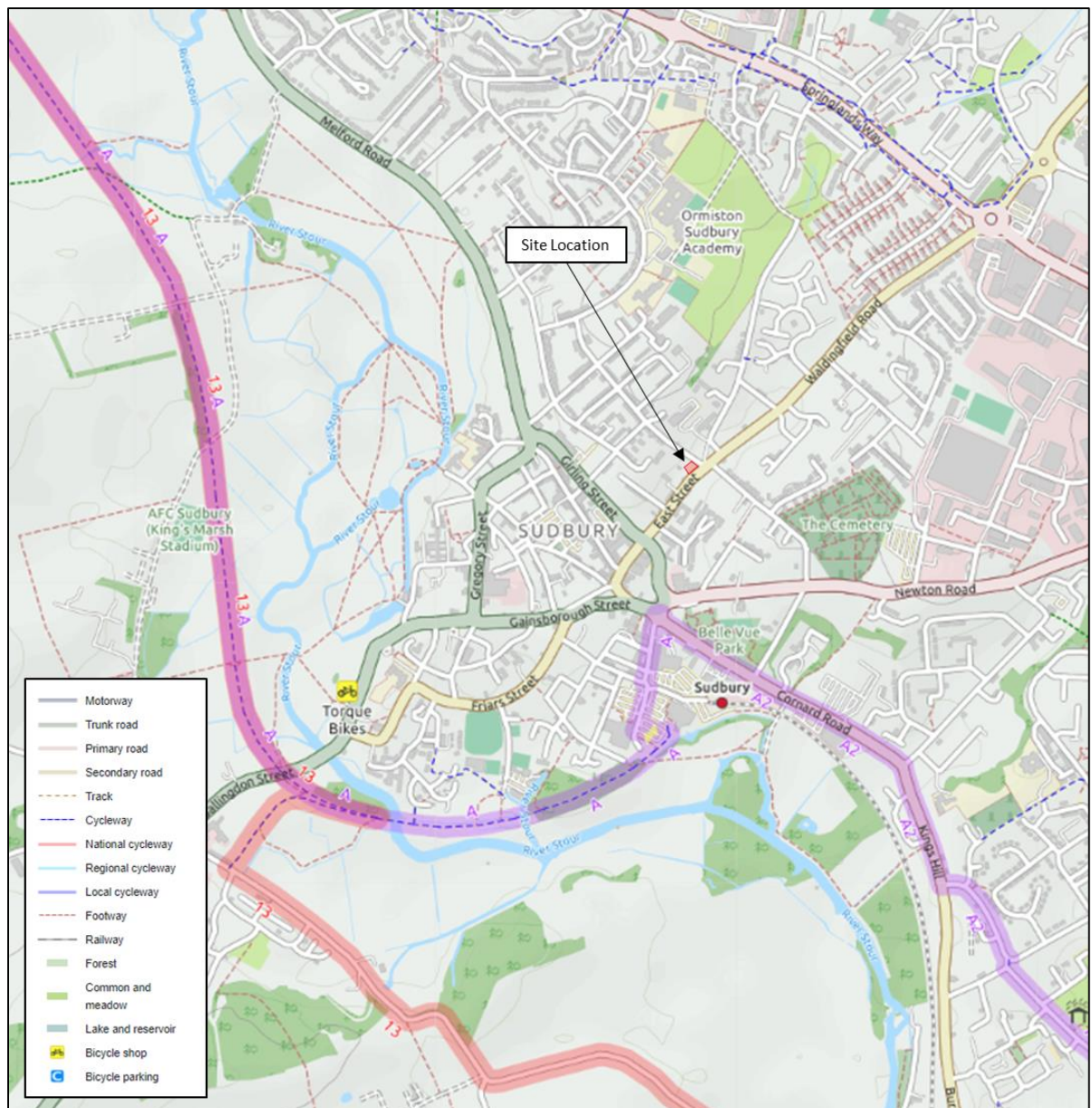
Walking

- 2.2 There are footways on both sides of the carriageway on the local highway network. The roads are subject to a 30mph speed limit and there is street lighting present. There are dropped kerbs with tactile paving on East Street facing the entrance to the Horse & Groom public house.

Cycling

- 2.3 Within 500m of the site cycle users can access local cycle routes (shown in purple on **Figure 2.1**) which connect Sudbury to a range of local towns and villages within Suffolk. They also provide a link to National Cycle Route 13 (NCR 13).
- 2.4 NCR 51 is a long distance cycle route that runs from Dareham to London, via Thetford, Bury St Edmund, Colchester, Chelmsford and Basildon. The route of NCR 13, within the vicinity of Sudbury is shown in **Figure 2.1**.

Figure 2.1 Cycle Routes Plan



Source: OpenStreetMap

Public Transport

- 2.5 Bus stops are located on East Street outside of the Horse & Groom public house for northeast bound bus services and about 180m southwest of the site for southwest bound services.
- 2.6 These stops are served by route 112 which operates Monday to Friday between Bildeston and Sudbury. During this period of Covid lockdown, there is one service per day in each direction. There are usually more bus routes in operation along East Street.
- 2.7 Sudbury railway station is 800m from the site and offers hourly services to Marks Tey.

Local Amenities

2.8 Sudbury provides many key amenities, within reasonable walking or cycling distances of the proposed dwelling. A summary of key destinations available in Sudbury is provided below:

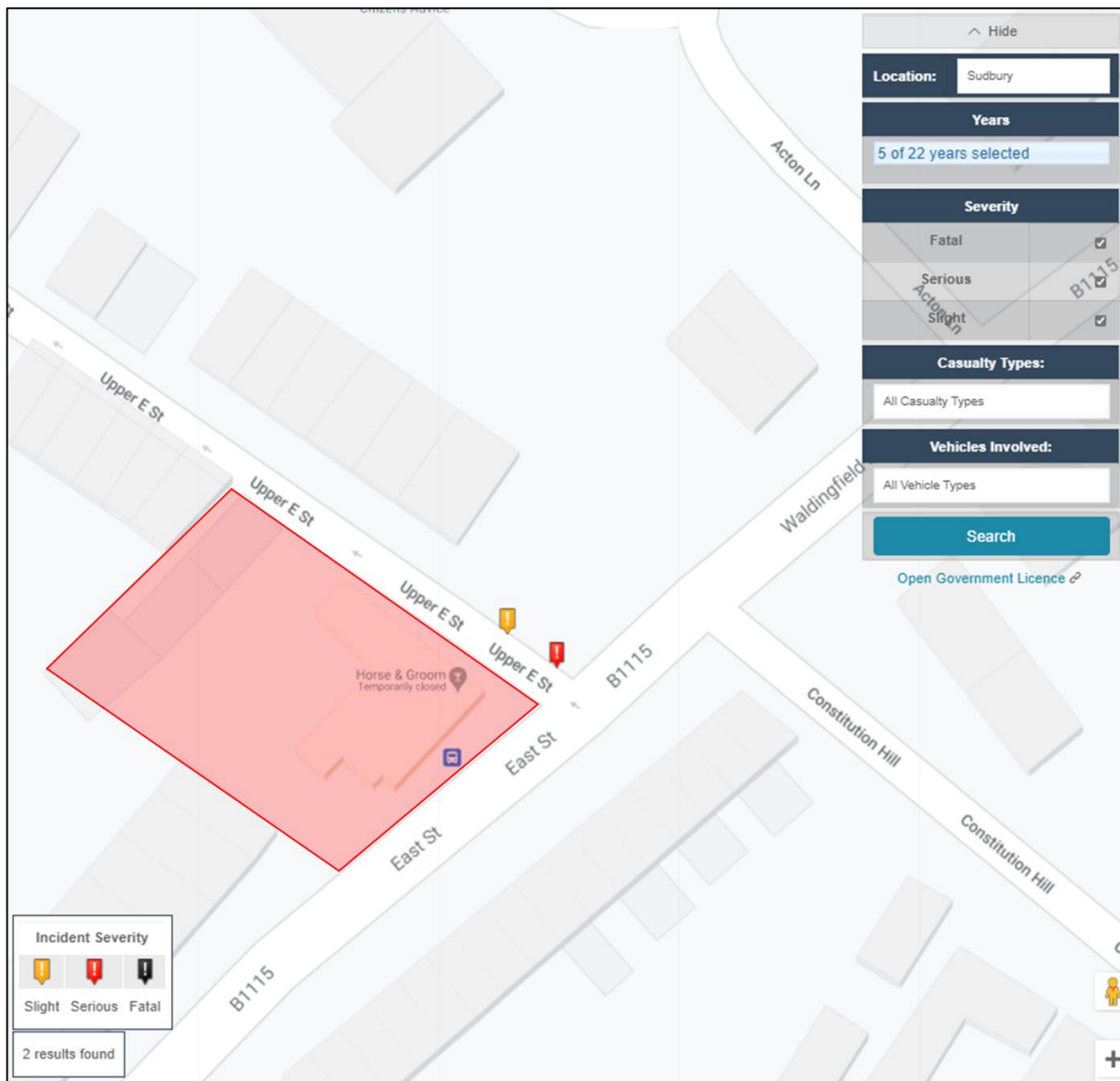
▪ Public house	-	20m
▪ Bus stops	-	20m and 180m
▪ Town centre facilities	-	400m
▪ Church	-	400m
▪ Middle school	-	420m
▪ Leisure centre	-	550m
▪ Hospital	-	600m
▪ Sudbury railway station	-	800m
▪ GP Surgery	-	900m

2.9 These amenities will help to encourage future residents to make sustainable travel choices to local destinations and the train services to Marks Tey will also support sustainable travel to amenities further afield.

3 Highway Safety Records

3.1 The Crashmap website has been utilised in order to review highway safety in the vicinity of the application site. **Figure 3.1** is an extract from the mapping provided by Crashmap, showing all incidents recorded within the past five years (up to and including 2020).

Figure 3.1 Crashmap Highway Safety Data



Source: Crashmap

3.2 The map extract illustrates that in the past 5 years there have been no incidents recorded at the site access and two incidents in the vicinity of the site. There have been two incidents in the vicinity of the site and the detailed reports have been obtained from Crashmap and are provided in **Appendix A**.

- 3.3 The first refers to an incident classed as 'serious' and involved a cyclist travelling along East Street that was hit by a car turning right from East Street into Upper East Street.
- 3.4 The second incident involved two vehicles travelling along East Street and being held up. The front of one vehicle hit the offside of the car in front resulting in a 'slight' casualty.
- 3.5 Neither of the two incidents relate to visibility at the site access. Therefore, the site access is considered to operate safely based on the incident history.

4 Development Proposals

- 4.1 The development proposals involve the conversion of the existing outbuilding at the rear of the Horse & Groom public house to a two-bedroom dwelling. The proposed site layout drawing is provided at **Appendix B**.

Access

- 4.2 The existing site access off Upper East Street to the Horse & Groom's car park is being retained and will be a shared access for the existing car park and the proposed dwelling. As Upper East Street is one way, the visibility splay to the right only is illustrated in **Appendix C**. This demonstrates that 2.4m x 13m is visible from the site access to the right measuring 1m into the road which the Manual for Streets says is acceptable. This is less than the 43m that is set out in the Manual for Streets guidance for 30mph speeds. However, as vehicles will be turning into Upper East Street, their speeds will be much lower than 30mph. Also, given that the car park access' safety record over the last five years demonstrates that there have been no incidents at the access, the proposed single dwelling is not anticipated to have a detrimental impact on the car park access. There will in any event be no intensification of the potential use of the access, as set out later in this report.
- 4.3 The site access is 5.4m in width supporting the two-way passing of a vehicle entering and leaving the car parking area.
- 4.4 A single dwelling will generate a negligible amount of traffic and not cause capacity issues at the access junction. The reduction in floor area for the public house (through loss of the storage space afforded by the outbuilding) of 95 sq.m. will potentially reduce trip generations of the public house. A review of vehicular trip rates for similar pub/ restaurants in the TRICS V7.8.3 database has indicated that 95 sq.m. of floor area equates to 31 two-way daily trips. This is significantly more than the anticipated trip generations of a single dwelling. Therefore, the traffic impact of the proposed dwelling will be a net benefit to the local highway network. The TRICS report is provided in **Appendix D**.

Parking

- 4.5 Two car parking spaces will be provided for the proposed dwelling. This meets the standards set out in the Suffolk Guidance for Parking (updated 2019) for car parking. Cycle storage for two bicycles will be provided in the garden of the proposed dwelling also in accordance with the parking standards.
- 4.6 The existing car park of the public house is currently unmarked and it is proposed to mark out the car park providing six parking spaces. There will be a small reduction in area allocated to parking for the Horse & Groom.

- 4.7 The Suffolk County Council parking standards suggest 1 parking space per 5sqm of public floor area for public houses. The proposals reduce the overall GFA of the public house by 95sqm and while it is ancillary storage area being removed, the loss of storage area reduced the potential public floor area of the public house. Assuming that the impact may only be 50% of the floor area lost, that would account to a loss 47.5sqm of potential public floor space, to for which the parking standards would suggest 10 parking spaces are required.
- 4.8 The proposed development therefore reduces the potential parking maximum demand for the site by some 10 vehicles.
- 4.9 A Swept Path Analysis of a large car has been undertaken for one of the resident's car parking spaces and for the south western most car parking space of the public house. These are provided in **Appendix E** and demonstrate that cars can access and egress from the car park in forward gear.
- 4.10 It is proposed to provide drop-down bollards on the two parking spaces allocated to the proposed dwelling. This will control their use and prevent customers of the public house from using these spaces. These bollards are shown on the proposed site layout plan in **Appendix B**.

Refuse Storage & Collections

- 4.11 Refuse storage is provided for each house within the site and residents will take bins to the site frontage on Upper East Street for collection on collection days.

Public House Servicing

- 4.12 Servicing of the public house along with refuse storage and collection will continue under current operation and not be affected by the proposals. Deliveries are currently from within the site, utilising a 7.5t box van and that arrangement will continue. Refuse collections are from the public highway.

5 Summary and Conclusion

Summary

- 5.1 TPA has been instructed by Cordage 32 Limited with regard to the proposed conversion of the outbuilding to a single dwelling on land part of the Horse & Groom public house in Sudbury. The site is located on the south western corner of the junction of East Street and Upper East Street.
- 5.2 The site is located in a residential area with good accessibility to many key facilities including Sudbury town centre and bus and train services. Bus services are currently impacted by the Covid lockdown. The location of the site therefore allows future residents to travel via sustainable modes of transport especially walking.
- 5.3 The existing access will be retained and be a shared access for the public house car park and proposed dwelling. The local highway network has a proven record of operating safely with no incidents over the most recent five years available at the site access and two incidents in the vicinity of the site. An inspection of the reports of these two incidents did not reveal any cause related to the highway network or access to the site. Therefore it is considered that there is no reason to expect anything other than continued safe operation of the access and local highway network.
- 5.4 The reduction in floor area of the public house of 95 sq.m. will potentially lead to a reduction in daily trips of 31 two-way trips. This is significantly more than the negligible number of trips that a single dwelling will generate. Therefore, there will be a net benefit to the local highway network and site access and therefore, the site access will continue to operate well within capacity.
- 5.5 Visibility at the site access is less than the standard required for a 30mph road. However, as the access is close to the junction with East Street, vehicle speeds will be much lower than 30mph at the site access point on Upper East Street. There have been no incidents at the access in the most recent five years of incident data available and along with the reduction in traffic anticipated at the site access, the lower standard of visibility is not considered to be an issue.
- 5.6 Car parking and cycle parking provision for the proposed dwelling is proposed at levels consistent with the Suffolk Guidance for Parking (updated 2019) parking standards. There will be two car parking spaces and a bicycle shed in the garden for the proposed dwelling, which will have two bedrooms. It has been demonstrated that a large car can manoeuvre in and out of the end spaces of the car park. Drop down bollards will be provided in the two residents' car parking spaces to prevent patrons of the public house using them.

- 5.7 The marked up public house car park layout will provide six car parking spaces. The car park area for the public house will be reduced but with the introduction of marked bays, there is not expected to be a notable reduction in parking spaces for the public house or any material impact due to the site being in an accessible location with on street parking available in the vicinity. The loss of ancillary public house floor space also has the impact of reducing potential parking demand for the site, thus mitigating against the loss of parking.
- 5.8 Servicing for the public house is unaffected by the proposals and will therefore remain unchanged. Deliveries are currently from within the site, utilising a 7.5t box van and that arrangement will continue.
- 5.9 Refuse collection for the proposed dwelling will be from Upper East Street with residents moving the bins to Upper East Street on collection days.

Conclusion

- 5.10 The development proposals are considered to be suitable for the site and are consistent with local and national highways related planning policy guidance. Therefore, there is no reason why the proposed development should not be allowed on transport matters.

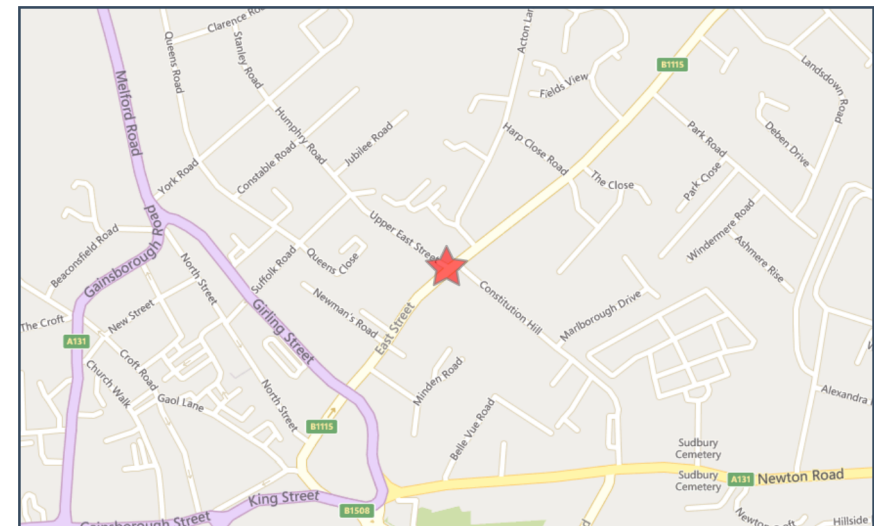
APPENDIX A



Validated Data

Crash Date: Monday, February 04, 2019 **Time of Crash:** 5:18:00 PM **Crash Reference:** 2019370814260

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Suffolk	Number of Vehicles:	2	OS Grid Reference:	587660 241660
Local Authority:	Babergh District				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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	46 - 55	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	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	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

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

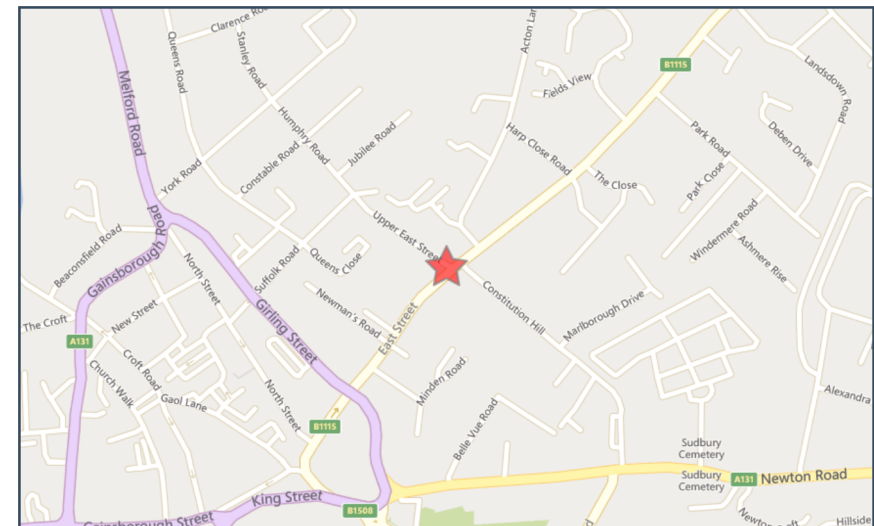
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Validated Data

Crash Date: Sunday, March 24, 2019 **Time of Crash:** 1:40:00 PM **Crash Reference:** 2019370914832

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Suffolk **Number of Vehicles:** 2
Local Authority: Babergh District **OS Grid Reference:** 587655 241663
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: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
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 Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
2	Car (excluding private hire)	15	Male	66 - 75	Vehicle is waiting to proceed normally but is held up	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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

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APPENDIX B









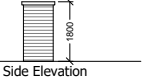



PROPOSED SITE PLAN - SCALE 1:200 @ A3

ACCOMMODATION SCHEDULE

		GIA (m ²)	Garden(m ²)
PLOT 1 CONVERSION	2b	85	51

KEY

-  Tarmac (as existing)
-  Block Paving
-  Grass
-  Proposed Hedge
-  Timber Close Boundary Fencing @ 1.8m
-  Acoustic Fence
-  Bin + Cycle Store
-  Bin + Cycle Store
Plan
-  Side Elevation
-  Front Elevation

GENERAL NOTES:
This drawing is the property of Cordage Group and not to be reproduced in part or whole or used for the execution of works without their permission.

All dimensions to be checked on site prior to commencement of any construction works and Cordage Group notified of any discrepancy via the Supervising Officer.

Figured dimensions are to be used in preference to scaled dimensions. However for Planning purposes scaling is permitted.

No deviation from this drawing will be permitted without the express consent of Cordage Group via the Supervising officer.

All works are to comply with the current edition of the Building Regulations and British Standards.

It is the contractors responsibility to check all dimensions and quantities on site prior submitting his tender for the works.

Construction Design and Management (CDM) REGULATIONS 2015, RISK ASSESSMENT.

M & E
Standards required - CIBSE, BAFE, NICEIC, Gas safe. Dampers to ducting where required. Fire stopping where required. Light fittings to be Fire Rated where ceilings are fire separation. Fire Officer Testing and Certificate.

BUILDING REGULATIONS
To Building regulation and British Standard. Requirements in all respects. To Fire Officer requirements in all respects. The Building Contractor must include for all works required by the M&E Contractors.

CLIENT
Cordage 32 Ltd

PROJECT
Horse & Groom,
Sudbury,
CO10 2TU

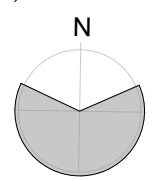
ISSUE
17.03.2021
RE-ISSUE
15.10.2021

SCALE
1:200 @A3

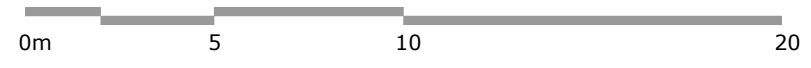
DRAWN BY: GP

DESCRIPTION
Proposed Site and
Landscape Plan

PROJECT NO.
21.16
10.00



SCALE 1:200



APPENDIX C

A3

ORIGINAL
PLOT SIZE

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NOTES:

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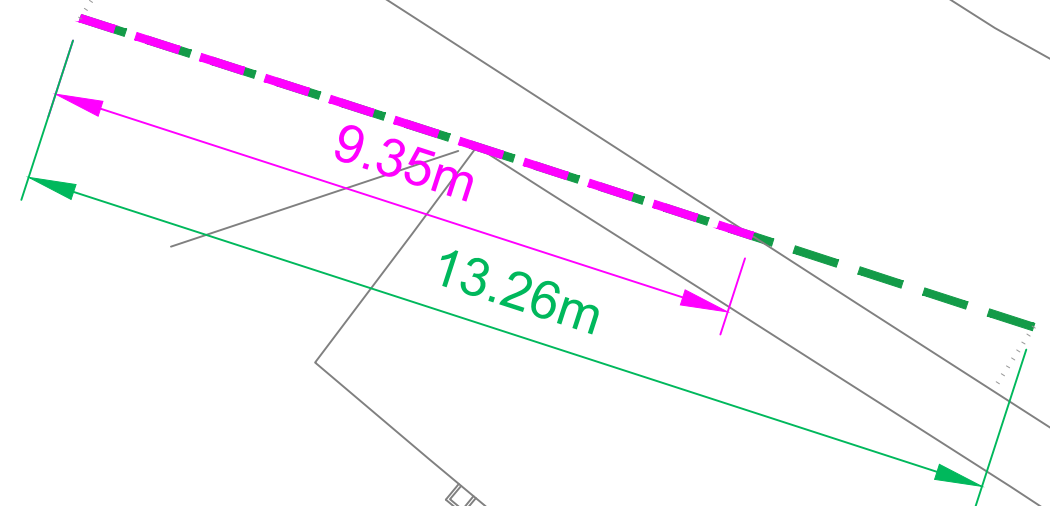
CLIENT:
CORDAGE 32 LIMITED

PROJECT:
**HORSE & GROOM,
35 EAST STREET,
SUDBURY**

TITLE:
**VISIBILITY SPLAY FROM
SITE ACCESS / EGRESS
(2.4M FROM KERBLINE)**

STATUS:
FOR INFORMATION

SCALE: 1:100	DATE: 19/03/21	DRAWN: TW	CHECKED: SH	APPROVED: NH
JOB NO: 2103-019	DRAWING NO: VS01	REVISION: -		



INDICATIVE

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APPENDIX D

Calculation Reference: AUDIT-219602-211007-1031

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 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: Gross floor area
 Actual Range: 450 to 1550 (units: sqm)
 Range Selected by User: 112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	2
Village	1
No Sub Category	2

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:

Sui Generis 7 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	CH-06-C-02 OXFORD ROAD MACCLESFIELD	PUB/RESTAURANT		CHESHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		471 sqm	
	<i>Survey date: FRIDAY</i>		<i>10/11/17</i>	<i>Survey Type: MANUAL</i>
2	ES-06-C-02 HOVE STREET BRIGHTON HOVE	PUB/RESTAURANT		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		460 sqm	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
3	HC-06-C-04 APOLLO RISE FARNBOROUGH COVE	PUB/RESTAURANT		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		615 sqm	
	<i>Survey date: TUESDAY</i>		<i>11/06/19</i>	<i>Survey Type: MANUAL</i>
4	LC-06-C-01 MANCHESTER ROAD BURNLEY	FAYRE & SQUARE		LANCASHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		830 sqm	
	<i>Survey date: THURSDAY</i>		<i>29/09/16</i>	<i>Survey Type: MANUAL</i>
5	NT-06-C-03 CLIFTON LANE NOTTINGHAM WILFORD	HARVESTER		NOTTINGHAMSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		450 sqm	
	<i>Survey date: TUESDAY</i>		<i>18/06/13</i>	<i>Survey Type: MANUAL</i>
6	SF-06-C-02 CLIFF ROAD IPSWICH	PUB/RESTAURANT		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		875 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/09/15</i>	<i>Survey Type: MANUAL</i>
7	WY-06-C-04 GELDERD ROAD NEAR LEEDS GILDERSOME	FAYRE & SQUARE		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area:		1550 sqm	
	<i>Survey date: MONDAY</i>		<i>19/10/15</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	750	0.647	7	750	0.400	7	750	1.047
11:00 - 12:00	7	750	0.895	7	750	0.438	7	750	1.333
12:00 - 13:00	7	750	2.038	7	750	1.124	7	750	3.162
13:00 - 14:00	7	750	1.828	7	750	1.543	7	750	3.371
14:00 - 15:00	7	750	0.724	7	750	1.162	7	750	1.886
15:00 - 16:00	7	750	0.533	7	750	0.762	7	750	1.295
16:00 - 17:00	7	750	1.466	7	750	0.876	7	750	2.342
17:00 - 18:00	7	750	2.114	7	750	1.390	7	750	3.504
18:00 - 19:00	7	750	2.266	7	750	2.057	7	750	4.323
19:00 - 20:00	7	750	1.676	7	750	1.962	7	750	3.638
20:00 - 21:00	7	750	0.990	7	750	1.828	7	750	2.818
21:00 - 22:00	7	750	0.362	7	750	1.181	7	750	1.543
22:00 - 23:00	7	750	0.419	7	750	1.257	7	750	1.676
23:00 - 24:00	7	750	0.114	7	750	0.324	7	750	0.438
Total Rates:			16.137			16.433			32.570

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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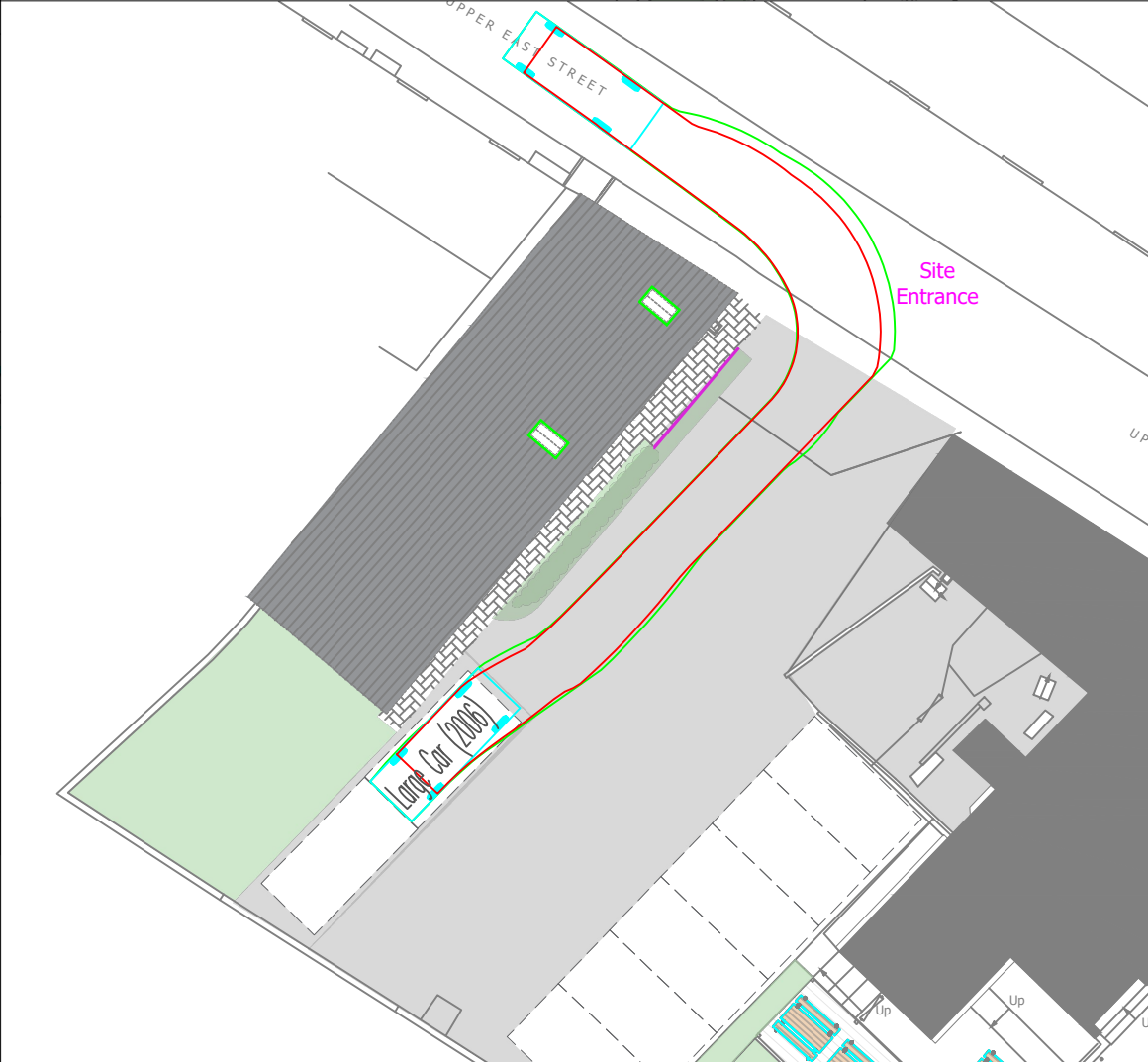
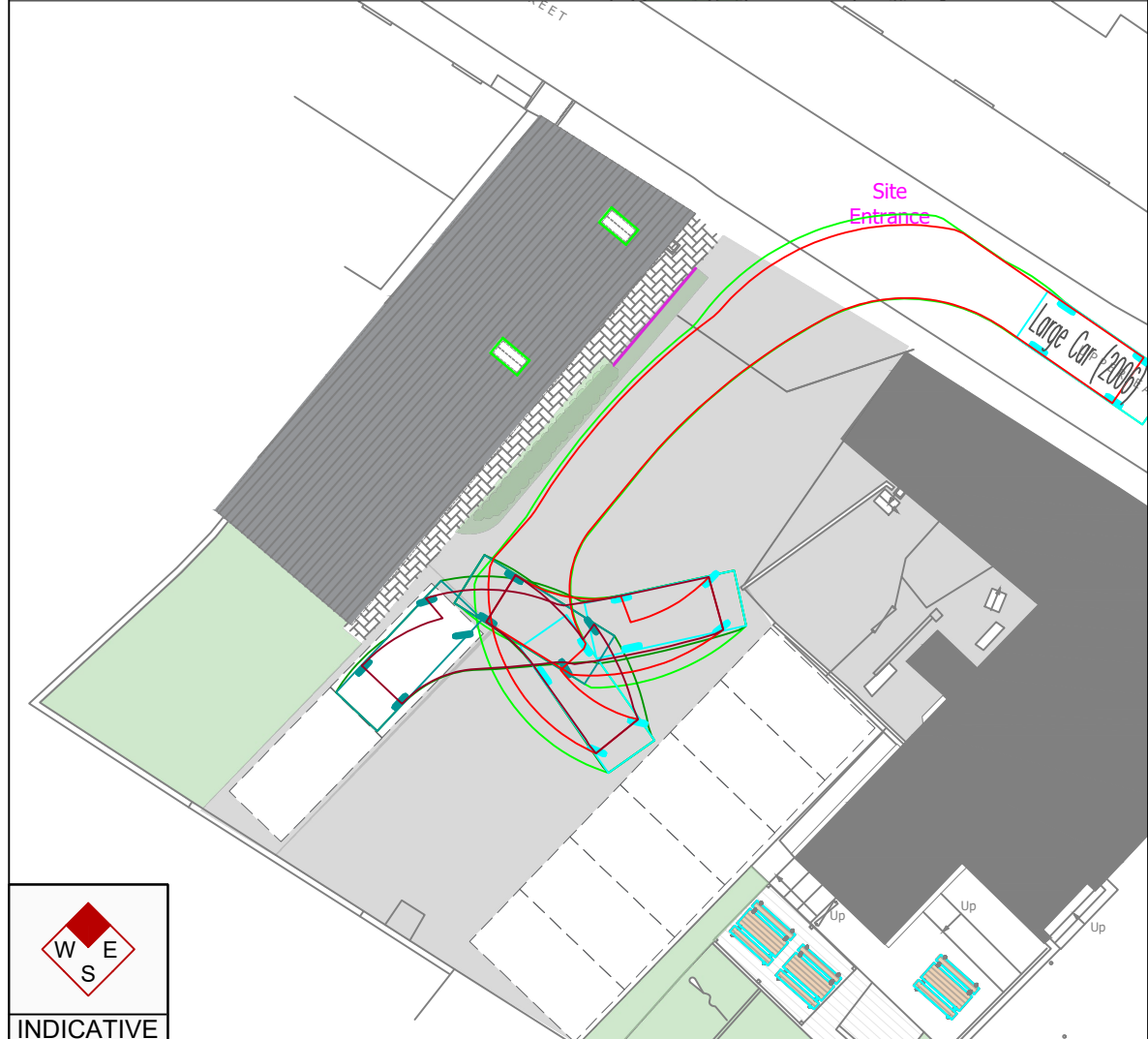
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Parameter summary

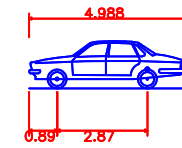
Trip rate parameter range selected: 450 - 1550 (units: sqm)
 Survey date range: 01/01/13 - 11/06/19
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX E



NOTES:



Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.200m

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



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www.tpa.uk.com

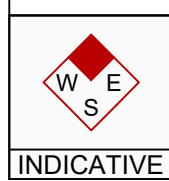
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