LANMOR Consulting

Civil Engineers & Transport Planners

Parker Collins House

Transport Statement

January 2024

231743/TS/MS/KBL/01

LANMOR Consulting

Civil Engineers & Transport Planners

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CONTENTS

TABLES

FIGURES

APPENDICES

1 INTRODUCTION

1.1 Scope

1.1.1 Lanmor Consulting Ltd has been commissioned to provide advice on highway and transportation matters in relation to the proposed development at the site of Parker Collins House, Portsmouth Road, Woking, GU23 6JA.

1.1.2 Within the assessment, detailed consideration will be given to the location of the proposed development in terms of its accessibility, impact on the transport network, parking demand and internal layout & servicing arrangements.

1.1.3 This Assessment has been prepared in the context of National Planning Policy Framework (NPPF) and will demonstrate that the proposed development has minimal impact on surrounding highways and accords with key planning policies.

1.2 Site Description and Existing Conditions

1.2.1 The site is located in the village of Burntcommon, just off the intersection of Send Marsh Road and Portsmouth Road and is in close proximity to a residential area, surrounded by greenery. The site approximately 7.5 km to the south east of Woking. The closest railway station to the site is Clandon, being approximately a two mile distance to the south. The closest train station with access to more services is Woking, approximately 4.5 miles to the north west of the site.

1.2.2 The existing site plan is included in Appendix A as drawing RG23/2606-01. Figure 1.1 below indicates the location of the application site.

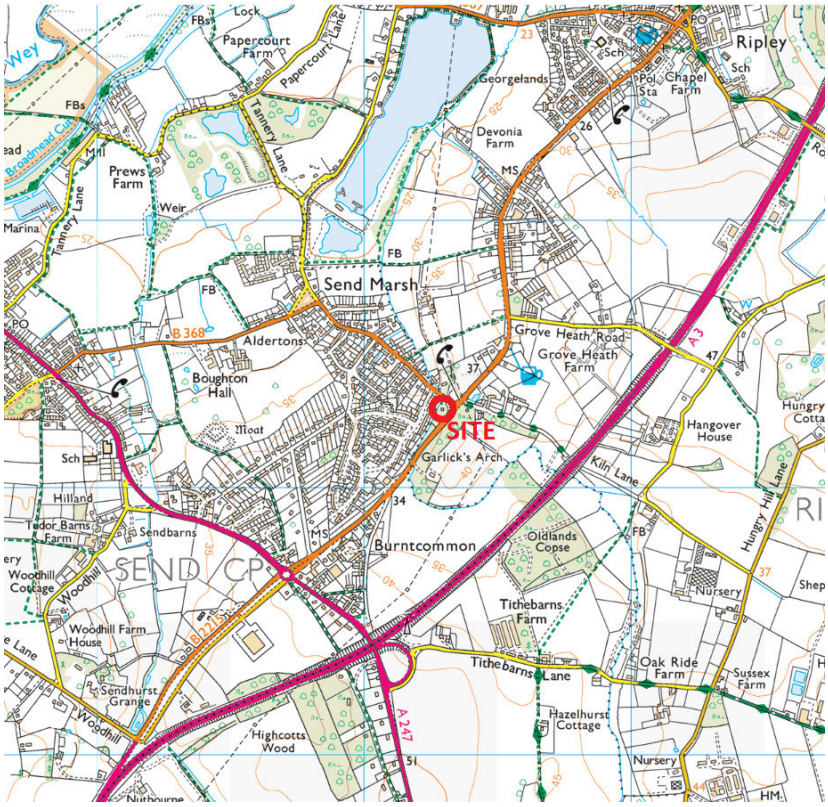


Figure 1.1 – Site Location

1.3 Development Proposals

1.3.1 The erection of 6 x 3 bed semi-detached houses, a detached 3 bed house and 2x detached 4 bed houses with integral garage, together with associated parking and new access off Send Marsh Road, following demolition of existing house and outbuildings.

1.3.2 The proposed site layout is indicated on drawing 1348-03 in Appendix A.

2 NATIONAL GOVERNMENT POLICY

2.1 National Planning Policy Framework (NPPF) revised 2023

2.1.1 Within the NPPF it states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

2.2 Promoting Sustainable Transport

2.2.1 NPPF acknowledges transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;

a) Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping centre, leisure, education and other activities;

b) Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) Identity and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on local Cycling and Walking Infrastructure Plans); and

e) Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.2.2 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.2.3 Within this context, applications for development should:

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second- so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.3 Parking Standards

2.3.1 NPPF states when setting local parking standards for residential and non-residential development, local planning authorities should consider:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces

2.4 Local Policies

2.4.1 The Guildford Borough Council adopted their Local Plan in April 2019. The Key policy in the new local plan is ID3 which states: -

1) New development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of the sustainable transport modes of walking, cycling and the use of public and community transport.

2) New development will be required, in so far as its site's size, characteristics and location allow, to maximise:

    a) The provision of high-quality, safe and direct walking and cycling routes within a permeable site layout, with priority over vehicular traffic, that facilities and encourages short distance trips by walking and cycling

    b) The provision of secure, accessible and convenient cycle parking

    c) The improvement of existing cycle and walking routes to local facilities, services bus stops and railway stations, to ensure their effectiveness and amenity

d) The provision and improvement of public and community transport, and;

e) Opportunities for people with disabilities to access all modes of transport.

3) In terms of vehicular parking for new developments:

a) Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.

b) Consideration will be given to setting maximum parking standards for Guilford town.

4) New development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable, including the mitigation of its otherwise adverse material impacts, within the context of the cumulative impacts of approved developments and site allocations. This mitigation:

a) Will maintain the safe operation and the performance of the Local Road Networks and the Strategic Road Network to the satisfaction of the relevant highway authorities; and

b) Will address otherwise adverse material impacts on communities and the environment including impacts on amenity and health, noise pollution and air pollution.

5) Planning applications for new development will have regard to the Infrastructure Schedule at Appendix 6 which sets out the key infrastructure requirements on which the delivery of the Plan depends, or any updates in the latest Guilford borough Infrastructure Delivery Plan.

6) Provision of suitable access and transport infrastructure and services will be achieved through direct improvements and/or schemes funded through Section 106 contributions and/or the Community Infrastructure Levy (CIL) which will address impacts in the wider area including across the borough boundary.

7) New development that will generate significant amounts of movement will:

    a) At the planning application stage, be supported by a Transport Statement or Transport Assessment in accordance with the thresholds set out in the Local Planning Authority's Local Validation List; and

    b) Require a Travel Plan which will be proportionate to the size of the new development.

2.4.2 In March 2023, Guilford Borough council adopted their Development Management Policies as part of their Local Plan. One of the key policies in the DPM is ID which states: -

1) The parking standards in adopted Neighbourhood Plans, irrespective of when these were adopted, will take precedence over standards set by the Local Planning Authority in the Local Plan and Supplementary Planning Documents, should there be conflict, except in relation to strategic sites.

2) For non-strategic sites:

    a) The provision of car parking in new residential development in Guildford town centre or suburban areas, for use by residents themselves, will have regard to the maximum standards set out in the Parking Standards for New Development SPD;

    b) The provision of car parking in new residential development in village and rural areas, for use by residents themselves, will have regard to the expected standards set out in the Parking Standards for New Development SPD;

c) The provision of additional unallocated parking, to allow for visitors, deliveries and servicing, at the ratio of 0.2 spaces per dwelling will only be required where 50% or more of the total number of spaces, provided for use by residents themselves, are allocated;

d) The provision of non-residential car parking will have regard to the maximum standards set out in the Parking Standards for New Development SPD;

e) The provision of electric vehicle charging will provide at least the minimum requirements set out in the Building Regulations (Part S); and

f) The provision of cycle parking will have regard to the minimum requirements set out in the Parking Standards for New Development SPD.

2.5 Parking Standards

2.5.1 Surrey County Council have published guidance in respect of parking provision at new developments in January 2018. This guidance suggests a need to adopt a more flexible approach to applying parking standards. They recommended the following parking levels for developments located within the suburban edge or villages.

Type of Dwelling	Parking Standard for Land Use C3	
	Minimum Cycle Parking Standard	**Maximum Car Parking Standard**
1 & 2 Bedroom Dwellings	1 space per unit	1.5 spaces per unit
3 Bedroom Dwellings	2 spaces per unit	2 spaces per unit
4+ Bedroom Dwellings	2 spaces per unit	2 spaces per unit

Table 2.1 – Parking Standards

2.5.2 Guilford Borough Council have also published their new SPD on parking standards for new developments in March 2023. Policy ID10 is repeated in the SPD and in Appendix A under table A2 the parking standards for Village and Rural areas are set out.

2.5.3 Table A2 is reproduced below as Table 2.2

Table A2. Residential development in village and rural areas (non-strategic sites) – Expected provision of car parking for dwellings, for use by residents themselves

Location	Village & Rural
1 bed flats (including studios & bedsits)	1 space per unit
2 bed flats	1.5 spaces per unit
1 bed houses	1.5 spaces per unit
2 bed houses	1.5 spaces per unit
3 bed houses	2 spaces per unit
4+ bed houses	2.5 spaces per unit

Table 2.2 – Guilford Parking Standards

2.5.4 There is a number of sustainable transport modes within a close vicinity of the site such as cycling and buses that make the development approved by the council as it will not have any impact on the surrounding highway network. a

3 ACCESSIBILITY OF SITE BY NON-CAR MODES OF TRAVEL

3.1 Site Accessibility

3.1.1 The site is located on Send Marsh Road in Burntcommon, a village south east of Woking in South West London. The site is within close walking distance of some local facilities in Burntcommon. The closest railway station to the site is Clandon, being approximately a two mile distance to the south. The closest train station with access to more services is Woking, approximately 4.5 miles to the north west of the site.

3.2 Pedestrian Access

3.2.1 The development site is located on Send Marsh Road, which is accessed off the B2215 Portsmouth Road, there are wide pavements on either side of the road, which are well lit by street lighting.

3.2.2 The site is located near to some local facilities and services. Table 3.1 below provides information on some local facilities within walking distance of the proposed site.

Facility	Description	Distance from site
A.Luff & Sons	Garden Centre	435m
Paddlefish Pools	Swimming Pool	590m
Shell Petrol	Petrol Station	850m
Little Waitrose	Supermarket	860m
Villages Medical Practice	Doctors	1.5km
Send CofE Primary School	Primary School	1.6km
Send Church Rooms	Church	2.8km

Table 3.1 – Local Facilities

3.3 Walking Access

3.3.1 Walking trips are the most important mode that offers the greatest potential to replace short car trips, particularly those under 2km. Guidance suggests that walking distances of between 200m and 2km depending on the journey purpose are reasonable. There is a network of footways within the vicinity of the site. These run alongside all the major and minor routes allowing safe and convenient access to the site. The footpaths in the area are well maintained and lit.

3.3.2 Walking can also form part of a wider journey for commuting and leisure purposes when combines with public transport. The nearest station to the site is Clandon, approximately a two mile distance (39-minuite walk) to the south, which outside of the recommended walking distance. However, access to the station via public transport is available.

3.4 Cycle Access

3.4.1 Cycling also has the potential to substitute for short car trips, particularly those journeys of less than 5km, or when it forms part of a longer journey by public transport etc. Clandon can be reached within a 10-minuite cycle.

3.4.2 There are no dedicated cycle routes within the vicinity of the site. However, the general area provides a number of quitter residential roads that would provide suitable routes for cyclists.

3.5 Public Transport – Buses

3.5.1 The nearest bus stops to the site are located along Portsmouth Road, approximately a 70m distance (1-minuite walk) to the north and south of the site. These bus services within a close vicinity to the site are tabulated below.

Route	Bus Stop	Bus Route	Distance from site	Weekday Peak Frequency (p/h)	Weekend Frequency (p/h) (sat)	Weekend Frequency (p/h) (sun)
40	Send Marsh Road (S-Bound)	Send Marsh - Woking Morrisons	75m	Tuesdays Only (09:46)	-	-
40	Send Marsh Road (N-Bound)	Woking Morrisons – Send Marsh	70m	Tuesdays Only (12:56)	-	-
462	Send Marsh Road (N-Bound)	Woking – Guilford	70m	(06:51, 10:13, 12:13, 14;13 and 17:58)	(10:13, 12:13, 14:13 and 17:51)	-
462	Send Marsh Road (S-Bound)	Guilford – Woking	75m	(07:40, 09:20, 11;20, 13;20, 17:08 and 18:58)	(07:58, 09:20, 11:20, 13:20, 17:08 and 18:58)	-
463	Send Marsh Road (N-Bound)	Woking – Guilford	70m	(06:53, 09:15, 11:15, 13:15, 16:15 and 18:00)	(07:50, 10:15, 12:15, 14:15, 16:55 and 18:55)	-
463	Send Marsh Road (S-Bound)	Guilford - Woking	75m	(10:08, 12:08, 14:08, 17:07 and 18:43)	(10:08, 12:08, 14:08, 17:07 and 18:46)	-
715	Send Marsh Road (S-Bound)	Kingston – Guilford	70m	1 (06:52 – 20:04 and 22:09)	1 (06:42 – 20:04 and 22:09)	-
715	Send Marsh Road (N-Bound)	Guilford – Kingston	75m	1 (05:39 – 19:20)	1 (05:39 - 19:20)	-

Table 3.2 – Local Buses

3.6 National Rail Networks

3.6.1 The nearest train station to the site is Clandon, located approximately a two mile distance (39-minuite walk) to the south. Clandon is operated by South Western Railway and is comprised of 2 platforms. The station offers convenient travel to destinations in central London and South West England.

3.6.2 Below is a timetable displaying the typical off-peak service from the station per hour.

Destination	Weekday Peak Frequency (p/h)	Weekend Frequency (p/h) (sat)	Weekend Frequency (p/h) (sun)
London Waterloo	3	3	2
Guilford	3	3	2

Table 3.2 – Train Services

4 DEVELOPMENT PROPOSALS

4.1 Proposed Uses

4.1.1 The planning application seeks the permission for the erection of 6 x 3 bed semi-detached houses, 1 x detached 3 bed house and 2x detached 4 bed houses with integral garage, together with associated parking and new access off Send Marsh Road, following demolition of existing house and outbuildings.

4.2 Site Access

4.2.1 Currently the house on site is accessed from Send Marsh Lane, the proposals with involve the closure of this access point and provision of a new one to the north that will serve the 9 new residential dwellings. The site will be accessed from this new access off Send Marsh Road for both pedestrians and vehicles. The access will take from a bell mouth and will be 5.5m wide with 6m radii, a footway link will also be provided off Send Marsh Road into the site.

4.2.2 Send Marsh Road is subject to a speed limit of 30mph, visibility from the access for 30mph is recommended at 43m based on guidance from Manual for Streets MfS. It's not possible to provide the 43m required to the right of the junction which is why the access has been located as far north as possible, however the adjacent junction with Portsmouth Road is fully visible. To the left of the junction the 43m visibility is achievable. Therefore, it is considered that adequate visibility is achievable form the access point and it will not give rise to any safety concerns.

4.2.3 Drawing 231743/TS/01 in Appendix B shows the proposed layout for the new access point and achievable visibility.

4.3 Car Parking Provisions

4.3.1 The volume of car parking to be provided within any development is a key consideration, National Policy is promoting parking restraint to encourage sustainable travel behaviour, it is recognised that parking levels should be appropriate to the developments accessibility to public transport.

4.3.2 Guildford BC current policy sets the expected parking levels in “village areas” at 1.5 spaces per 1 or 2 bed house, 2 spaces per 3 bed and 2.5 per 4 bed unit. This is greater than the SCC guidance recommendations which advise on 2 spaces per 3 or 4 dwelling giving a total of 18 spaces.

4.3.3 The proposed development is for 7 x three-bed units and 2 x four-bed units, based on the expected parking standards this development will require 19 parking spaces. These will be allocated to the houses also under policy, 0.2 spaces per dwelling should be provided as unallocated spaces bring the total expected on site to 21. The proposals will incorporate 20 spaces including 2 garages, this level of parking is considered adequate and meets policy on parking.

4.3.4 Electric vehicle charging points will be provided for each property as per the requirements of building regulations and as set out in the current planning policy.

4.4 Cycle Parking

4.4.1 There will be associated cycle storage within each property; they will provide secure cycle storage to accommodate a minimum of 3 or 4 cycles. The level of provision is in line with the minimum standards set out in the SPD of one space per bedroom.

4.5 Servicing

4.5.1 The development is for 6 semi-detached properties and 3 detached properties, a turning head has been provided in the middle of the site to allow refuse and other service vehicles to turn so they can leave the site in a forward gear. Drawing 231743/TR/01 included in Appendix B shows the swept path for the refuse vehicle.

4.5.2 Plot 9 and 8 are too far from the turning head for collection of refuse, so on collection days residents will pull their bins to the boundary of plot 7 for collection by operatives.

5 DEVELOPMENT IMPACT & IMPACT ON HIGHWAY NETWORK OPERATION

5.1 Trip Generation

5.1.1 The site is currently occupied by a single detached property, with landscaping attached to the rear and associated car parking to the front. It is currently accessed off Send Marsh Road.

5.2 Existing Traffic Generation

5.2.1 The existing site has the potential to generate vehicle and pedestrian movements over the course of the day, the TRICS database has been interrogated to establish the volume of tips to the single detached property on site by private car. A copy of the TRICS data is included in Appendix C.

Trips Residential C3 Existing	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Total Vehicles Trips per Dwell	0.071	0.119	0.333	0.310	2.714	2.787
Total Trips (1 Dwell)	0.071	0.119	0.333	0.310	2.714	2.787

Table 5.1 – Existing Traffic Generation

5.2.2 Table 5.1 above demonstrates that the existing property has the potential to generate 5-6 vehicle movements over the course of the day with a maximum of 1 vehicle during the peak hour.

5.3 Proposed Site Traffic Generation

5.3.1 The proposals seek approval for the construction 9 new residential properties with associated parking and new access road.

5.3.2 Using the TRICS database extract for the existing situation it is possible to estimate the potential vehicle tips the new development might generate. The estimated trips to and from the development have been tabulated below in Table 5.2.

Trips Residential C3 Proposed	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Total Vehicles Trips per Dwell	0.071	0.119	0.333	0.310	2.714	2.787
Total Trips (9 Dwell)	0.639	1.071	2.997	2.79	24.426	25.083

Table 5.2 – Proposed Trip Rate

5.3.3 As demonstrated above the proposed development has the potential to generate up to 50 vehicle trips per day. This is an increase of 45 over the current situation, during the busiest period in the evening rush hour the number of trips could increase from 1 to 6, a net increase of 5 trips.

5.3.4 The additional trips from the development during the peak period could result in 2-3 vehicles enter and leaving the site, this would be the equivalent of one vehicle every 20 minute, this level of traffic will be well within the daily fluctuations that would be expected on the network.

5.3.5 An additional 3 vehicle movements on the surrounding road network is not considered to have any material impact on the local highways and the proposed development is therefore considered acceptable in terms of impact to traffic.

6 SUMMARY AND CONCLUSION

6.1.1 The application site is located in the village of Burnt Common. The proposed development will involve the demolition of the existing property and the construction of 6 x 3 bed semi-detached houses, a detached 3 bed house and 2x detached 4 bed houses with integral garage, together with associated parking and new access off Send Marsh Road, following demolition of existing house and outbuildings.

6.1.2 The application site is located near to local bus services and the closest station is Clandon, which is approximately 2 miles away. The busses serve both Woking town centre and train station. From working there are many additional public transport services with direct connections to London.

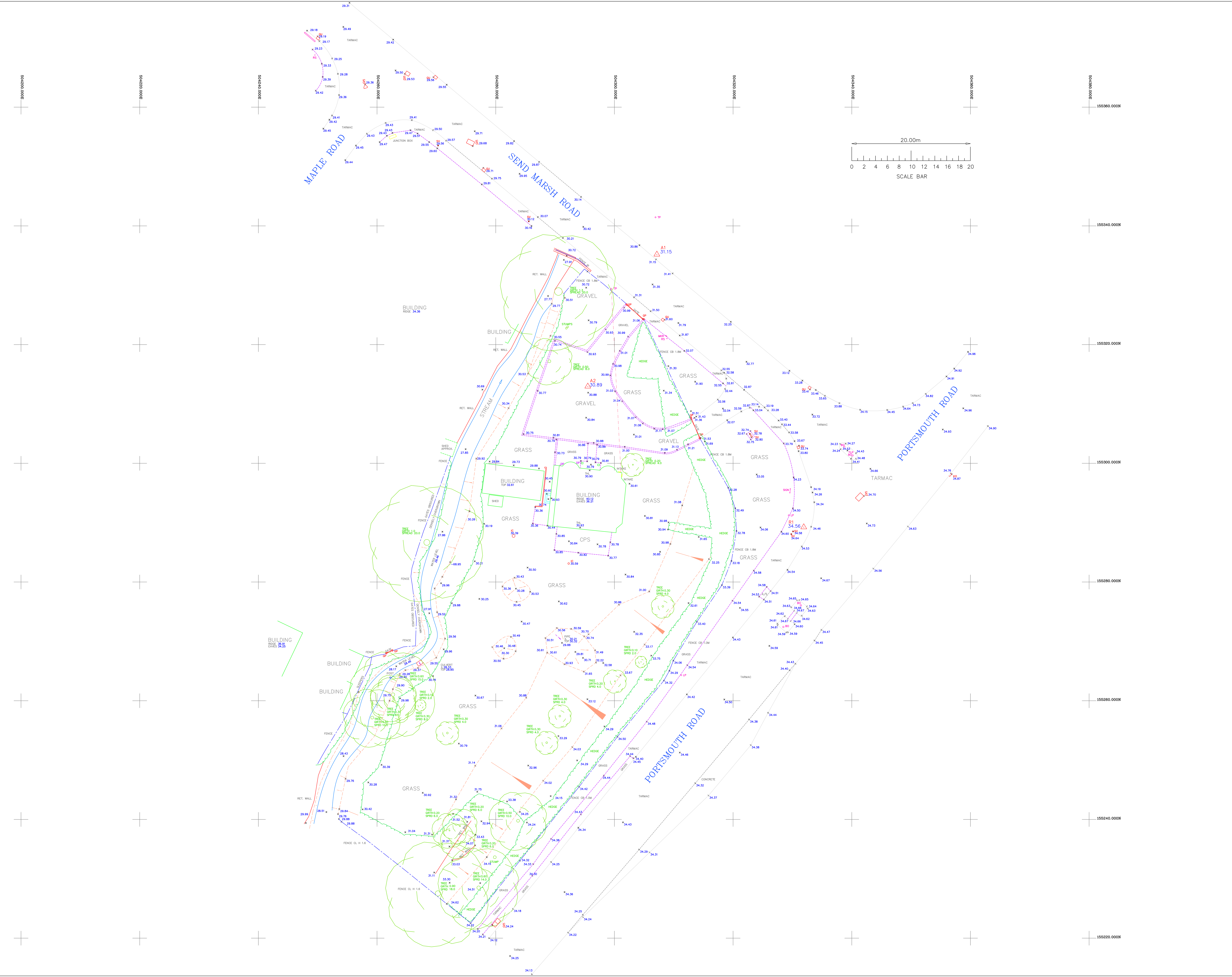
6.1.3 The proposed development will provide a new access off Send Marsh Road to the north of the existing. The access will be able to accommodate all vehicle movements and a turning area is provided on site for larger vehicle. Twenty parking spaces will be provided on site in line with councils policy and one will be a visitor space. Cycle parking will also be provided within each dwelling in line with policy requirements.

6.1.4 An assessment of the potential traffic the development might generate concluded that during the peak rush periods an additional 2-3 arrivals and departures could occur. This additional increase is not considered to have any material impact on the surrounding highway network and would be well within the daily fluctuations of flows on the local roads.

6.1.5 Based on the above assessment, it is concluded that the proposed development will have no detrimental impact on the current transport network around the site and therefore we see no reason why this planning application should be refused on the grounds of highway transportation matters.

APPENDIX A

Drawing RG23/2606-01 – Existing Site Layout



Building Abbreviations

BL	Basement Level	HD	Heating Duct
BH	Beam Soffit Height	H	Height
BSL	Beam Soffit Level	RWP	Rain Water Pipe
C	Cill Height from FFL	SL	Soffit Level
DP	Down Pipe	SVP	Soil and Vent Pipe
DPC	Damp Proof Course	VP	Vent Pipe
DH	Door Height	W	Window Height from cill
DHL	Door Head level		Direction of Floor Joist Span
FFL	Finished Floor Level	C Level	Cill Level
(2100)	Floor to Ceiling Height	H Level	Window Head Level
(25.26)	or Ceiling Level	------	Detail Approx.
		CSU	Ceiling slopes up
CH	Ceiling Height	F-H	Floor - Window head Ht

Topographical Abbreviations

A/R	Assumed Route	MKR	Marker
BH	Borehole	MT	Mercury Telecom Cover
BOL	Bollard	OHC	Overhead Cable
BT	British Telecom Cover	OHP	Overhead Pipe
BW	Barbed Wire Fence	OSBM	Ordnance Survey Bench Mark
BWK	Brickwork	PB	Post Box
CATV	Cable TV Cover	PGM	Permanent Ground Marker
CB	Close Boarded Fence	PR	Post & Rail Fence
CCTV	Closed Circuit TV	PW	Post & Wire Fence
CHLK	Chainlink Fence	PWM	Post & Wire Mesh Fence
CHPL	Chestnut Paling Fence	RE	Rodding Eye
CL	Cover Level	RG	Road Gully
CM	Cable Marker	RN	Road Name
CP	Catch Pit	RS	Road Sign
CPL	Catch Pit Base Level	RW	Retaining Wall
DIA	Diameter	RWP	Rain Water Pipe
DK	Drop Kerb	SAP	Sapling
DP	Down Pipe	SC	Stop Cock
EJB	Electricity Junction Box	SPR	Spread
EC	Electricity Cover	STA	Traverse Station
EP	Electricity Pole	SV	Stop Valve
ER	Earthing Rod	SVP	Soil Vent Pipe
FH	Fire Hydrant	SW	Storm Water
FIG	Feed Into Ground	TB	Telephone Box
FW	Foul Water	TBM	Temporary Bench Mark
GU	Gully	TFR	Taken From Records
GV	Gas Valve	THL	Threshold Level
H	Height	TJB	Telephone Junction Box
IC	Inspection Cover	TPT	Trial Pit
IL	Invert Level	TL	Traffic Light
IR	Iron Railing Fence	TP	Telephone Pole
KO	Kerb Outlet	UTL	Unable To Lift
LB	Litter Bin	UTT	Unable To Trace
LC	Lamp Column	VP	Vent Pipe
LP	Lamp Post	WKH	Water Key Hole
MH	Manhole	WM	Water Meter
		WV	Water Valve
		- - -	Approximate

THIS SURVEY DATA HAS BEEN PREPARED FOR THE CLIENT DETAILED BELOW TO AN AGREED SPECIFICATION. UNLESS OTHERWISE AGREED IN WRITING THE LIABILITY OF REED GEOMATICS LTD IS LIMITED TO THE CLIENT OR HIS APPOINTED AGENT AND DOES NOT EXTEND TO USE BEYOND THE LIMITATIONS OF THE SPECIFICATION.

Survey Station Information

STA No.	Easting	Northing	Level	Type
STN A1	504307.154	155335.187	31.15	Nail
STN A2	504295.514	155312.954	30.89	Nail
STN R1	504331.914	155289.243	34.56	Nail

Notes

Grid: Survey is based on a modified Ordnance Survey National Grid (OSGB36), site centered (or centered on STN A1 where present) with a scale factor of 1 applied.

Values have been derived via GPS using the OS active network using the OSGM15 transformation and OSGM15 geoid model.

Level datum: Ordnance Datum Newlyn (ODN).

Rev	QA Check	Description	Date
5	-	-	-
4	-	-	-
3	-	-	-
2	-	-	-
1	SR	Stream and boundaries survey	19-10-2023
0	GR	First Complete Issue	20-07-2023
Prelim	-	Preliminary - Not Complete	-

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SURVEYED	SR	CLIENT: RUSHMON HOMES
DRAWN	SR	
SCALE	1:200	

TOPOGRAPHICAL SURVEY

ADDRESS: PARKER COLLINS HOUSE
PORTSMOUTH ROAD
RIPLEY
GU23 6JA

JOB No	DRAWING NUMBER
RG23 2606	01

A0 Sheet

Drawing 1348-03 – Proposed Site layout

PRIOR TO THE COMMENCEMENT OF ANY WORKS, THE BUILDER IS TO CHECK AND/OR DETERMINE ALL CONSTRUCTION DETAILS, INCLUDING CHECKING EXISTING SITE LEVELS AND DIMENSIONSTHE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DRAWINGS, CONSTRUCTION NOTES AND/OR PROJECT SPECIFICATION. ALL DISCREPANCIES SHOULD BE REPORTED IMMEDIATELY.

LEGEND

- ASHP LOCATIONS
- TARMAC ACCESS ROAD TURNING AREAS
- PRIVATE GARDEN AREAS
- BLOCK PAVED PARKING AREAS
- SOFT LANDSCAPING AREAS
- FOOTPATHS & PATIOS
- RETAINING WALL
- 1.8M CLOSE BOARDED FENCE
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- EXISTING PANTING/HEDGE TO BE RETAINED
- PROPOSED REPLACEMENT TREES

MAPLE ROAD
SEND MARSH ROAD
PORTSMOUTH ROAD
RS
RIDGE
RET. WALL
FENCE CB 1.8M
FENCE CB 1.0M
SHED APPROX.
FENCE
DENSELY OVERGROWN
GATES OBSCURED
GATE
GP
RIDGE EAVES
POST
SLEEPERS
A/S
1
2
3
4
5
6
7
8
9
NORTH
EVENING SUN
MORNING SUN
MIDDAY SUN
0
5M
10M
20M

Rev Date Details Drawn

Client:

RUSHMON HOMES

Site Address:

PARKER COLLINS HOUSE, PORTSMOUTH RD, RIPLEY, WOKING, SURREY, GU23 6JA

Description:

PROPOSED SITE PLAN

Status:	PLANNING		
Date:	DEC '23	Scale:	1:200@A1
Drawn:	JC	Checked:	TCA
Job Number:	1348	Drawing Number:	03
		Revision:	–

TCA ARCHITECTURAL DESIGN
Dorset House,
297-299 Kingston Road,
Leatherhead,
KT22 7PL
Tel: 01372 466443
Email: info@tcalimited.com
www.tcalimited.com

APPENDIX B

Drawing 231743/TS/01 – Proposed Access Arrangements

DWG No. 231743/TR/01

NOTES

Rev	Amendment	Drawn	Checked	Approved	Date

LANMOR Consulting
Civil Engineers & Transport Planning
Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
Telephone: 0208 339 7899 Fax: 0208 339 7898
e-mail: info@lanmor.co.uk
www.lanmor.co.uk

Rushmon Homes Ltd

Parker Collins House
Portsmouth Road, Ripley

11.2m Long Refuse Vehicle
Swept Path Assessment

DRAWN	CHECKED	APPROVED
RS	KBL	KBL
DATE Jan-24	DATE Jan-24	DATE Jan-24

SCALE	PRJ No.	SIZE	REV
1:200	231743	A1	-

DWG No. 231743/TR/01

Drawing 231743/TR/01 – Refuse Vehicle Swept Path Assessment

DWG No. 231743/TR/01

NOTES

Rev	Amendment	Drawn	Checked	Approved	Date

LANMOR Consulting
Civil Engineers & Transport Planning
Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
Telephone: 0208 339 7899 Fax: 0208 339 7898
e-mail: info@lanmor.co.uk
www.lanmor.co.uk

Rushmon Homes Ltd

Parker Collins House
Portsmouth Road, Ripley

11.2m Long Refuse Vehicle
Swept Path Assessment

DRAWN	CHECKED	APPROVED
RS	KBL	KBL
DATE Jan-24	DATE Jan-24	DATE Jan-24

SCALE	PRJ No.	SIZE	REV
1:200	231743	A1	-

DWG No. 231743/TR/01

APPENDIX C

TRICS data

Lanmor Consulting Ltd 34 Tolworth Close Surbiton Licence No: 162301

Calculation Reference: AUDIT-162301-240110-0157

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	MW	MEDWAY	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 14 (units:)
Range Selected by User:	8 to 15 (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: 01/01/15 to 16/06/21

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:

Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	2
Village	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	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	2 days
125,001 to 250,000	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	1 days
1.1 to 1.5	2 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:

Yes	3 days
No	1 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	4 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

LIST OF SITES relevant to selection parameters

1	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	12		
	Survey date: WEDNESDAY	16/06/21		Survey Type: MANUAL
2	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:	8		
	Survey date: TUESDAY	08/06/21		Survey Type: MANUAL
3	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone			
	Total No of Dwellings:	14		
	Survey date: WEDNESDAY	09/06/21		Survey Type: MANUAL
4	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI-DETACHED		MEDWAY
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	8		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.095	4	11	0.381	4	11	0.476
08:00 - 09:00	4	11	0.262	4	11	0.405	4	11	0.667
09:00 - 10:00	4	11	0.071	4	11	0.119	4	11	0.190
10:00 - 11:00	4	11	0.167	4	11	0.262	4	11	0.429
11:00 - 12:00	4	11	0.190	4	11	0.143	4	11	0.333
12:00 - 13:00	4	11	0.310	4	11	0.119	4	11	0.429
13:00 - 14:00	4	11	0.310	4	11	0.286	4	11	0.596
14:00 - 15:00	4	11	0.071	4	11	0.262	4	11	0.333
15:00 - 16:00	4	11	0.357	4	11	0.167	4	11	0.524
16:00 - 17:00	4	11	0.238	4	11	0.190	4	11	0.428
17:00 - 18:00	4	11	0.333	4	11	0.310	4	11	0.643
18:00 - 19:00	4	11	0.310	4	11	0.143	4	11	0.453
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.714			2.787			5.501

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

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

Parameter summary

Trip rate parameter range selected:	8 - 14 (units:)
Survey date date range:	01/01/15 - 16/06/21
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.000	4	11	0.000	4	11	0.000
08:00 - 09:00	4	11	0.000	4	11	0.000	4	11	0.000
09:00 - 10:00	4	11	0.024	4	11	0.024	4	11	0.048
10:00 - 11:00	4	11	0.000	4	11	0.000	4	11	0.000
11:00 - 12:00	4	11	0.000	4	11	0.000	4	11	0.000
12:00 - 13:00	4	11	0.000	4	11	0.000	4	11	0.000
13:00 - 14:00	4	11	0.024	4	11	0.024	4	11	0.048
14:00 - 15:00	4	11	0.000	4	11	0.000	4	11	0.000
15:00 - 16:00	4	11	0.000	4	11	0.000	4	11	0.000
16:00 - 17:00	4	11	0.024	4	11	0.024	4	11	0.048
17:00 - 18:00	4	11	0.000	4	11	0.000	4	11	0.000
18:00 - 19:00	4	11	0.000	4	11	0.000	4	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.072			0.144

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.000	4	11	0.024	4	11	0.024
08:00 - 09:00	4	11	0.000	4	11	0.000	4	11	0.000
09:00 - 10:00	4	11	0.000	4	11	0.000	4	11	0.000
10:00 - 11:00	4	11	0.000	4	11	0.000	4	11	0.000
11:00 - 12:00	4	11	0.000	4	11	0.000	4	11	0.000
12:00 - 13:00	4	11	0.000	4	11	0.024	4	11	0.024
13:00 - 14:00	4	11	0.000	4	11	0.000	4	11	0.000
14:00 - 15:00	4	11	0.000	4	11	0.000	4	11	0.000
15:00 - 16:00	4	11	0.000	4	11	0.000	4	11	0.000
16:00 - 17:00	4	11	0.000	4	11	0.000	4	11	0.000
17:00 - 18:00	4	11	0.048	4	11	0.000	4	11	0.048
18:00 - 19:00	4	11	0.000	4	11	0.000	4	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.095	4	11	0.357	4	11	0.452
08:00 - 09:00	4	11	0.238	4	11	0.357	4	11	0.595
09:00 - 10:00	4	11	0.024	4	11	0.071	4	11	0.095
10:00 - 11:00	4	11	0.143	4	11	0.262	4	11	0.405
11:00 - 12:00	4	11	0.167	4	11	0.119	4	11	0.286
12:00 - 13:00	4	11	0.238	4	11	0.071	4	11	0.309
13:00 - 14:00	4	11	0.190	4	11	0.190	4	11	0.380
14:00 - 15:00	4	11	0.071	4	11	0.214	4	11	0.285
15:00 - 16:00	4	11	0.310	4	11	0.119	4	11	0.429
16:00 - 17:00	4	11	0.167	4	11	0.119	4	11	0.286
17:00 - 18:00	4	11	0.286	4	11	0.286	4	11	0.572
18:00 - 19:00	4	11	0.310	4	11	0.143	4	11	0.453
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.239			2.308			4.547

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.000	4	11	0.000	4	11	0.000
08:00 - 09:00	4	11	0.024	4	11	0.048	4	11	0.072
09:00 - 10:00	4	11	0.024	4	11	0.024	4	11	0.048
10:00 - 11:00	4	11	0.024	4	11	0.000	4	11	0.024
11:00 - 12:00	4	11	0.024	4	11	0.024	4	11	0.048
12:00 - 13:00	4	11	0.071	4	11	0.048	4	11	0.119
13:00 - 14:00	4	11	0.095	4	11	0.071	4	11	0.166
14:00 - 15:00	4	11	0.000	4	11	0.048	4	11	0.048
15:00 - 16:00	4	11	0.048	4	11	0.048	4	11	0.096
16:00 - 17:00	4	11	0.024	4	11	0.048	4	11	0.072
17:00 - 18:00	4	11	0.048	4	11	0.024	4	11	0.072
18:00 - 19:00	4	11	0.000	4	11	0.000	4	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.383			0.765

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.000	4	11	0.024	4	11	0.024
08:00 - 09:00	4	11	0.000	4	11	0.000	4	11	0.000
09:00 - 10:00	4	11	0.000	4	11	0.000	4	11	0.000
10:00 - 11:00	4	11	0.000	4	11	0.000	4	11	0.000
11:00 - 12:00	4	11	0.000	4	11	0.000	4	11	0.000
12:00 - 13:00	4	11	0.000	4	11	0.000	4	11	0.000
13:00 - 14:00	4	11	0.000	4	11	0.000	4	11	0.000
14:00 - 15:00	4	11	0.000	4	11	0.000	4	11	0.000
15:00 - 16:00	4	11	0.000	4	11	0.000	4	11	0.000
16:00 - 17:00	4	11	0.024	4	11	0.000	4	11	0.024
17:00 - 18:00	4	11	0.000	4	11	0.000	4	11	0.000
18:00 - 19:00	4	11	0.000	4	11	0.000	4	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.