



Proposed Residential Development
Land at 3 Lavant Road, Chichester

Transport Statement

For

Hestia Homes

Document Control Sheet

Proposed Residential Development
Land at 3 Lavant Road, Chichester
Hestia Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
14/03/2024	1 st Draft	MS	AW
25/03/2024	Final	MS	AW



Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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- A Indicative Site Layout Plan
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- C Full TRICS Output

1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Hestia Homes to accompany a planning application for a residential and commercial development consisting of 6 apartments consisting of four 2-bedroom and two 3-bedroom on land at 3 Lavant Road, Chichester.
- 1.2 The site is located to west of Lavant Road, approximately 2.3 kilometres north of Chichester town centre in close proximity to the A27 and the A286 as well as nearby amenities, bus stops and railway station. The site falls within the administrative authorities of West Sussex County Council (WSSCC) and Chichester District Council (CDC). The current land use is one dwelling.
- 1.3 Vehicular and pedestrian access to the site will be via an existing access from Lavant Road and Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 This transport statement has been prepared to consider the highway and transportation aspects of the proposals, specifically the proximity of the site to sustainable transport modes, as well as parking and trip generation.
- 1.5 The remainder of this Transport Statement is structured as follows:
 - ▶ Section 2 identifies policy both local and national;
 - ▶ Section 3 identifies the baseline transport conditions in the area;
 - ▶ Section 4 explains the development proposals;
 - ▶ Section 5 considers the traffic generation associated with the proposals; and,
 - ▶ Section 6 provides a summary and conclusion.

2.0 Policy

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The policy documents that set the context for the development proposals include:

- ▶ National Planning Policy Framework – December 2023;
- ▶ West Sussex County Council – Guidance on Parking at New Development – 2020
- ▶ Chichester Local Plan (adopted) – 2014-2029
- ▶ Chichester Local Plan – 2021-2039 (emerging)

National Policy

National Planning Policy Framework - 2023

2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 108 says that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Off-street parking provision is referred to in Paragraph 111, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.5 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 114 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.7 This is followed by Paragraph 115 stating:

"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."

Local Policy

Chichester District Local Plan: Key Policies 2014-2029 Adopted Policy

2.8 The Chichester District Local Plan: Key Policies 2014-2029 was adopted in July 2015, the relevant transportation policy is Policy 8 regarding 'Transport and Accessibility', which states that:

"The Council will work with West Sussex County Council, other transport and service providers and developers to improve accessibility to key services and facilities and to provide an improved and better integrated transport network.

This will include:

- ▶ Ensuring that new development is well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including through travel plans;
- ▶ Working with relevant providers to improve accessibility to key services and facilities and to ensure that new facilities are readily accessible by sustainable modes of travel; and
- ▶ Planning to achieve timely delivery of transport infrastructure needed to support new housing, employment and other development identified in this Plan.

Integrated transport measures will be developed to mitigate the impact of planned development on the highways network, promote more sustainable travel patterns and encourage increased use of sustainable modes of travel, such as public transport, cycling and walking. This will include:

- ▶ A coordinated package of improvements to junctions on the A27 Chichester Bypass, that will increase road capacity, reduce traffic congestion, improve safety, and improve access to Chichester city from surrounding areas;
- ▶ Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks; and
- ▶ Measures to promote behavioural change in travel choices, such as easy-to-use journey planning tools, skills training and promotional activities. Travel plans will be developed as a means of coordinating these measures.

Funding from the Community Infrastructure Levy (CIL) will be used to help deliver these transport measures, supplemented by other available sources where available. New development may also be required to deliver or contribute towards specific transport improvements directly related to the development.

Planned transport measures will involve consultation with all interested parties, including local residents and businesses."

Parking Standards

- 2.9 Car and cycle parking standards for WSCC are contained within the document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.
- 2.10 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of a development. The proposed development is in a PBZ 5 location. Table 2.1 below summarises WSCC's expected car parking standards.

Number of Bedrooms	Number of Habitable Rooms	PBZ5
1	1 to 3	0.6
2	4	1.1
3	5 to 6	1.6
4+	7 or more	2.2

Table 2.1: Expected Car Parking Standards

- 2.11 Providing garages of sufficient size at new residential developments - If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5 and calculations of parking demand will take this into account.
- 2.12 Providing adequate visitor parking at new residential developments - Adequate visitor parking is required and this will be influenced by the level of unallocated parking. Table 2 (Residential Parking Demand) should be used to ensure sufficient visitor parking is provided.
- 2.13 Where 'active' electric vehicle charging points are provided, if these spaces are dedicated to electric vehicles only, they should be included in the 'total demand' as allocated spaces (principle B)

Principle B: Electric Vehicle Charging Infrastructure

'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future.

Due to the unprecedented scale of change in vehicle manufacturing and sales, the guidance of electric vehicle car parking places should be reassessed when local plans and supplementary planning documents are reviewed to take account of any recent developments in this technology.

Type	Dwelling size	Cycle Provision
Houses	1 & 2 bed	1 space
Houses	3+ bed	2 spaces
Houses	Multiple Occupation	1 space
Flats	1 & 2 bed	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	3+ bed	1 space

Table 2.2: Expected Cycle Parking Standards

Chichester Emerging Local Plan – 2021-2039

Policy T1: Transport Infrastructure

The council will work with National Highways, West Sussex County Council, other transport and service providers (including through the Traffic and Infrastructure Management Group) and developers to provide a better integrated transport network and to improve accessibility to key services and facilities. All development is expected to demonstrate how it will support four key objectives to create an integrated transport network which will alleviate pressure on the road network, improve highway safety, encourage sustainable travel behaviours and help improve air quality, by:

- ▶ Avoiding or reducing the need to travel by car;
- ▶ Enabling access to sustainable means of travel, including public transport, walking and cycling;
- ▶ Managing travel demand; and
- ▶ Mitigating the impacts of travel by car.

Policy T3 Active Travel - Walking and Cycling Provision

Development proposals will promote sustainable transport and prioritise walking and cycling as forms of active travel. In order to promote walking and cycling and ensure a safe and accessible environment for cyclists and pedestrians, new development will be permitted which:

- ▶ Delivers, enables, contributes towards and does not prejudice improvements for high quality, safe, accessible, inclusive, well-lit and connected cycle and walking routes across the Local Plan area ensuring integration with the wider networks, including the safeguarding delivery of current and planned cycle and walking routes as identified in the Chichester City Local Cycling and Walking Infrastructure Plan, the West Sussex Transport Plan 2022-2036, the West Sussex Walking and Cycling Strategy 2016-2026 and the Chichester Area Sustainable Transport Package (including future updates/LCWIPs);
- ▶ Delivers, enables and contributes towards achieving a high-quality and inclusive public realm through the provision of cycling and walking infrastructure including seating, signage and landscaping to enhance the pedestrian and cycling environment;

Provides for accessible, conveniently located, secure cycle parking and storage facilities in both private and publicly accessible locations in accordance with Policy T4.

Policy T4 Parking Provision

- 2.14 Planning permission will be granted where it can be demonstrated that the proposal provides adequate parking provision as well as safe and secure cycle parking informed by the standards set out in the West Sussex Parking Standards Guidance (2020) or any subsequent standards adopted by Chichester District Council or West Sussex County Council.

3.0 Existing Conditions

Overview

3.1 This section provides information on the site and surrounding area, including a review of the local highway network and opportunities to access the site by sustainable modes of travel.

Site Location

3.2 The site is located to the west of Lavant Road approximately 2.3 kilometres north of Chichester town centre. The surrounding area can be characterised as mainly residential in nature. The site location is illustrated in below in Figure 3.1.



Figure 3.1: Site Location Plan

3.3 Lavant Road is a two-way carriageway road subject to a 30 mile per hour speed limit. Lavant Road connects south to Chichester town centre and north to Lavant. On both sides of Lavant Road within the vicinity of the site frontage are double yellow lines and a small unrestricted parking bay.

Accessibility of Site by Non-Car Modes

3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning

for Cycling’ in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- ▶ *“Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes” (Planning for Walking, 2015).*
- ▶ *“Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles” (Planning for Cycling, 2014).*

3.5 The NPPF recognises that “the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”. Furthermore, Manual for Streets identifies ‘walkable neighbourhoods’ as “having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot”.

3.6 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that “81% of all trips under one mile are walks”, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

3.7 There are footways on both sides of Lavant Road and street lighting is present. These footways lead south towards the closest bus stops located on Lavant Road and approximately 70 metres south of the site is a pedestrian crossing point. This will help pedestrians wanting to cross Lavant Road to access the bus stop and the convenience store on the east side.

3.8 Both sides of Lavant Road across the site frontage have dedicated on-road cycle lanes. National Cycle Network 2, Centurion Way, is located approximately 350 metres to the west of the site. It provides runs north to south from the west of Westgate to the south of Highdown Plantation.

Accessibility by Bus

3.9 As illustrated in Figure 3.1 above, the nearest bus stops to the site are located on Lavant Road approximately 20 metres and 130 metres south of the site. These stops serve routes 60, 107 and CH1. A summary of the frequent services is presented below in Table 3.1.

Service	Route	Approximate Frequency Mon-Fri	Approximate Frequency Saturday	Approximate Frequency Sunday
60	Chichester – Lavant – Singleton – Midhurst	Every 30 minutes	Every 30 minutes	Hourly
107 (school bus)	East Dean – Singleton – West Dean – Lavant – Chichester	1 AM and 1 PM service	No service	No service
CH1	Little London in Little London Car Park – Nyewood	1 service on a Tuesday	No service	No service

Table 3.1: Bus Services

Accessibility by Rail

3.10 The nearest railway station is Chichester located approximately 2.5 kilometres which equates to a 10 minute cycle. This railway stations serve the Southern Railway line and provide access to a variety of destinations including Portsmouth Harbour, Brighton, Littlehampton and Southampton Central. A summary of the railway services is presented below in Table 3.2.

Service	Route	Approximate Frequency Mon-Fri	Approximate Frequency Saturday	Approximate Frequency Sunday
Portsmouth & Southsea	Chichester – Southbourne – Emsworth – Havant – Fratton	Every 20 minutes	Every 20 minutes	Every 30 minutes
Southampton	Chichester – Southbourne – Emsworth – Havant – Cosham – Fareham – Swanwick	Every 30 minutes	Every 30 minutes	Hourly
Brighton	Chichester – Barnham – Angmering – Worthing – East Worthing – Lancing – Shoreham-by-Sea – Southwick – Portslade – Aldrington – Hove	Every 30 minutes	Every 30 minutes	Every 30 minutes
Littlehampton	Chichester – Barnham – Ford	Every 30 minutes	Every 30 minutes	Hourly

Table 3.1: Rail Services

Access to Local Amenities

3.11 The site has access to a range of amenities within easy walking and cycling distance. These include a primary school, doctors, convenience store and places of worship can all be accessed within 2 kilometres of the site. Table 3.3 below demonstrates the local facilities and their proximity to the proposed site.

Amenity	Approximate Distance from site (metres)	Approximate Walking / Cycling Time (Minutes)
Lavant Road Surgery	10 metres	Less than 1 minute walk
Summersdale Pharmacy	10 metres	Less than 1 minute walk
One Stop convenience store	120 metres	2 minute walk / >1 min cycle
Community Hall	350 metres	5 minute walk / 1 minute cycle
Fordwater Special School	550 metres	8 minute walk / 2 minute cycle
St Pauls Church	1400 metres	19 minute walk / 5 minute cycle
University of Chichester	1500 metres	20 minute walk / 4 minute cycle
St Richard’s Hospital	1500 metres	20 minute walk / 4 minute cycle
St. Joseph CE Academy	1700 metres	23 minute walk / 5 minute cycle
St. Joseph CE Junior	1700 metres	23 minute walk / 5 minute cycle
Chichester town centre	1900 metres	25 minute walk / 5 minute cycle

Table 3.3: Local Amenities

4.0 Development Proposals

- 4.1 The planning application seeks planning permission for the demolition of the existing dwelling and subsequent erection of 6 apartments comprising four 2-bedroom and two 3-bedroom along with associated car and cycle parking and landscaping. The indicative site layout plan is attached at **Appendix A**.

Access Arrangements

- 4.2 Vehicular access to the site will be via an existing access onto Lavant Road. Lavant Road is subject to a 30 miles per hour speed limit. Manual for Streets requires 43 metres of visibility in each direction for this speed limit. The drawing in **Appendix B** illustrates that 2.4 metres by 43 metres can be achieved in both directions.

Parking Provision

- 4.3 The site is located within the Chichester PBZ 5 parking requirements. As mentioned in section 2 of this report 2-beds require 1.1 parking spaces and 3 beds require 1.6 parking spaces. This would equate to the development requiring 9 car parking spaces. The proposed indicative layout illustrates 10 parking spaces. Swept path analysis is provided within **Appendix B** which demonstrates that a large car can enter/exit the site and park within the proposed car parking spaces.
- 4.4 WSCC states that *"To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs."* Therefore, 10 parking spaces is deemed acceptable.
- 4.5 Communal cycle storage will be provided in accordance with WSCC cycle parking standards to the front of the development.

Service and Refuse Collection

- 4.6 Servicing and refuse collection will take place on street from Lavant Road there will be a bin collection point at the front of the site for residents.

5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Existing Trips

5.2 The existing use of the site is a single dwelling. To calculate the trip attraction for the proposed 6 flats at the site, an assessment utilising the TRICS database has been undertaken. The TRICS category '03 Residential – A: Houses Privately Owned' has been used, with the following criteria:

- ▶ Sites located within England, excluding Greater London;
- ▶ Sites up to 20 units; and,
- ▶ Sites located as 'Suburban Area' and 'Edge of Town'.

5.3 A summary of the peak hour pedestrian and vehicular trip rates are provided in Table 5.1 below and the full TRICS output included at [Appendix C](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	0.266	0.380	0.354	0.228	2.519	2.584
Vehicular Trips	0	0	0	0	3	3
Pedestrian Trip Rates	0.367	0.658	0.646	0.367	4.188	4.226
Pedestrian Trips	0	1	1	0	4	4

Table 5.1 - Existing Trip Rates and Resultant Trips

5.4 Table 5.1 indicates that the existing dwelling is likely to generate 0 weekday morning vehicular trip with 1 person trips and 0 vehicle movements in the evening peak periods with 1 person trips. Over an average weekday, the existing dwelling is likely to generate around 8 two-way person movements of which 6 could be vehicular.

Proposed Development

5.5 To calculate the trip attraction for the proposed 6 flats at the site, an assessment utilising the TRICS database has been undertaken. The TRICS category '03 Residential: C – Flats Privately Owned' has been used, with the following criteria:

- ▶ Sites located within England, excluding Greater London;
- ▶ Sites up to 20 units; and,
- ▶ Sites located as 'Suburban Area' and 'Edge of Town'.

5.6 A summary of the peak hour pedestrian and vehicular trip rates are provided in Table 5.2 below and the full TRICS output included at [Appendix C](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	0.069	0.230	0.207	0.115	1.228	1.251
Vehicular Trips	0	1	1	1	7	8
Pedestrian Trip Rates	0.115	1.161	0.747	0.184	3.908	4.161
Pedestrian Trips	1	7	4	7	23	25

Table 5.2 - Proposed Trip Rates and Resultant Trips

- 5.7 Table 5.1 indicates that the proposed 6 flats are likely to generate 1 weekday morning vehicular trip with 8 person trips and 2 vehicle movements in the evening peak periods with 11 person trips. Over an average weekday, the proposed flats are likely to generate around 48 two-way person movements of which 15 could be vehicular.
- 5.8 Although there is an increase in the number of vehicle movements it will not have a significant impact on the local highway network.

6.0 Summary and Conclusion

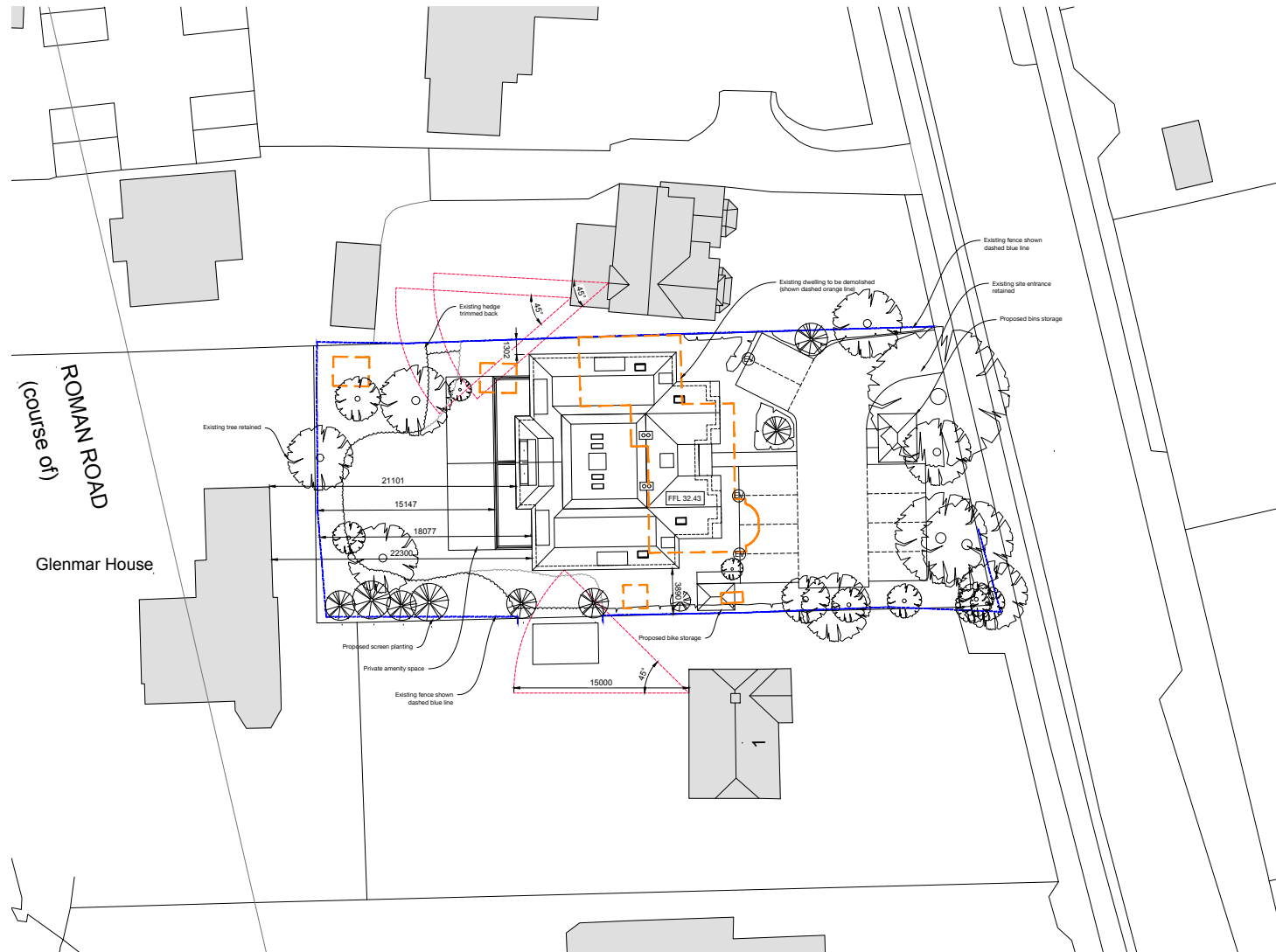
6.1 This Transport Statement has been prepared on behalf of Hestia Homes to accompany a planning application for a residential and commercial development consisting of six apartments consisting of four 2-bedroom and two 3-bedroom on land at 3 Lavant Road, Chichester. In summary, this Transport Statement identifies the following:

- ▶ Bus services are available within a short walk of the site located on Lavant Road;
- ▶ The site benefits from the local facilities within the nearby vicinity such as a convenience store, local primary school and pharmacy;
- ▶ Safe and suitable vehicular and pedestrian access to the site would be achieved via existing accesses on Lavant Road;
- ▶ Car and cycle parking will be provided on site as per the West Sussex County Council Parking Standards;
- ▶ Servicing and refuse collection will be undertaken via Lavant Road; and,
- ▶ There will be a small increase in the number of vehicle movements from the site but it will not cause a significant impact to the local highway network.







6.2 On the basis of the above review, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Indicative Site Layout Plan



KEY

-  PROPOSED TREES
-  EXISTING TREES
-  TREES TO BE REMOVED
-  EXISTING PLANTING
-  PROPOSED PLANTING
-  EV CHARGING POINT
- +00.00** EXISTING SPOT SITE LEVELS
- +00.00** PROPOSED SPOT SITE LEVELS
- FFL 00.00** PROPOSED HOUSE FINISHED FLOOR LEVELS (SUBJECT TO CONFIRMATION AT WORKING DRAWINGS STAGE)

Schedule of accommodation:

- Unit 1 - 3B6P @ 130.1m²
- Unit 2 - 3B6P @ 130.1m²
- Unit 3 - 2B4P @ 112.8m²
- Unit 4 - 2B4P @ 112.8m²
- Unit 5 - 2B4P @ 92.0m²
- Unit 6 - 2B4P @ 92.0m²

Total: 6no Units @ 669.8m²



Rev. Date Desc.

Issue **Draft Issue 22.03.2024**



Halo Architects Ltd.
 The Old Fire Station, Pyroth Road, Chichester, PO19 5QH.
 Tel: 01244 650451 Email: enquiries@haloarchitects.co.uk
 www.haloarchitects.co.uk

Client **Hestia Homes Ltd**

Project **3 Lavant Road
 Chichester
 PO19 5QY**

Drawing Title **Site Plan**

Scale **1:200@A1** Date **03.2024** Drawn **CG**

JOB No. HA24-276	Drawing No. S001	Rev. -
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Appendix B

Visibility Splays and Swept Path Analysis



North

2.4m x 43m visibility splay

2.4m x 43m visibility splay

LAVANT ROAD



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

Project:
3 Lavant Road, Chichester

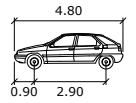
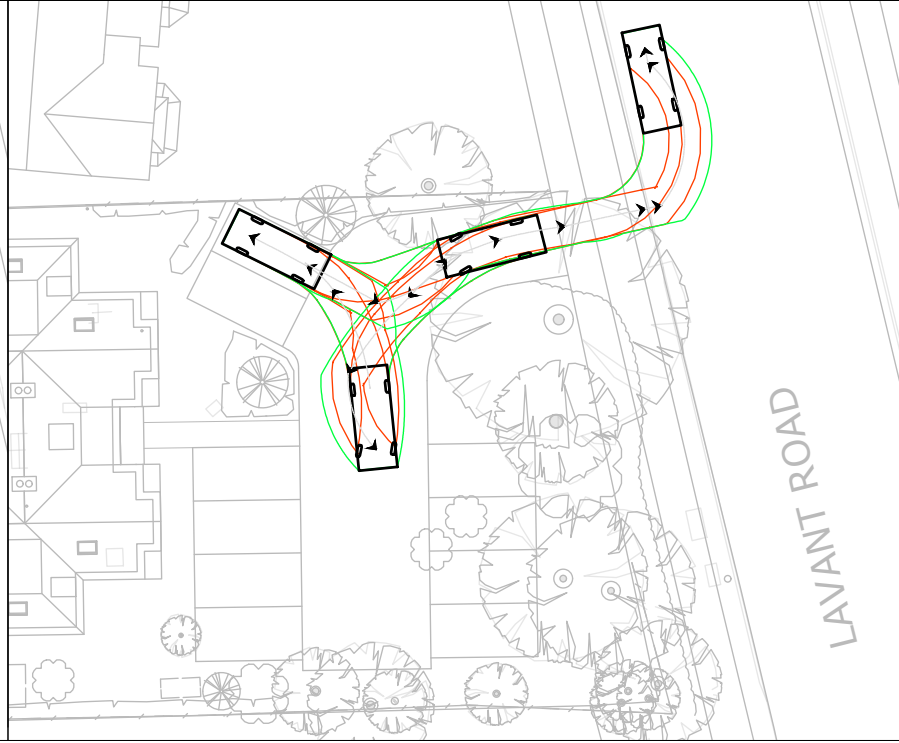
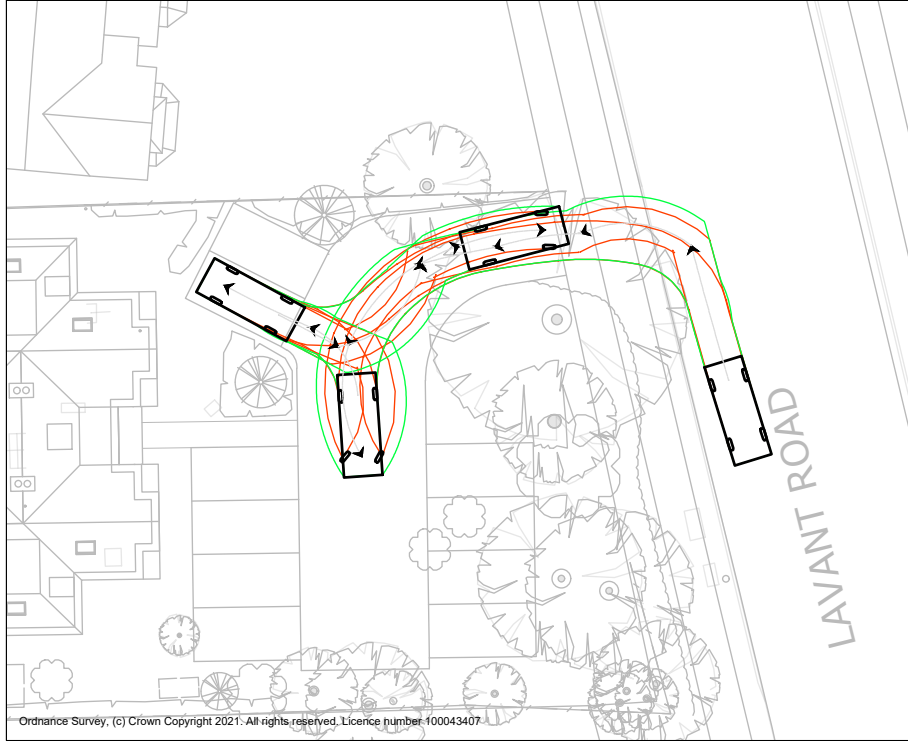
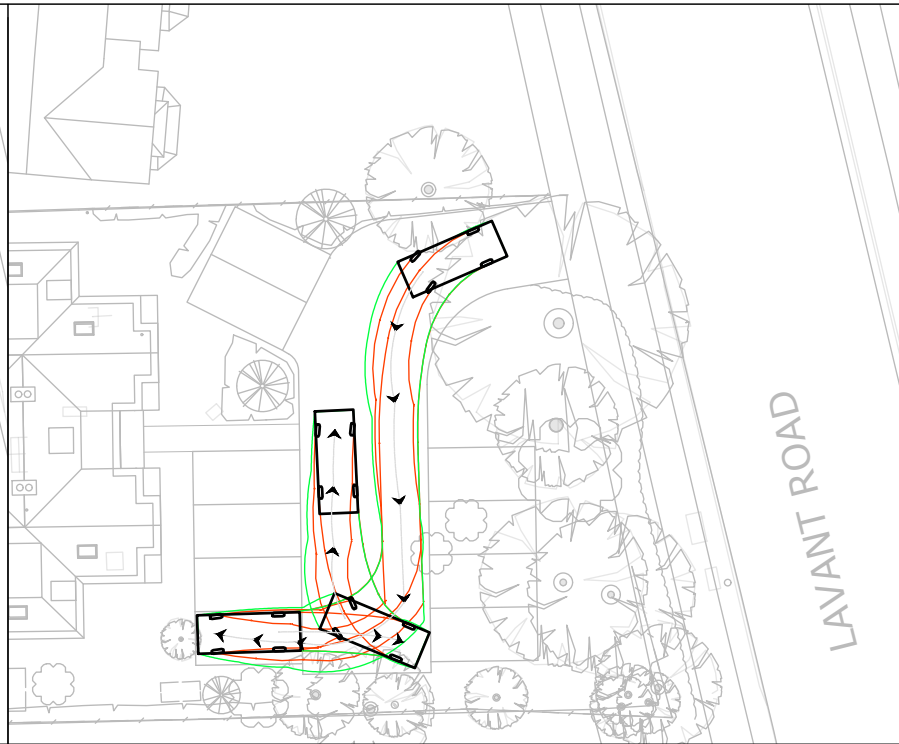
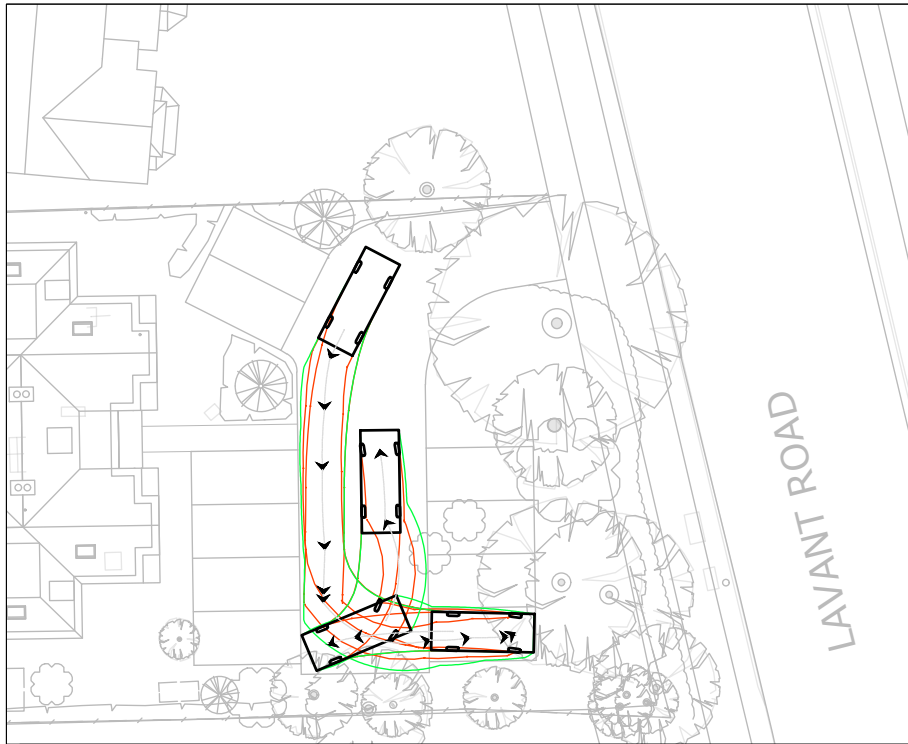
Title:
Proposed Access & Visibility Splays

Scale: 1:250 (@ A3)

Notes:

Drawing:
2401112-01

Revision:
-



SDV

Width	: 1.80	meters
Track	: 1.80	
Lock to Lock Time	: 6.0	
Steering Angle	: 37.8	



84 North Street
 Guildford
 Surrey
 GU1 4AU
 T: 01483 531 300

Golden Cross House
 8 Duncannon Street
 London
 WC2N 4JF
 T: 020 8065 5208

www.motion.co.uk

Project:
 3 Lavant Road, Chichester

Title:
 Swept Path Analysis
 Large Car

Scale: (@ A3)

Drawing: 2401112-TK01
 Revision: -

Appendix C

Full TRICS Output

Motion High Street Guildford

Licence No: 734001

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Motion High Street Guildford

Licence No: 734001

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 19 (units:)
Range Selected by User: 6 to 20 (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 06/06/22

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 1 days
Wednesday 4 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 5

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 6

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 1 days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 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:

10,001 to 15,000	4 days
15,001 to 20,000	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
50,001 to 75,000	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	4 days
1.1 to 1.5	2 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	3 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	6 days
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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
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LIST OF SITES relevant to selection parameters

1	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED HOUSES 8 <i>08/06/21</i>	HERTFORDSHIRE <i>Survey Type: MANUAL</i>
2	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 14 <i>09/06/21</i>	KENT <i>Survey Type: MANUAL</i>
3	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES 19 <i>06/06/22</i>	MEDWAY <i>Survey Type: MANUAL</i>
4	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 10 <i>16/09/15</i>	NORFOLK <i>Survey Type: MANUAL</i>
5	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 10 <i>10/05/17</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
6	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 18 <i>09/09/15</i>	SUFFOLK <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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	13	0.114	6	13	0.304	6	13	0.418
08:00 - 09:00	6	13	0.266	6	13	0.380	6	13	0.646
09:00 - 10:00	6	13	0.089	6	13	0.152	6	13	0.241
10:00 - 11:00	6	13	0.190	6	13	0.228	6	13	0.418
11:00 - 12:00	6	13	0.101	6	13	0.139	6	13	0.240
12:00 - 13:00	6	13	0.278	6	13	0.241	6	13	0.519
13:00 - 14:00	6	13	0.253	6	13	0.215	6	13	0.468
14:00 - 15:00	6	13	0.101	6	13	0.190	6	13	0.291
15:00 - 16:00	6	13	0.266	6	13	0.203	6	13	0.469
16:00 - 17:00	6	13	0.266	6	13	0.177	6	13	0.443
17:00 - 18:00	6	13	0.354	6	13	0.228	6	13	0.582
18:00 - 19:00	6	13	0.241	6	13	0.127	6	13	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.519			2.584			5.103

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 8 - 19 (units:)
Survey date date range: 01/01/15 - 06/06/22
Number of weekdays (Monday-Friday): 6
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.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-240318-0357

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Motion High Street Guildford

Licence No: 734001

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 19 (units:)
Range Selected by User: 6 to 20 (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 06/06/22

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 1 days
Wednesday 4 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 5

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 6

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 1 days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 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:

10,001 to 15,000	4 days
15,001 to 20,000	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
50,001 to 75,000	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	4 days
1.1 to 1.5	2 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	3 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	6 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
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LIST OF SITES relevant to selection parameters

1	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED HOUSES 8 <i>08/06/21</i>	HERTFORDSHIRE <i>Survey Type: MANUAL</i>
2	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 14 <i>09/06/21</i>	KENT <i>Survey Type: MANUAL</i>
3	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES 19 <i>06/06/22</i>	MEDWAY <i>Survey Type: MANUAL</i>
4	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 10 <i>16/09/15</i>	NORFOLK <i>Survey Type: MANUAL</i>
5	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 10 <i>10/05/17</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
6	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 18 <i>09/09/15</i>	SUFFOLK <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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	13	0.114	6	13	0.304	6	13	0.418
08:00 - 09:00	6	13	0.266	6	13	0.380	6	13	0.646
09:00 - 10:00	6	13	0.089	6	13	0.152	6	13	0.241
10:00 - 11:00	6	13	0.190	6	13	0.228	6	13	0.418
11:00 - 12:00	6	13	0.101	6	13	0.139	6	13	0.240
12:00 - 13:00	6	13	0.278	6	13	0.241	6	13	0.519
13:00 - 14:00	6	13	0.253	6	13	0.215	6	13	0.468
14:00 - 15:00	6	13	0.101	6	13	0.190	6	13	0.291
15:00 - 16:00	6	13	0.266	6	13	0.203	6	13	0.469
16:00 - 17:00	6	13	0.266	6	13	0.177	6	13	0.443
17:00 - 18:00	6	13	0.354	6	13	0.228	6	13	0.582
18:00 - 19:00	6	13	0.241	6	13	0.127	6	13	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.519			2.584			5.103

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

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

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Parameter summary

Trip rate parameter range selected: 8 - 19 (units:)
Survey date range: 01/01/15 - 06/06/22
Number of weekdays (Monday-Friday): 6
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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	13	0.253	6	13	0.506	6	13	0.759
08:00 - 09:00	6	13	0.367	6	13	0.658	6	13	1.025
09:00 - 10:00	6	13	0.101	6	13	0.253	6	13	0.354
10:00 - 11:00	6	13	0.316	6	13	0.392	6	13	0.708
11:00 - 12:00	6	13	0.190	6	13	0.241	6	13	0.431
12:00 - 13:00	6	13	0.405	6	13	0.354	6	13	0.759
13:00 - 14:00	6	13	0.354	6	13	0.392	6	13	0.746
14:00 - 15:00	6	13	0.266	6	13	0.291	6	13	0.557
15:00 - 16:00	6	13	0.582	6	13	0.405	6	13	0.987
16:00 - 17:00	6	13	0.354	6	13	0.190	6	13	0.544
17:00 - 18:00	6	13	0.646	6	13	0.367	6	13	1.013
18:00 - 19:00	6	13	0.354	6	13	0.177	6	13	0.531
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.188			4.226			8.414

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.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-240318-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Motion High Street Guildford

Licence No: 734001

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: 9 to 30 (units:)
Range Selected by User: 6 to 30 (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 11/05/22

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 1 days
Wednesday 2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 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:

Development Zone 1
Residential Zone 3

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 4 days - Selected
Servicing vehicles Excluded X 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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 1 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 3 days

1.1 to 1.5 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 2 days

No 2 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	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	30	
	<i>Survey date: WEDNESDAY</i>	<i>25/09/19</i>	<i>Survey Type: MANUAL</i>
2	HF-03-C-01 HAYLING ROAD WATFORD	BLOCKS OF FLATS	HERTFORDSHIRE
	SOUTH OXHEY Edge of Town Residential Zone		
	Total No of Dwellings:	22	
	<i>Survey date: WEDNESDAY</i>	<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
3	HF-03-C-05 FERNDOWN ROAD WATFORD	BLOCKS OF FLATS	HERTFORDSHIRE
	SOUTH OXHEY Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: MONDAY</i>	<i>07/06/21</i>	<i>Survey Type: MANUAL</i>
4	MS-03-C-03 MARINERS WHARF LIVERPOOL	BLOCK OF FLATS	MERSEYSIDE
	QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone		
	Total No of Dwellings:	9	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.25

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.069	4	22	0.149	4	22	0.218
08:00 - 09:00	4	22	0.069	4	22	0.230	4	22	0.299
09:00 - 10:00	4	22	0.149	4	22	0.138	4	22	0.287
10:00 - 11:00	4	22	0.092	4	22	0.126	4	22	0.218
11:00 - 12:00	4	22	0.046	4	22	0.046	4	22	0.092
12:00 - 13:00	4	22	0.080	4	22	0.080	4	22	0.160
13:00 - 14:00	4	22	0.103	4	22	0.115	4	22	0.218
14:00 - 15:00	4	22	0.057	4	22	0.069	4	22	0.126
15:00 - 16:00	4	22	0.103	4	22	0.057	4	22	0.160
16:00 - 17:00	4	22	0.207	4	22	0.115	4	22	0.322
17:00 - 18:00	4	22	0.184	4	22	0.080	4	22	0.264
18:00 - 19:00	4	22	0.069	4	22	0.046	4	22	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.228			1.251			2.479

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 30 (units:)
Survey date date range: 01/01/15 - 11/05/22
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-240318-0324

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Motion High Street Guildford

Licence No: 734001

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: 9 to 30 (units:)
Range Selected by User: 6 to 30 (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 11/05/22

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 1 days
Wednesday 2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 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:

Development Zone 1
Residential Zone 3

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 4 days - Selected
Servicing vehicles Excluded X 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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 1 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 3 days

1.1 to 1.5 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 2 days

No 2 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	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 <i>Survey date: WEDNESDAY 25/09/19</i>		<i>Survey Type: MANUAL</i>
2	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 22 <i>Survey date: WEDNESDAY 09/06/21</i>		<i>Survey Type: MANUAL</i>
3	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: MONDAY 07/06/21</i>		<i>Survey Type: MANUAL</i>
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 <i>Survey date: TUESDAY 13/11/18</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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.25

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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01:00 - 02:00									
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04:00 - 05:00									
05:00 - 06:00									
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08:00 - 09:00	4	22	0.069	4	22	0.230	4	22	0.299
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14:00 - 15:00	4	22	0.057	4	22	0.069	4	22	0.126
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17:00 - 18:00	4	22	0.184	4	22	0.080	4	22	0.264
18:00 - 19:00	4	22	0.069	4	22	0.046	4	22	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.228			1.251			2.479

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

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Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.25

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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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	22	0.115	4	22	0.793	4	22	0.908
08:00 - 09:00	4	22	0.115	4	22	1.161	4	22	1.276
09:00 - 10:00	4	22	0.322	4	22	0.529	4	22	0.851
10:00 - 11:00	4	22	0.253	4	22	0.264	4	22	0.517
11:00 - 12:00	4	22	0.149	4	22	0.161	4	22	0.310
12:00 - 13:00	4	22	0.207	4	22	0.161	4	22	0.368
13:00 - 14:00	4	22	0.276	4	22	0.218	4	22	0.494
14:00 - 15:00	4	22	0.230	4	22	0.207	4	22	0.437
15:00 - 16:00	4	22	0.391	4	22	0.138	4	22	0.529
16:00 - 17:00	4	22	0.678	4	22	0.161	4	22	0.839
17:00 - 18:00	4	22	0.747	4	22	0.184	4	22	0.931
18:00 - 19:00	4	22	0.425	4	22	0.184	4	22	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.908			4.161			8.069

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