

1.0 Background & Introduction

- 1.1.1 Jubb have been commissioned by Owen Bramley to provide transport and highways advice in relation to a proposed residential development at Land west of Clay Lane, Fishbourne, West Sussex.
- 1.1.2 This Technical Note (TN) provides a review of the site's accessibility, potential access arrangements, forecast trip generation and other key transport matters. The TN has been prepared to be submitted to the Local Plan consultation alongside planning reps.
- 1.1.3 It should be noted that according to Chichester District Council's HELAA Map 2020, the Site has been marked as 'Developable' under reference **HFB0012**. An extract of this map is shown is **Figure 1.1** below with the full plan attached at **Appendix A**.

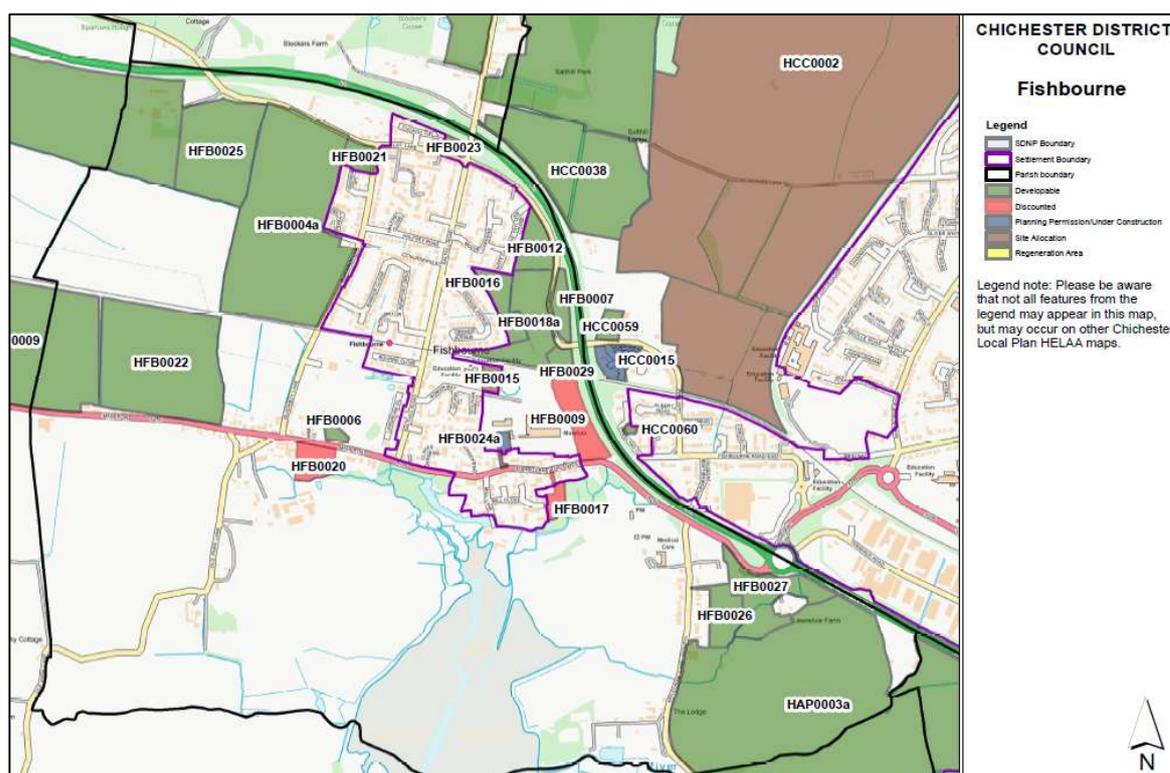


Figure 1.1 – CDC HELAA Map Extract

- 1.1.4 The site is located directly to the west of Clay Lane. **Figure 1.2** below shows the location of the site in relation to Fishbourne and Chichester.

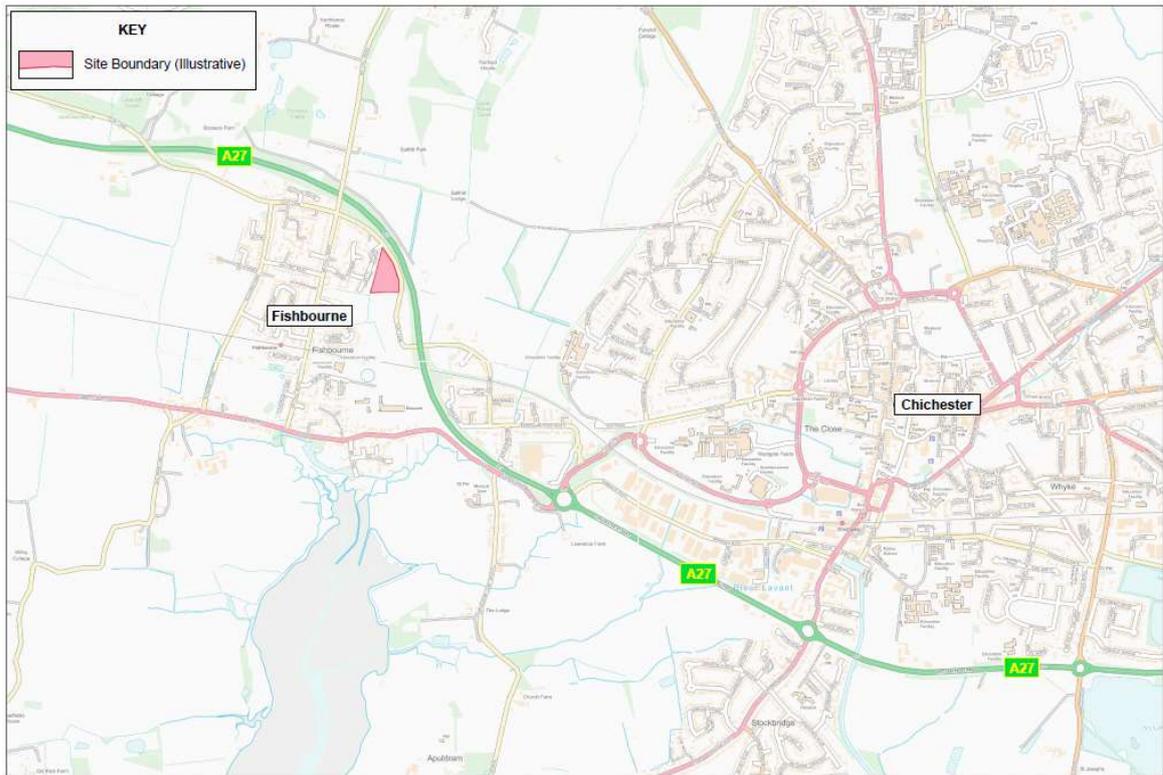


Figure 1.2 – Site Location

1.1.5 The TN is structured as follows:

- **Section 2** – Outlines the pedestrian, cycle and public transport accessibility credentials;
- **Section 3** – Outlines the existing highway network and constraints;
- **Section 4** – Outlines the potential vehicular access arrangements for the site,
- **Section 5** – Outlines the forecast trip generation of the proposed development, and

1.1.6 In addition, a summary is provided as **Section 6**.

2.0 Local Facilities & Services

- 2.1.1 This section of the TN considers the location of the proposed site in relation to existing local facilities and services.
- 2.1.2 The requirement to locate residential developments within walking distance of day-to-day needs is set out in the NPPF, which states that “*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*”.
- 2.1.3 The site is positioned in close proximity to a selection of local facilities and services. This allows for sustainable modes of travel such as walking and cycling to form the mode of transport for day-to-day journeys to and from the site.
- 2.1.4 **Figure 2.1** below presents a non-exhaustive overview of the selection of facilities and services which are accessible from the site.
- 2.1.5 **Figure 2.1** additionally provides an indication of the accessibility of these provisions, by use of a 2km walking isochrone. It should be noted that this walking isochrone has been measured from the approximate centre of the site and follows pedestrian routes.

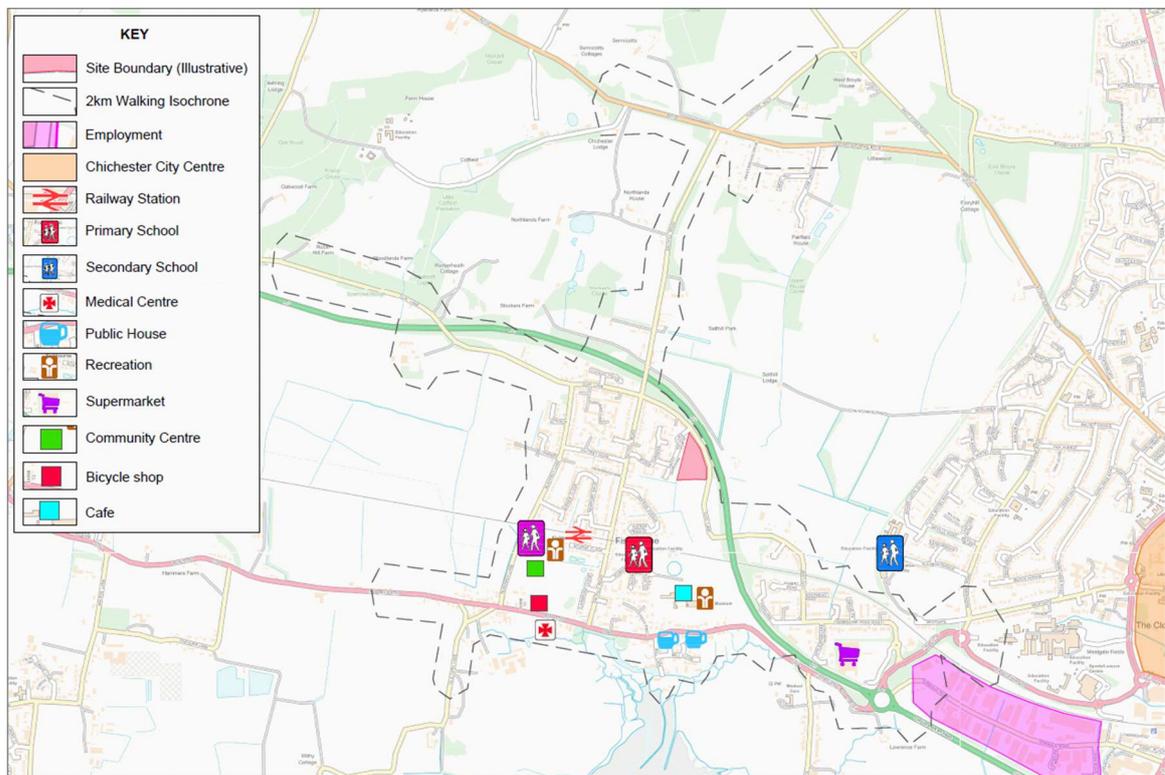


Figure 2.1 – Accessibility to Local Facilities and Services

- 2.1.6 As shown in the above figure, a range of services and facilities lie within a 2km walk of the site, these include the following:
- Primary school,
 - Nursery school,
 - Medical centre,
 - Railway station,
 - Recreation grounds (tennis court),
 - Bicycle shop,
 - Public houses,
 - Café,
 - Supermarket.
- 2.1.7 Given the above assessment it is reasonable to conclude that the site is located in a sustainable position, being well-related to the existing village of Fishbourne and the range of facilities and services hosted within. These destinations lie within a 'reasonable' walking and cycling distance of the site, and as such there is a genuine opportunity for everyday journeys to and from the site to be made sustainably and without a dependence on the private car.
- 2.1.8 Given the location of the site, and the demonstrable opportunity for everyday journeys to be made on foot and by bicycle, the site presents the opportunity to create a development that is sustainable and that encourages journeys to be made actively.

Pedestrian Accessibility

- 2.1.9 Walking is recognised as the most sustainable mode of transport for local journeys (IHT, 2000).
- 2.1.10 As mentioned previously, surrounding the proposed site are a range of local facilities and services. Access to these destinations on foot is proposed by way of the existing footway which runs west along Clay Lane.
- 2.1.11 From the proposed vehicular access, a section of footway could be provided along the southern side of Clay Lane, connecting the site to the existing footway on Clay Lane. The potential footway is shown in more detail in the vehicular access design **22140_SK_T_002 (P1)** attached at **Appendix B**.
- 2.1.12 From a point approximately 60m to the northwest of the junction between Clay Lane and Hannah Place, an existing footway is provided along the southern site of Clay Lane. This footway continues west until connecting to the existing footway on Salt Hill.
- 2.1.13 From the junction between Salt Hill and Clay Lane, footway is provided along either side of Salt Hill. These footways continue south until connecting to the existing footway along the A256.

Cycling Accessibility

- 2.1.14 Cycling is recognised as one of the most sustainable modes of transport (in line with CIHT's *Planning for Cycling*, 2015) and as a result has the potential to replace the use of the private car for day-to-day trips. As such, cycling should be encouraged in new residential developments.
- 2.1.15 Indeed, the former *Planning Policy Guidance 13: Transport* (2011) identifies 5km as a distance within which cycling offers the greatest potential to replace car journeys, with this distance widely recognised as a reasonable cycling distance. Whilst this guidance has been superseded in planning terms it is still considered as applicable with respect to accessibility.
- 2.1.16 As set out in the previous section, there are shared-use paths within the locality of the site and these offer cycle connections to the wider network. National Cycle Route 2 lies to the south of the site and provides a connection to Chichester town centre to the east. Importantly, this route provides a connection to Bishop Luffa School. To the west, this cycle route also provides a connection to Havant and Portsmouth City Centre.
- 2.1.17 National Cycle Route 88 is a dedicated shared-use path located to the east of the site and is accessible via cycle route 2 mentioned above. This route provides a connection to the north towards West Dean and the South Downs National Park.
- 2.1.18 **Figure 2.3** below shows a 5km cycling isochrone from the site, demonstrating the surrounding area that lies within reasonable cycling distance of the site.

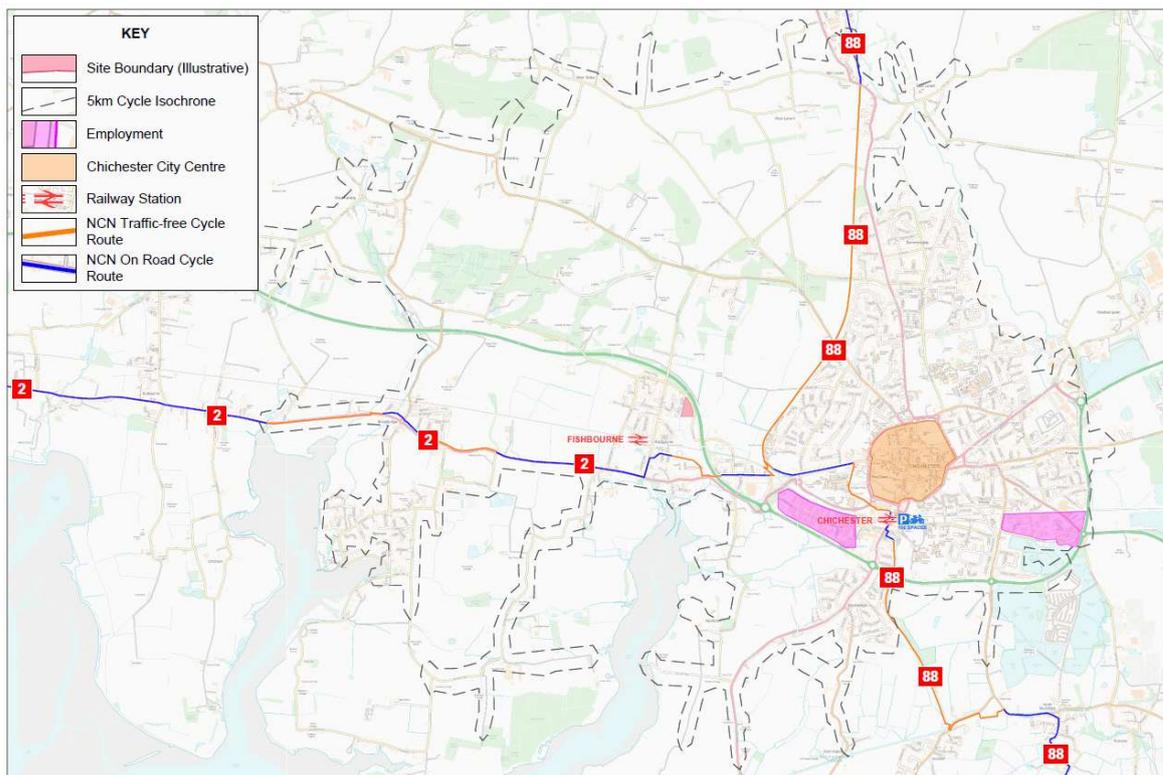


Figure 2.3 - 5km Cycle Isochrone and NCN Cycle Routes

- 2.1.1 As shown in **Figure 2.2**, there is a large area surrounding the site that lies within a 'reasonable' cycling distance. Importantly, this area includes Chichester city centre which boasts a range of facilities and services that cater for day-to-day needs. This also includes Terminus Road Industrial Estate which hosts a range of employment opportunities.

Public Transport Accessibility - Bus

- 2.1.2 The site is well-located to link into existing local bus services, which present an alternative to the private car. **Figure 2.4** below shows the nearest bus stops to the site; these are located on Salt Hill.
- 2.1.3 These stops lie within 400m of the centre of the site. **Table 2.1** below shows the regular services which serve the 'Clay Lane' bus stops. The full bus timetables are attached at **Appendix C**.

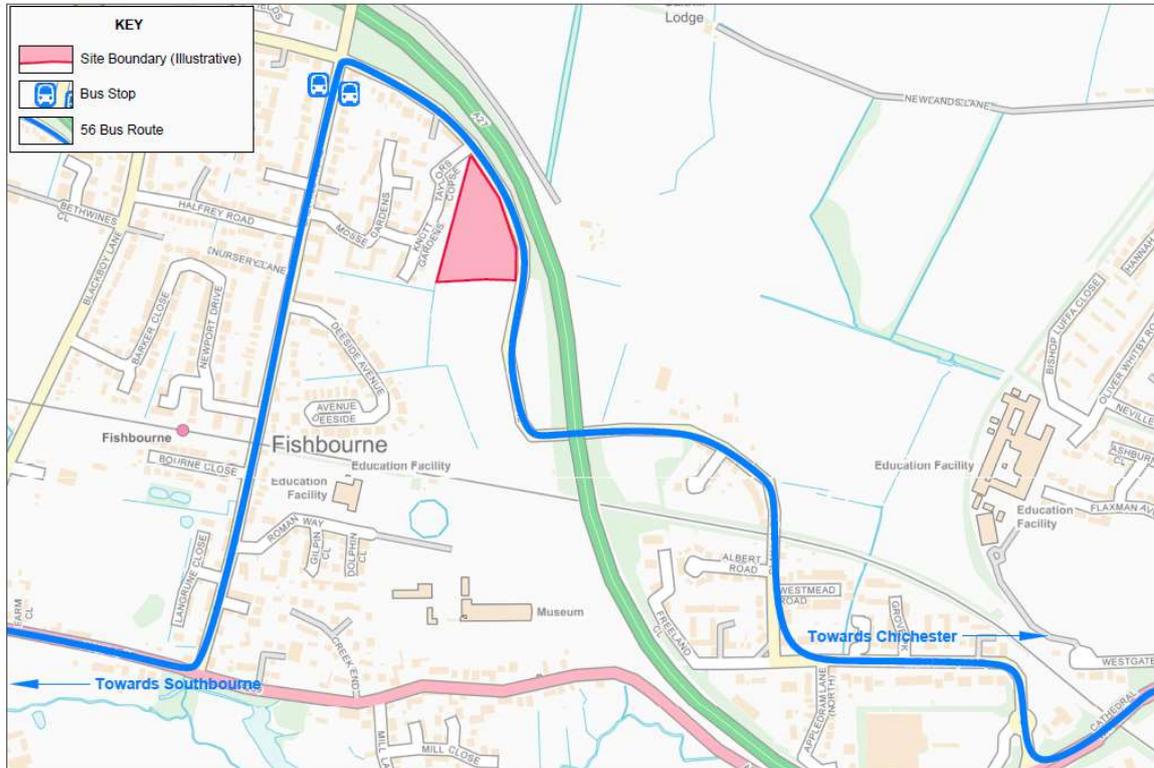


Figure 2.4 – Location of nearest bus stops

Service	Route	Monday - Saturday	Sunday
56 Gold Stagecoach	Southbourne Fishbourne Chichester	Every 1.5 hours First: 08:31 Last: 08:17	Every 1.5 hours First: 08:25 Last: 18:17
	Chichester Fishbourne Southbourne	Every 1.5 hours First: 07:37 Last: 17:53	Every 1.5 hours First: 09:13 Last: 17:53

- 2.1.4 Approximate journey times to important local destinations using these services from the 'Clay Lane' bus stops are as follows:
- Chichester town centre – via 56 service – 15 minutes;
 - Bosham – via 56 service – 10 minutes;
 - Southbourne – via 56 service – 30 minutes.
- 2.1.5 As shown, this bus service provides a regular connection towards the town centre of Chichester on weekdays and weekends.
- 2.1.6 As such, the local bus service which serves the 'Clay Lane' bus stops provides an alternative to the private car for journeys to important local destinations such as Chichester town centre.

Public Transport Accessibility - Rail

- 2.1.7 The site is well-related to Fishbourne Railway Station, which lies broadly 500m to the southwest. Chichester Railway Station lies within a 3km cycle of the site.
- 2.1.8 As set out previously (see the 'Cyclist Accessibility' section) Chichester Railway Station lies within a reasonable cycling distance of the site. The station also offers sheltered, secure bicycling parking facilities by way of a secure compound which is monitored by CCTV; there is capacity for 180 bicycles. As such, there is the opportunity for journeys to the station to be made by bicycle for onwards travel by rail.
- 2.1.9 As set out in the preceding section (see 'Public Transport Accessibility – Bus') Chichester Railway Station is also served by the bus service that passes the site. The 56 service provides a frequent connection to the station, with a journey time of approximately 15 minutes. As such, there is the opportunity for journeys to the station to be undertaken by bus for onwards travel by rail.
- 2.1.10 **Figure 2.5** below shows the location of Fishbourne and Chichester Railway Stations in the rail network.



Figure 2.5 – Location of Fishbourne and Chichester Railway Stations (Source: extract from National Rail Route Diagram, 2022)

- 2.1.11 Both Fishbourne Railway Station and Chichester Railway Station are operated by Southern Rail and are served by a range of services. **Table 2.2** below sets out a summary of these services, including key destinations, approximate journey times and approximate frequencies on a typical weekday.

Destination	Approximate Journey Time	Approximate Frequency
Fishbourne Railway Station		
Chichester	5 Minutes	Hourly
Havant	20 Minutes	Every 45 Minutes
Portsmouth	35 Minutes	Every 45 Minutes
Worthing	55 Minutes	Hourly
Chichester Railway Station		
Portsmouth	30 Minutes	Half-hourly
Brighton	50 Minutes	Half-hourly
London Victoria	1 Hour 35 Minutes	Half-hourly

Table 2.2 – Summary of Train Services

2.1.12 As such, it is considered that the services that call at both Fishbourne Railway Station and Chichester Railway Station provide the opportunity for travel by sustainable means to a number of destinations. Both Railway Stations are accessible from the site by sustainable modes, creating the opportunity for multi-modal travel and representing an alternative to the private car.

2.1.13 **Figure 2.6** below shows the location of the railway stations in relation to the site.

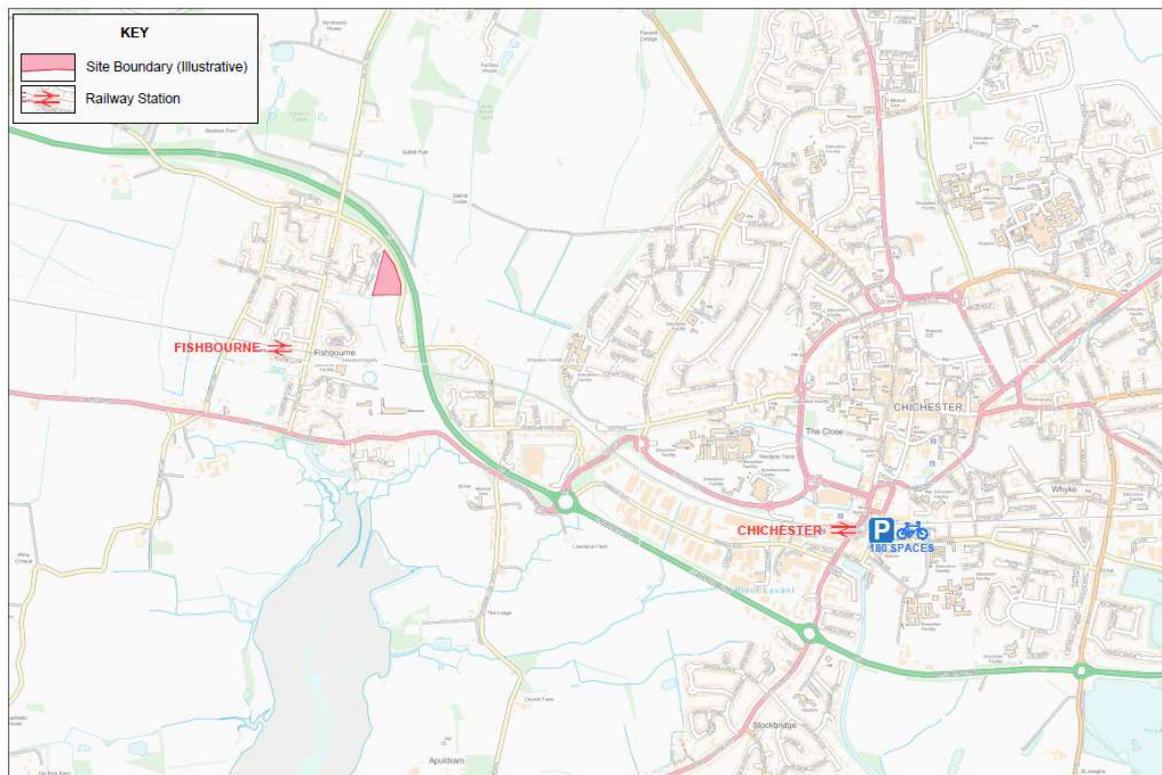


Figure 2.6 – Location of Railway Stations

3.0 Local Highway Network

- 3.1.1 The section of Clay that abuts the north-eastern site boundary is subject to a 60mph speed limit, however changes to 30mph speed limit approximately 20m east of the junction between Clay Lane and Hannah Place. Carriageway widths along this section of Clay Lane vary from approximately 6.0m to 6.3m.
- 3.1.2 Clay Lane runs broadly east to west connecting Salt Hill to the west with Fishbourne Road East to the east.
- 3.1.3 To the northwest, Clay Lane joins Salt Hill in the form of a priority 'give-way' crossroads junction. Salt Hill connects the A259 to the south with the B2178 to the north.

4.0 Proposed Vehicular Access

- 4.1.1 This section of the report provides a commentary on the suitability of the potential vehicular access taken from the Clay Lane.
- 4.1.2 It is proposed that the site will be served by a single point of access, taken from Clay Lane. This vehicular access would take the form of priority 'give-way' junction with Clay Lane.
- 4.1.3 The site access road would comprise a 5.5m carriageway, with 2.0m footways on either side, joining to Clay Lane with radii of 6.0m.
- 4.1.4 It should be noted that the access design is based upon the existing 30mph speed limit being extended to the southern boundary of the site.
- 4.1.5 Visibility splays of 2.4m x 90m would be provided and maintained at this proposed junction, in line with DMRB standards for a 30mph speed limit.
- 4.1.6 The proposed vehicular access and associated footway is shown in Drawing **22140_SK_T_002 (P1)** attached at **Appendix B**.

5.0 Proposed Pedestrian and Cyclist Access

- 5.1.1 The proposed vehicular access onto Clay Lane will be flanked by a 2.0m footway to the west, this footway would continue along the southern side of Clay Lane, connecting the proposed site access with the existing footway on Clay Lane.
- 5.1.2 Cyclist access to the site would be provided by way of the proposed vehicular access.

6.0 Parking Provision

6.1.1 The arrangements for the provision of on-site parking will be determined in accordance with WSCC's parking guidance. These standards form a material consideration in the assessment of planning applications.

6.1.2 The site lies within 'Parking Behaviour Zone 2' therefore the following standards would apply:

Car Parking Standards

6.1.3 The parking standards for residential development within PBZ 2 are set out in **Table 5.1** below.

Number of Bedrooms	Number of Habitable Rooms	PBZ 2
1	1 to 3	1.4
2	4	1.7
3	5 to 6	2.1
4+	7 or more	2.7

Table 5.1 – Car Parking Standards

6.1.4 '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.

6.1.5 The mix of housing to be delivered at the site is not defined. As such, the car parking provision will be determined to meet the above standards when the mix of housing has been set.

Cycle Parking Standards

6.1.6 The cycle parking standards for residential development are set out in **Table 5.2** below.

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Table 5.2 – Cycle Parking Standards

6.1.7 The mix of housing to be delivered at the site is not defined. As such, the cycle parking provision will be determined to meet the above standards when the mix of housing has been set.

7.0 Development Trip Generation

7.1.1 This section presents the methodology used in the assessment of the anticipated impact of the proposed development on the highway network, and as such includes information on trip rates and trip generation.

Trip Rates

7.1.2 To forecast the traffic generation of the proposed development, trip generation has been calculated using the 'Houses Privately Owned' category of the 'Residential' land use category of the TRICS database (using version 7.8.4).

7.1.3 Taking into account the setting of the site, and the anticipated number of dwellings that would be delivered, the results were filtered to include sites meeting the following criteria:

- Sites within England;
- Sites with between 5 and 200 dwellings;
- Only surveys undertaken on weekdays;
- 'Edge of Town' sites; and
- Sites without a Travel Plan.

7.1.4 It is noted that the site will include a proportion of affordable housing, and as such using the 'Houses Privately Owned' category to forecast the trip generation of the site provides a robust assessment.

7.1.5 It is also important to note that whilst the site is anticipated to deliver 80 dwellings, the traffic generation of the site is based on a development of 85 dwellings. As such, this provides a robust assessment of the likely impact of the proposed development.

7.1.6 **Table 5.1** below sets out the resulting trip rates for the proposed development, with the full TRICS output attached at **Appendix D**.

Time	Arrivals	Departures	Total
AM	0.134	0.355	0.489
PM	0.311	0.152	0.463

Table 5.1 – Vehicle Trip Rates

Trip Generation

7.1.7 To forecast the trip generation of the proposed development the number of dwellings that would be delivered is applied to the trip rates as set out in the previous section (see ['Trip Rates'](#)).

7.1.8 As previously stated, for the purpose of this TN the proposals are assessed on the basis that 85 dwellings are delivered.

7.1.9 **Table 5.2** below sets out the anticipated peak hour arrival and departure trips for the proposed development.

Time	Arrivals	Departures	Total
AM	11	30	41
PM	26	13	39

Table 5.2 – Vehicle Trip Generation (85 dwellings)

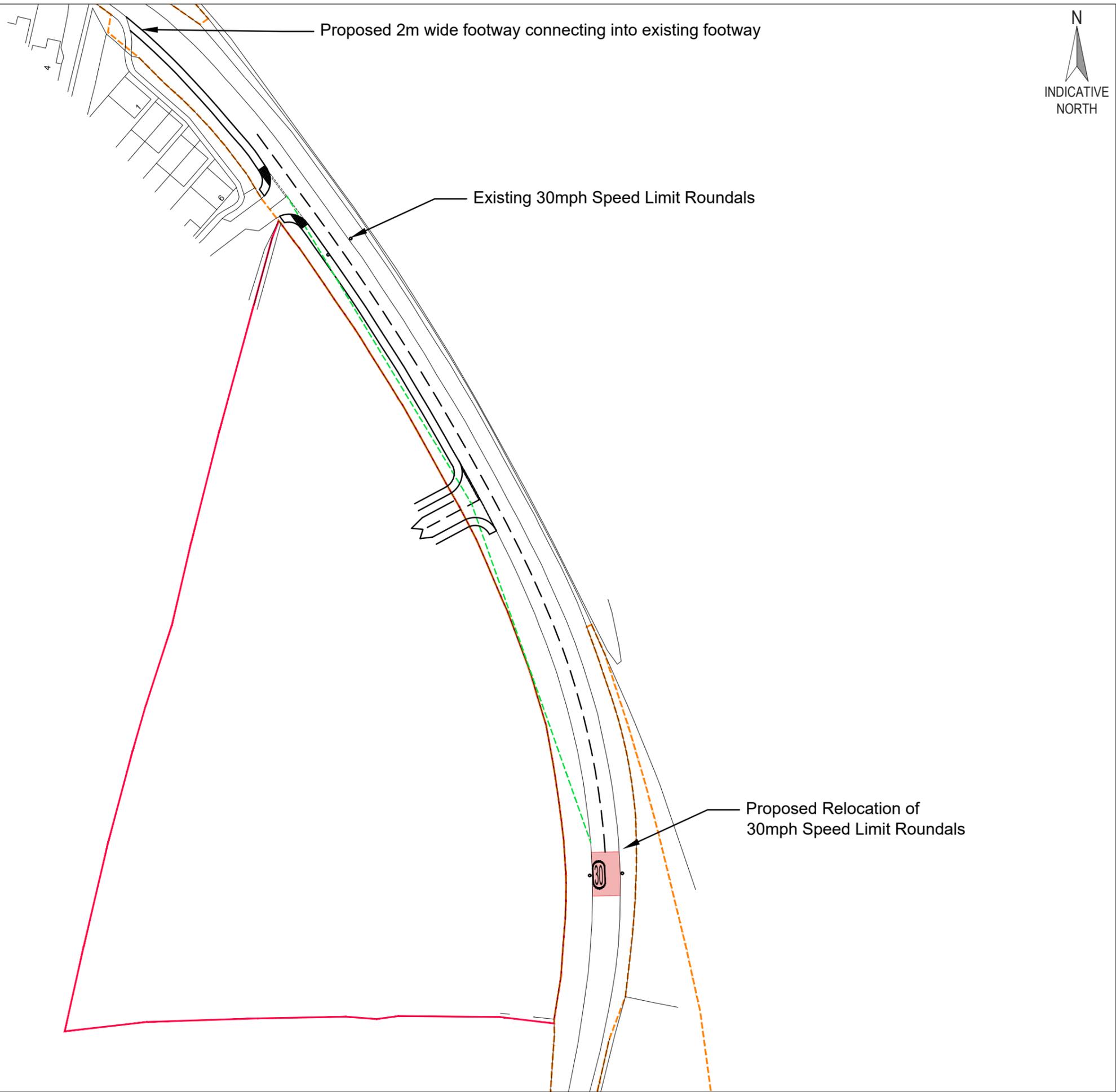
- 7.1.10 As shown above, it is anticipated that the proposed development would generate a maximum of 41 two-trips in the AM peak hour and 39 two-trips in the PM peak hour. It should be noted that this equates to less than 1 additional trip per minute during the peak hours.
- 7.1.11 As such, it is considered that the trips generated by the proposed development would not have a material impact on the wider highway network.

8.0 Summary

- 8.1.1 This TN has provided an overview of the existing site accessibility credentials and has set out potential vehicular access arrangements.
- 8.1.2 Outline planning permission is being sought for a residential development of up to 80 dwellings.
- 8.1.3 The site is located in a sustainable position, and has the potential to offer future residents a real opportunity to undertake day-to-day journeys to and from the site by sustainable modes of transport.
- 8.1.4 The site is located to the northeast of Fishbourne, and as such is well-related to the existing village and the facilities and services located within. A number of facilities and services required on a day-to-day basis, such as a primary school, lie within reasonable walking distance of the site and accordingly there is the opportunity for many short, daily journeys to be made on foot.
- 8.1.5 The proposed development is positioned to tie into the existing pedestrian network of Fishbourne, as well as nearby public transport options. These options provide an alternative to the private car both for journeys within the village and for journeys commuting to destinations such as Chichester.
- 8.1.6 It is proposed that vehicular access to the site will be taken from Clay Lane, by way of a priority 'give-way' junction.
- 8.1.7 A 2.0m wide footway is proposed along the southern side of Clay Lane, connecting the proposed site access to the existing footway on Clay Lane.
- 8.1.8 The arrangements for on-site parking will be determined in line with WSCC's parking standards.
- 8.1.9 The proposed residential development is anticipated to generate a maximum of 41 two-way trips during the AM peak hour and 39 two-way trips during the PM peak hour. It should be noted that this equates to less than 1 additional trip per minute during the peak hours.
- 8.1.10 It has been shown that the forecast trip generation of the development proposals is not significant and so would not result in a material impact on the wider highway network.
- 8.1.11 It is therefore concluded that there are no highways or transport matters to prevent the proposals from being approved.

Appendix A: Chichester District Council HELAA Map

Appendix B: Proposed Vehicular Access



KEY

- Site Boundary (Illustrative)
- Visibility Splay (2.4m x 90m)
- Extent of Adopted Highway

Rev	Date	Description	By	Apvd
P1	10.02.22	Preliminary Issue	JF	MG

PROJECT:
LAND OFF CLAY LANE,
FISHBOURNE

TITLE:
PROPOSED VEHICULAR ACCESS
(30MPH)

CLIENT:
OWEN BRAMLEY

SCALE@A3:
1:1000

PROJECT REF:
22140

DRAWING No:
002

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix C: Bus Timetables

MONDAY TO FRIDAY (excluding Bank Holidays)

	56	56	655	56	56	56	56	56	56	56	56	56	56
	Sch	NSch	Sch	Nsch	Sch					Sch	NSch	Sch	
Southbourne The Bourne College	-	-	-	-	-	-	-	-	-	-	-	1455	-
Bosham White Swan	-	-	-	-	-	-	-	-	-	-	-	1507	-
Bosham Primary School	-	-	-	-	-	-	-	-	-	-	-	1511	-
Old Bosham Car Park	-	-	-	0755	0820	0930	1100	1225	1350	1350	1520	1645	1810
Bosham White Swan	-	-	-	0800	0825	0936	1105	1230	1355	1355	1525	1650	1814
Fishbourne Deeside Avenue	-	-	-	0806	0831	0943	1110	1235	1400	1400	1530	1655	1817
Fishbourne Tesco Footpath	-	-	-	0811	0836	0948	1114	1239	1404	1404	1534	1659	1821
Chichester Cathedral [P]	-	-	-	-	0844	0955	1120	1245	1410	1410	1540	1705	1825
Chichester Bus Station [7]	0705	0705	-	0827	0848	1003	1128	1253	1414	1418	1548	1713	1830
Chichester Adelaide Rd	0708	0708	-	0830	-	1008	1133	1258	-	1423	1553	1718	1833
St James Road Farndell Close	0710	0710	-	0833	-	1011	1136	1301	-	1426	1556	1721	1835
Arundel Park Windsor Rd	0715	0715	0815	0839	-	1016	1141	1306	-	1431	1601	1726	1838
Chichester Bus Station [7]	0725	0725	0830	0850	0850	1030	1155	1320	1420	1445	1615	1740	1845
Chichester Cathedral [C1]	0729	0729	-	0854	0854	1034	1159	1324	1424	1449	1619	1744	-
Fishbourne Tesco Footpath	0734	0734	-	0901	0900	1040	1205	1330	1430	1455	1625	1750	-
Fishbourne Deeside Avenue	0738	0738	-	0905	0904	1044	1209	1334	1434	1459	1629	1754	-
Bosham White Swan	-	0743	-	0910	0910	1050	1215	1340	1440	1505	1635	1800	-
Old Bosham Car Park	-	0748	-	0915	0915	1055	1220	1345	-	1510	1640	1805	-
Bosham White Swan	0743	-	-	-	-	-	-	-	-	-	-	-	-
Bosham Primary School	0747	-	-	-	-	-	-	-	-	-	-	-	-
Southbourne The Bourne College	0803	-	-	-	-	-	-	-	1452	-	-	-	-

Note

Sch - This journey runs on school days only.

NSch - This journey runs on school holidays only.



You can also check journey information by going online at stagecoachbus.com, or by signing up for email updates.

SATURDAYS								
	56	56	56	56	56	56	56	56
Old Bosham Car Park	0815	0930	1100	1225	1350	1520	1645	1810
Bosham White Swan	0820	0936	1105	1230	1355	1525	1650	1814
Fishbourne Deeside Avenue	0825	0943	1110	1235	1400	1530	1655	1817
Fishbourne Tesco Footpath	0829	0948	1114	1239	1404	1534	1659	1821
Chichester Cathedral [P]	0834	0955	1120	1245	1410	1540	1705	1825
Chichester Bus Station [7] 	0842	1003	1128	1253	1418	1548	1713	1830
Chichester Adelaide Rd	0845	1008	1133	1258	1423	1553	1718	1833
St James Road Farndell Close	0848	1011	1136	1301	1426	1556	1721	1835
Arundel Park Windsor Rd	0852	1016	1141	1306	1431	1601	1726	1838
Chichester Bus Station [7] 	0900	1030	1155	1320	1445	1615	1740	1845
Chichester Cathedral [C1]	0904	1034	1159	1324	1449	1619	1744	-
Fishbourne Tesco Footpath	0910	1040	1205	1330	1455	1625	1750	-
Fishbourne Deeside Avenue	0914	1044	1209	1334	1459	1629	1754	-
Bosham White Swan	0920	1050	1215	1340	1505	1635	1800	-
Old Bosham Car Park	0925	1055	1220	1345	1510	1640	1805	-



You can also check journey information by going online at stagecoachbus.com, or by signing up for email updates.

Appendix D: TRICS Output

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	10-200 DWELLS	
Actual Trip Rate Calculation Parameter Range	10-149 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 22/09/21
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	
Days of the week selected	Monday	8
	Tuesday	4
	Wednesday	10
	Thursday	9
	Friday	7
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	14
	Edge of Town	24
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	3
	5,001 to 10,000	8
	10,001 to 15,000	12
	15,001 to 20,000	4
	20,001 to 25,000	5
	25,001 to 50,000	5
Population <5 Mile ranges selected	5,001 to 25,000	5
	25,001 to 50,000	2
	50,001 to 75,000	3
	75,001 to 100,000	9
	100,001 to 125,000	1
	125,001 to 250,000	10
	250,001 to 500,000	8
Car Ownership <5 Mile ranges selected	0.6 to 1.0	14
	1.1 to 1.5	23
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	37
	2 Poor	1

Calculation Reference: AUDIT-829401-220211-0204

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	3 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	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: 10 to 149 (units:)
 Range Selected by User: 10 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/09/21

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

Selected survey days:

Monday	8 days
Tuesday	4 days
Wednesday	10 days
Thursday	9 days
Friday	7 days

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

Selected survey types:

Manual count	37 days
Directional ATC Count	1 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)	14
Edge of Town	24

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	37
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	38 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	8 days
10,001 to 15,000	12 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	8 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	14 days
1.1 to 1.5	23 days
1.6 to 2.0	1 days

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

Travel Plan:

No	38 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	37 days
2 Poor	1 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 (Cont.)

8	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>		
	<i>Survey Type: MANUAL</i>		
9	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
	<i>Survey Type: MANUAL</i>		
10	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		
	<i>Survey Type: MANUAL</i>		
11	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		
	<i>Survey Type: MANUAL</i>		
12	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		
	<i>Survey Type: MANUAL</i>		
13	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
	<i>Survey Type: MANUAL</i>		
14	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
15	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

16	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>	DETACHED	MERSEYSIDE	<i>Survey Type: MANUAL</i>
17	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
18	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/18</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
19	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 <i>Survey date: TUESDAY 21/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
20	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
21	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>	MIXED HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
22	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total No of Dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>	HOUSES AND FLATS	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
23	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
			<i>Survey Type: MANUAL</i>
25	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		
			<i>Survey Type: MANUAL</i>
26	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		
			<i>Survey Type: MANUAL</i>
27	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK
	LOVETOFTS DRIVE IPSWICH WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings: 149 <i>Survey date: TUESDAY 22/06/21</i>		
			<i>Survey Type: MANUAL</i>
28	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
			<i>Survey Type: MANUAL</i>
29	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		
			<i>Survey Type: MANUAL</i>
30	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		
			<i>Survey Type: MANUAL</i>
31	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

32	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI DETACHED HOUSES 54 18/09/13	SOUTH YORKSHIRE <i>Survey Type: MANUAL</i>
33	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI -DETACHED 16 07/10/13	TYNE & WEAR <i>Survey Type: MANUAL</i>
34	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS 17 17/10/13	WARWICKSHIRE <i>Survey Type: MANUAL</i>
35	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 25/09/19	WARWICKSHIRE <i>Survey Type: MANUAL</i>
36	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 49 27/09/19	WARWICKSHIRE <i>Survey Type: MANUAL</i>
37	WL-03-A-02 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	SEMI DETACHED 27 22/09/16	WILTSHIRE <i>Survey Type: MANUAL</i>
38	WO-03-A-07 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 47 01/10/20	WORCESTERSHIRE <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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.134	0.355	0.489
1700-1800	0.311	0.152	0.463

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	38	48	0.070	38	48	0.240	38	48	0.310
08:00 - 09:00	38	48	0.134	38	48	0.355	38	48	0.489
09:00 - 10:00	38	48	0.133	38	48	0.176	38	48	0.309
10:00 - 11:00	38	48	0.141	38	48	0.163	38	48	0.304
11:00 - 12:00	38	48	0.152	38	48	0.156	38	48	0.308
12:00 - 13:00	38	48	0.174	38	48	0.158	38	48	0.332
13:00 - 14:00	38	48	0.173	38	48	0.171	38	48	0.344
14:00 - 15:00	38	48	0.154	38	48	0.177	38	48	0.331
15:00 - 16:00	38	48	0.253	38	48	0.176	38	48	0.429
16:00 - 17:00	38	48	0.263	38	48	0.166	38	48	0.429
17:00 - 18:00	38	48	0.311	38	48	0.152	38	48	0.463
18:00 - 19:00	38	48	0.228	38	48	0.142	38	48	0.370
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.279			2.305			4.584

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: 10 - 149 (units:)
 Survey date range: 01/01/13 - 22/09/21
 Number of weekdays (Monday-Friday): 38
 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.