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Date : 15th October 2023

Examination in public of the Dover District Local Plan

Matter 3 – Housing Allocations

Issue 7 – Policy SAP 40 - St Margaret's at Cliffe Small Housing Sites

Question 4 - Site STM010 - Land between Salisbury Road and The Droveaway

This Statement relates to Main Matter 3, Issue 7 and is specific to SAP 40 and the allocation of site STM010 for housing. Specifically this Statement responds to the Inspectors' Question 4 for this allocation which, for the avoidance of doubt, is repeated below.

Question 4. Can a safe and suitable access be achieved for both vehicles and pedestrians? How has this been assessed as part of the allocation of the site? Where will access be taken from?

1.0 To assist in the consideration of the Highways issues relating to the site I have recorded in Appendix 1, at the end of this Statement, the detailed Highways Assessment for Site STM010 as set out in HELAA (Appendix 2d TC4S Housing Sites Highways Assessment), This will be referenced as the HA throughout this Statement.

1.1 Also referenced is the Paul Mew Associates - Independent Highways Assessment of Site STM010, (PMA-IHA), prepared in December 2022 on my behalf. This is attached at Appendix 2. This assesses optional housing layouts of 7 and 12 dwellings as put forward by the promoter and the 10 dwellings proposed in SAP40.

2.0 Where will access be taken from?

2.1 The HA identifies two options for a site access – from either Salisbury Road, or The Droveaway. The HA recognizes that Salisbury Road is private. The residents at and owners of Salisbury Road strongly oppose the allocation of the site and will not permit vehicle access to the site from Salisbury Road. Access via Salisbury Road is therefore not available.

2.2 In addition, the field access on The Droveaway at the north east corner of the site, which is the promoters proposed access point for any development, includes land not within the promoters ownership, but within the ownership of Mr Neil Buckley of Lomea, 100 The Droveaway ,CT15 6DE.

2.3 It is thus not within the promoters control to form an access at the location identified.

2.4 All other potential points of access between the site and The Drove way are questionable as the redline denoting the site does not adjoin the public highway. This strip of land between The Drove way and the site is in unidentified third party ownership.

2.5 These findings conflict with the HA Summary which claims direct access to the highway is achievable from either The Drove way or Salisbury Road. The HA is incorrect. In answer to the question “where will access be taken from” - the answer is “unknown” as the promotor has not demonstrated that access is achievable.

3.0 Can a safe and suitable access be achieved for both vehicles and pedestrians?

3.1 The answer is no – a safe and suitable access for vehicles and pedestrians can not be achieved from either The Drove way or Salisbury Road. The justification for this response is set out below.

In relation to vehicles

3.2 The HA recognises that The Drove way is at its “[narrowest in the vicinity of the site](#)”. The PMA-IHA corroborates this at Para. 2.2 stating:

“The Drove way has an approximate ‘usable’ width of 4m. In addition, there are no ‘passing places’, no footway and vegetation or hedges further reduce usable widths.”

3.3 The PMA - IHA also demonstrates how Manual for Streets requires a minimum carriageway width of 4.8m to allow two vehicles to pass, please note this assumes there is separate footpath provision for pedestrians.

3.4 The HA also records that KCC consider “[The Drove way geometrically constrained and is subject to a large amount of on street parking which reduces effective width...](#)”

3.5 The PMA-IHA again corroborates this stating;

“considerable unrestricted parking takes place along the road. Such parking further reduces the usable road width at multiple locations. With additional traffic generation relating to the proposed development, access along The Drove way would become increasingly challenging”.

3.6 It is reasonable to conclude that The Drove way is of insufficient width to safely accommodate existing traffic never mind additional traffic to a new access and housing.

3.7 At Section 5 of the PMA-IHA sightlines at various locations are examined in some detail having already assessed the site’s potential for vehicle trip generation. The first analysis is of the sightlines at the north east access to Site STM010 as proposed by the site’s promoter.

3.8 The PMA-IHA identifies that both the proposed access and the sightlines lie outside the red line. As such there is no direct access to The Drove way from the site, and the sightlines cross third party land. The location and width of this access and sightlines are not in the proposers control. This means a safe access with unobstructed sightlines cannot be achieved.

3.9 The HA addressed the safety of the Salisbury Road / The Drove way junction and identifies that: “[the Junction of Salisbury Road/The Drove way is poor with insufficient sightlines with very limited scope for improvement](#)”. This is evident in the google image of the junction shown below:



3.10 PMA-IHA also assessed the sight lines at the junction of The Droveaway with Sea Street / Bay Hill and Lighthouse Road. PMA-IHA and concluded that; *“the change in levels at this junction have not been taken into account and as such, the sightline assessment presented is inadequate and as such does not fully assess the impact of additional traffic relating to the proposed development. “*

3.11 It is clear that neither the sightlines at the proposed site access, or either of the two junctions serving The Droveaway and Salisbury Road are sufficient to provide a safe and suitable access to the site.

3.12 Both the HA and PMA-IHA have found failings in the vehicle access and access routes to the site, including: substandard highway width, on street parking, inadequate sight lines and the necessity for off site works affecting third party land.

3.13 A safe and suitable access for vehicles to Site STM010 can not be achieved.

In relation to pedestrians

3.14 The following considerations demonstrate that safe and suitable access for pedestrians to and from Site STM010 can not be achieved.

- The Droveaway has no footpath for 640m of its length leading from the site into the village centre. Pedestrians have to walk in the road.
- Salisbury Road has no footpath for its entire length.
- The Droveaway is substandard in width. This places pedestrians in conflict with vehicles as they pass.
- The Droveaway experiences high levels of on street parking pushing pedestrians into the middle of the carriageway and obstructing inter-visibility between pedestrians and vehicles.

- The Droveaway does not benefit from streetlighting for much of its length. This places pedestrians in danger.
- The Droveaway, Salisbury Road and Site STM010 are an essential link in the PROW network, linking the village with the coastal paths. They therefore experience higher levels of pedestrian activity than just use by residents.
- Development of site STM010 would generate more traffic and more pedestrian trips on the roads around the site which are already unsafe and unsuitable for pedestrians.

3.15 These dangers for pedestrians are exacerbated by the fact that the HA identifies that: “the site is isolated from public transport”, so residents – existing and proposed - have to walk the full length of The Droveaway, or Salisbury Road to access public transport and all local services.

3.16 It is therefore clear that a safe and suitable access for pedestrians can not be achieved.

4.0 How has this been assessed as part of the allocation of the site?

4.1 This is clearly a question for DDC /KC, however there are concerns regarding the accuracy of the Highways Assessment. The full Highways Assessment responses for Site STM010 in the HELAA (Appendix 2d TC4S Site Highways Assessment), are set out in Appendix 1. Highlighted in red are the negative comments. Highlighted in yellow are comments which I wish to query.

4.2 The HA provides an overall RAG of Amber. Given the significance and number of highway concerns I wish to challenge this Amber assessment. The Site Highways Summary is incorrect, from the evidence, direct access to the public highway cannot be achieved.

4.3 Furthermore, it is clear that the HA fails to reference the multiple significant highways concerns with this site. These factors can not, within the scope of the site and Local Plan policies be mitigated, as they relate to matters beyond the promoters and Council’s control.

4.4 It is therefore my view that the HA RAG assessment should be Red and the Justification should reflect the multiple negative highway factors relating to site STM010 and those referenced in the HA..

Policy implications & concluding comments.

4.5 Given the evidence within the HA and the Paul Mew Associates Independent Highway Assessment, the only conclusion is that a safe and suitable access for vehicles and pedestrians can not be achieved for Site STM010.

4.6 It is also clear that the allocation of Site STM010 for housing would conflict with Policy TI1 of the DDLP which at (d) states development should “*Be readily accessible by sustainable transport modes through the provision of high quality, engineered, safe and direct walking and cycling routes within a permeable site layout*”. This does not and can not be achieved in relation to site STM010 due to its location off The Droveaway and Salisbury Road.

4.7 Site STM010 also conflicts with Policy TI2 of the DDLP which states: “*Proposals which would generate levels and types of traffic movements resulting in severe cumulative residual impacts in terms of capacity and road safety will not be permitted*”. There are multiple harmful road safety impacts for pedestrians and vehicles if this site was developed for housing.

4.8 I trust the Inspectors will take all of these highway related concerns into consideration and delete Site STM010 from Policy SAP 40 on the grounds that: it does not benefit from a safe and suitable access; and that it is in a location where safe and suitable access for vehicles and pedestrians cannot be achieved. Allocation of Site STM010 is in conflict with the Transport policies within the DDLP.

Yours sincerely,

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APPENDICES

Appendix 1 - Housing and Economic Land Availability Assessment – HA for STM010 – see below.

Appendix 2 – Paul Mew Associates - Independent Highway Assessment - attached

HELAA - Appendix 2d TC4S Site Highways Assessment (DDC)

Site STM0101 is referenced as site TC4S073 –(Highways Assessment reproduced below in full)

Access considerations	Access to the site could be provided from either Salisbury Road or The Droveaway, although Salisbury Road is private so the promoter would need to ensure that there is right of access. Both roads are at their narrowest in the vicinity of the site , although there may be scope for some localised widening along the site frontages.
Impact on Highway Network	The development of this site is unlikely to have a significant impact on the highway network, although the cumulative effect of developing the site on the constrained St Margaret's High Street should be considered . If the site ever came forward for development, this would need to be in consultation with KCC who can advise on road/junction capacity
Adequate Access to Public Transport	The site is isolated from public transport , with the nearest bus services available from a stop at the top of Bay Hill, more than 400m from the site
Public Rights of Way (PROWS)	ER26 runs along edge of site
KCC Highways - Accessibility	“Direct access to the highway is achievable from either The Droveaway or Salisbury Road, However Salisbury Road is private as such it should be checked that the land promotor has rights of access. Notwithstanding this, the Junction of Salisbury Road/The Droveaway is poor with insufficient sightlines with very limited scope for improvement. The Droveaway geometrically constrained and is subject to a large amount of on street parking which reduces effective width , whilst in theory waiting restrictions could be imposed, this would have a significant impact on local parking amenity. The junction of The (sic)” comments not available
KCC -Access to Transport	More than recommended 400 metre walking distance to nearest bus stops on Sea Street
Site highways summary	Only small reduction in site size from STM010. - Assessment from STM010 still stands Direct access to the highway is achievable from either

	The Droeway or Salisbury Road, However Salisbury Road is private as such it should be checked that the land promotor has rights of access.
RAG	= Amber
RAG justification	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.



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LAND BETWEEN SALISBURY ROAD AND THE DROVEWAY
(FIELD REFERENCES SAP40 & STM010), KENT, CT15 6DE.

INDEPENDENT HIGHWAYS ASSESSMENT

December 2022

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Ref: File Path P:\ P2790 The Drove Way Independent Highways Assessment November 2022

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Julian Thorn and Gillian Berg in relation to the promotion of land between The Drove Way and Salisbury Road, St. Margaret's Bay, CT15 6DE, within the Council's Call for Sites.
- I.2 The local planning and highway authority is the Dover District Council.
- I.3 The application site's location is presented on a map in Figure I of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- I.4 The roads adjoining the site are not within a controlled parking zone (CPZ), there are some uncontrolled parking opportunities along The Drove Way and adjoining roads.
- I.5 There are two different site layout options presented in the Transport Technical Note (March 2021), option A and option D.
- I.6 Site layout option A proposes a development of 7 houses, whilst site layout option D proposes a development of 12 houses, these layout options are included in Appendix B
- I.7 Under both proposal options A and D, the only pedestrian and vehicular access points to the site are located on The Drove Way. Salisbury Road which runs parallel to The Drove Way is a private road. This document also assesses the ten dwelling option as detailed in Regulation 19 of the Local Plan.
- I.8 The principal points of concern regarding the suitability of the site for further development are as follows:
- The configuration and characteristics of The Drove Way
 - The shortcomings of the sightline assessment carried out in the Call for Sites response.
 - The site's public transport accessibility.

- The projected vehicle and pedestrian trip generation associated with the development.
- The limited street lighting along The Drove Way.

I.9 The following chapter sets out the site, assessing The Drove Way in terms of configuration and characteristics.

2.0 Site Context

- 2.1 To give the following policy chapter more context, this chapter outlines the characteristics of The Drove Way and surrounding area.
- 2.2 Adjacent to the proposed development site access, The Drove Way has an approximate 'usable' width of 4m. In addition, there are no 'passing places', no footway and vegetation or hedges to further reduce usable widths. These are likely to cause issues when there is a need for two vehicles to pass each other on The Drove Way, a scenario which will become more frequent should any development on the proposed site be undertaken.
- 2.3 To put these available road widths into context, Manual for Streets (Department for Transport, 2007), prescribes the approximate required widths of carriageway required for different vehicle types to pass each other. The relevant figure is included below for ease of reference.

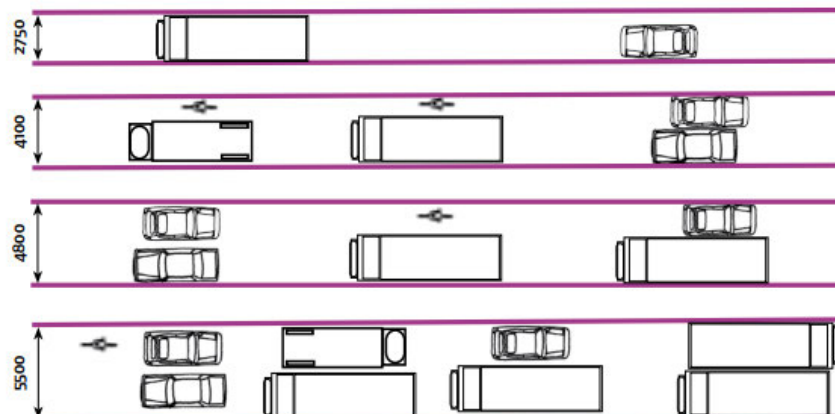


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

- 2.4 The above figure demonstrates that given the width of The Drove Way adjacent to the proposed site access, two cars would be unable to pass each other comfortably.
- 2.5 The most notable manoeuvre along the proposed development site's frontage which would not currently be able to take place on The Drove Way is larger vehicles, such as delivery vans passing other vehicles. A higher number of goods vehicles would be expected along The Drove Way if any residential development

was to occur on the proposed site, resulting from online shopping and other deliveries. As Figure 7.1 illustrates, a carriageway width of 4.8m would be required for such a manoeuvre, but for much of the length of The Drove Way adjacent to the proposed development site, such a usable width is not available.

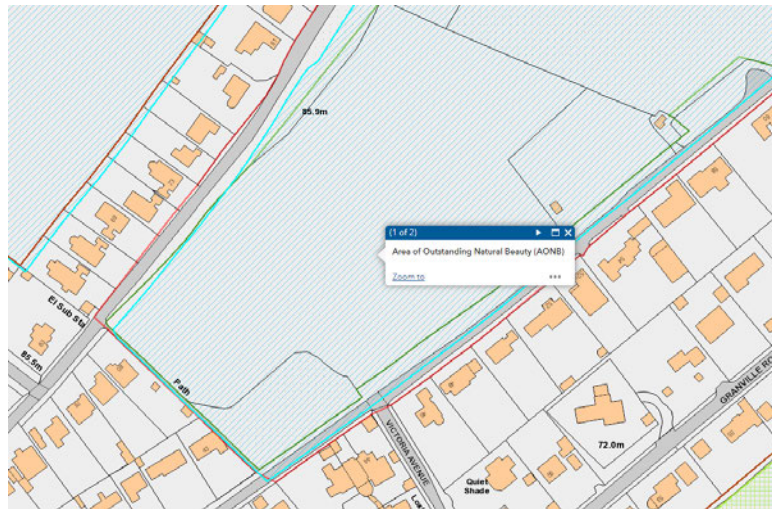
- 2.6 The Drove Way does not fall within a controlled parking zone, and as such considerable unrestricted parking takes place along the road. Such parking further reduces the usable road width at multiple locations. With additional traffic generation relating to the proposed development, access along The Drove Way would become increasingly challenging.
- 2.7 It is also a key consideration that the majority of The Drove Way does not provide pedestrian footways. Figure 2 highlights the length of The Drove Way which is without a footpath, this is a distance of approximately 640m. A development within the proposed site location would see The Drove Way become increasingly unsafe for pedestrians, particularly when considering the sightline limitations outlined in Chapter 5.
- 2.8 There are an insufficient number of street lights along The Drove Way. Between the junction with Bay Hill / Sea Street and the proposed site location, there are a total number of two lampposts. This results in poor visibility along The Drove Way outside of daylight hours, notably for drivers looking out for pedestrians or cyclists.
- 2.9 Figure 3 shows an extract from the local Public Right of Way (PROW) map. This shows that part of The Drove Way adjacent to the proposed development site forms part of PROW ER26. The remainder of The Drove Way adjacent to the proposed development site is a promoted route (The Saxon Shore Way circular – St Margaret’s Way) which links to PROW ER27 to the north. To the south, PROW ER26 provides access to the coastal Saxon Shore Way.
- 2.10 Figure 3 also illustrates a section of the Frontline Britain Trail that passes through the site. Access to this route would need to be maintained as part of any development.

- 2.11 As a result, pedestrian traffic along The Drove Way will not only include pedestrians from existing and the proposed residential development, but walkers / ramblers visiting the area.
- 2.12 As shown, The Drove Way is a key part of the local pedestrian / footpath network with connections to coastal and other local paths. The increased vehicle and pedestrian trips that would be generated by the proposed development along the current PROW / promoted route, which already has underlying issues, would be of significant concern.

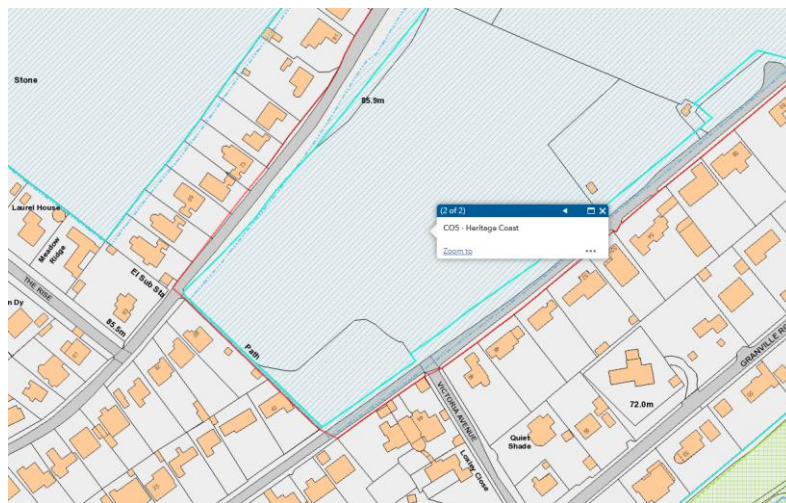
3.0 POLICY CONTEXT

3.1 This section of the report outlines relevant transport policy and considers how the proposed development complies with the policy.

3.2 Dover District Council's policy map demonstrates the Core Strategy and Land Allocation Local Plan policies. Using this map, it can be concluded that the site falls within an Area of Natural Outstanding Beauty (AONB), the Kent downs. The map is included below for ease of reference.



3.3 Using the policy map, it can also be determined that the site falls within a Heritage Coast region. This map is also included below, for ease of reference.



- 3.4 Dover District Council's Land Allocations Local Plan (adopted 2015) outlines the site selection process and has specific reference to the Kent Downs AONB and the Heritage Coast, these extracts are included below:

"Kent Downs Area of Outstanding National Beauty (AONB)

3.7 The Kent Downs AONB, covers substantial parts of the south of the District. The AONB is an area of high scenic quality with statutory protection in order to conserve and enhance the natural beauty of their landscapes (See NPPF, para 115). Consideration must be given not only to the impact development could have on the AONB, but also the impact on the setting of the AONB. The AONB is particularly a constraint to development in the settlements where the boundary is immediately adjacent to the existing built development. In Capel-le-Ferne, Kingsdown, Lydden, and St. Margaret's there are very limited development opportunities that would not damage the setting of the AONB or the character of the village itself. The villages of Alkham and West Hougham are located entirely within the AONB, and although this does not restrict development entirely, it is a key factor which must be taken into account as part of the assessment of sites. In general, the Plan has sought to avoid making allocations in the AONB, except where they are small-scale where they are well related to the existing settlement and there are no other viable options. Where allocated they need to be sensitively designed, appropriate to the location, and in accordance with the adopted Kent Downs Management Plan and its supporting guidance (e.g the Kent Downs Landscape Design Handbook).

Heritage Coast

3.8 Where the AONB meets the coast it has been designated a Heritage Coast. The national purposes of Heritage Coast designation includes to conserve, protect and enhance the natural beauty of the coasts, their marine flora and fauna, and their heritage features."

- 3.5 The local plan specifies that developments within an AONB are not favourable and should exemptions be made, developments should be:
- Sensitively designed;
 - Appropriate to the location;
 - In accordance with the adopted Kent Downs Landscape Design Handbook.
- 3.6 The Kent Downs Landscape Design Handbook outlines the approach that should be adopted with regards to developments within the AONB.
- 3.7 Chapter 2 of the Kent Downs Landscape Design Handbook refers to the AONB-wide landscape design principles. Sub-section 2.4 looks at Minor Road Improvements and is included below for ease of reference:

“2.4 Minor Road Improvements:

Rural Lanes

Issue

The character of many rural lanes is being eroded through the loss of characteristic elements such as verges, hedgebanks, ditches, hedgerows and the introduction of intrusive signage, lighting, and kerbing. Whilst there is a need to take account of safety standards, their slavish application does not automatically make the roads safer. The diversity of rural lanes is such that an individual approach is needed for each situation, taking into account the existing character and the needs of all road users. The AONB Unit will be preparing a detailed Highway Design Guide.

Design Principles

- *Make use of existing natural traffic calming features of the lanes, such as narrowness, bends and banks.*

- *Any highway improvements should respect the traditional geometry and narrowness of rural lanes.*
- *Where possible reduce widths and tighten curves to restore rural character.*
- *Consider planned but informal passing places to help control erosion.*
- *Where larger radius bends are unavoidable for large vehicles, seek to maintain a restricted road width using applied aggregates, or granite setts.*
- *Conserve historic and ecologically important hedge/woodland banks and road verges.*
- *Manage hedgerows with sympathetic trimming, practice the laying of hedges and conserve hedgerow trees.*
- *Generally, avoid the use of kerbs, especially concrete. Make restrained use of coloured surfacing and road markings, seeking to mark changes with setts/changes in surfacing, rather than bright colours.*
- *Conserve traditional features such as fords and brick bridges.*
- *Avoid street lighting between and within settlements. Where it is considered necessary on safety grounds, keep lighting provision to a minimum and follow best practice provided in: 'Lighting in the Countryside: Towards Better Practice' (ODPM).*
- *Avoid the introduction of standard traffic barriers and signs – use rural standard signs.*
- *Keep the number of signs to a minimum. Amalgamate and cluster signs and other street furniture where appropriate to reduce clutter.*
- *Conserve and restore existing distinctive timber and metal fingerposts – repairing or replacing with rural standard signs in replacement schedule.*
- *Refer to the Kent Public Rights of Way Improvement Plan. Other useful information can be found in Tunbridge Wells Borough Council's Rural Lanes Practice Note and guidance developed*

from Quiet Lanes around the Greensand Ridge – A National Demonstration Project in Kent.

- *Further information is also available from the Countryside Agency and Suffolk County Council Guide – Country Lanes.”*

- 3.8 Sub-section 2.4 of the Kent Downs Landscape Design Handbook suggests that the implementation of a footpath on the north-east end of The Droveaway would be an unfavourable approach.
- 3.9 Owing to reduced usable road widths on The Droveaway adjacent to the proposed site frontage (down to as little as 4.0m), as set out in Chapter 2, planned passing points to mitigate erosion, as set out in the design principles, will be difficult to achieve at regular intervals.
- 3.10 The following chapter sets out the development’s projected trip generation and the subsequent impact of this on The Droveaway.

4.0 TRIP GENERATION AND DEVELOPMENT IMPACT

- 4.1 The proposal comprises of residential houses which will be privately owned. For the C3 'Dwelling houses' land use, multi-modal surveys within the 03-Residential, A-Houses Privately Owned TRICS dataset have been examined.
- 4.2 The trip generation results are based on trip rates from 38 sites within the database which are closely comparable to the proposal and the development site.
- 4.3 Site layout option A (seven dwellings) and site layout option D (12 dwellings) have been used to generate TRICS data, the full outputs of which are available in Appendix C.
- 4.4 As Dover District Local Plan's Regulation 19 Document cites that the estimated dwelling number for "STM010: Land Located between Salisbury Road and The Drove Way" is ten, trip generation results have also been included for a ten dwelling development.

Site Layout A

- 4.5 The proposed seven residential dwellings in site layout A can be expected to generate approximately 31 total vehicle trips over the course of a typical weekday comprising of 15 arrivals and 16 departures.
- 4.6 The level of vehicle activity peaks between 08:00-09:00 with around four vehicle movements, however the traffic flow from this development would be constant throughout the day with a minimum of two vehicles trips during any given hour.
- 4.7 The seven residential dwellings are also projected to generate a total of 22 'other' trips across the day, including pedestrians and cyclists. The level of these people trips is also projected to peak between 08:00-09:00.

Site Layout D

- 4.8 The proposed 12 residential dwellings in site layout D can be expected to generate approximately 53 total vehicle trips over the course of a typical weekday comprising of 26 arrivals and 27 departures.
- 4.9 The level of vehicle activity peaks between 08:00-09:00 with around six vehicle movements, however the traffic flow from this development would be constant throughout the day with a minimum of three vehicle trips during any given hour.
- 4.10 The proposed 12 residential dwellings are also projected to generate a total of 38 'other' trips across the day, including pedestrians and cyclists. The level of these people trips is also projected to peak between 08:00-09:00.

Ten Dwellings

- 4.11 Should the estimated dwelling number from the Dover District Local Plan be used, ten residential dwellings would be expected to generate approximately 44 total vehicle trips over the course of a typical weekday. These total vehicle trips comprise of approximately 22 arrivals and 22 departures.
- 4.12 The level of vehicle activity peaks between 08:00-09:00 with around five vehicle movements, however the traffic flow from this development would be constant throughout the day with a minimum of two vehicle trips during any given hour.
- 4.13 The proposed ten residential dwellings are also projected to generate a total of 32 'other' trips across the day, including pedestrians and cyclists. The level of these people trips is also projected to peak between 08:00-09:00

Unsuitability of The Droveaway

- 4.14 The section of The Droveaway adjacent to the proposed development site currently serves 13 existing properties. Hence trips generated by 7, 10 or 12 dwelling schemes would represent large increases in current daily trip levels.

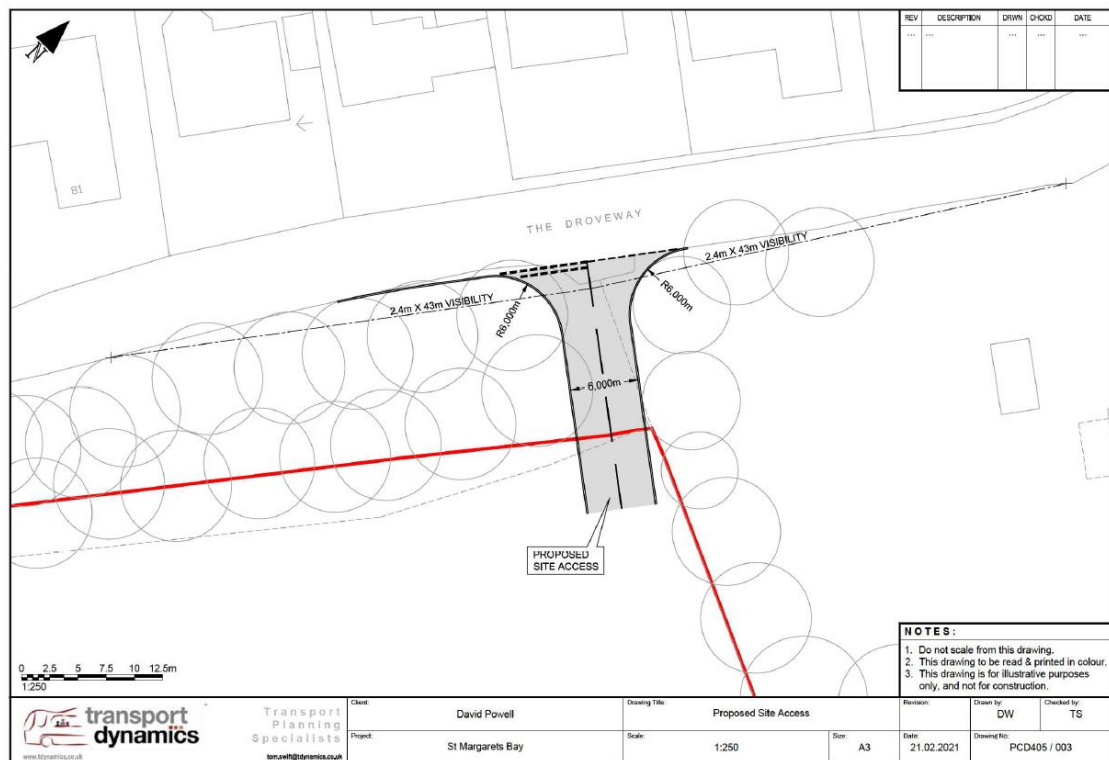
The 12 dwelling scheme, would lead to a near doubling of trips along this section of The Droveaway, while the 7 and 10 dwelling schemes would lead to 60% and 77% increases in movements respectively. It must be reiterated that this section of The Droveaway has no footpath, is narrow, has no passing places and forms a key part of the local footpath network.

- 4.15 As per the Kent Downs Landscape Design Handbook landscape design principles outlined in Chapter 2, set out that concrete kerbs should be avoided along such roads. As a result, the safety of pedestrians and cyclists using The Droveaway will be worsened due to the additional vehicle trips which are projected.

5.0 SITE ACCESSIBILITY

Sightlines

- 5.1 The applicant has presented sightline assessments for the proposed site access on The Drove Way and the junction of The Drove Way with Sea Street / Bay Hill and Lighthouse Road. Both of these assessments are flawed, as set out below.
- 5.2 The site will only be accessible for pedestrians and vehicles via The Drove Way, as per the site layout plans A and D. This concentrates all of the associated additional trip generation along one route. It is noted that a sightline assessment is included for an access on Salisbury Road but as set out above Salisbury Road is a private road and as such any access at this location would not be permitted.
- 5.3 The proposed access point onto The Drove Way is shown below.



- 5.4 The sightline assessment for the proposed access on The Drove Way includes visibility splays which were entirely outside of the red site boundary line. As a

result of this, obstructions to sightlines would be out of the control of the applicant, meaning that unobstructed sightlines cannot be guaranteed.

- 5.5 The necessary sightlines are therefore not achievable at the proposed access point to the site from The Droveaway. It is further noted that the proposed access junction itself, shown in the image above, falls outside the red line boundary, with no explanation being given in the Transport Dynamics report as to who owns this land. These represent major failings of the proposed development.
- 5.6 With regards the junction of The Droveaway with Sea Street / Bay Hill and Lighthouse Road, the sightline to the east does not take into account the change in levels as Bay Hill drops down as it passes Granville Road. To the west, Sea Street also drops and sightlines may be further compromised by the baked verge.
- 5.7 Sightline assessments are required when a new access junction is provided, or for existing junctions where there will be an intensification of traffic flows. The latter applies to the junction of The Droveaway with Sea Street / Bay Hill and Lighthouse Road. As outlined above, it is considered that the change in levels at this junction have not been taken into account and as such, the sightline assessment presented is inadequate and as such does not fully assess the impact of additional traffic relating to the proposed development.
- 5.8 Further to this, it is noted that at this junction there is only limited footway provision and where there are footways in place, they are of substandard width.

Sustainable Travel

- 5.9 Another concern regarding the proposed development is the poor sustainable travel connectivity of the site.
- 5.10 The most proximal public transport connections to the site are bus stops on Bay Hill, located approximately 700-metres to the south-west of the site. This would require residents of the proposed development to walk along The Droveaway, including the 640m section from the site which has no footways.

- 5.11 The Bay Hill bus stop provides access to four bus routes: 80A, 80B, 82A which are all school services with funding only secured until July 2023 and 93 which operates to Deal and Dover with around five services per day.
- 5.12 The nearest rail station to the site is Martin Mill, which is located approximately three kilometres to the north-west of the site and can be accessed via bus route 93.
- 5.13 Local roads do not feature cycle lanes. The nearest cycle route is located around 1.4km to the north west of the site.
- 5.14 As a result of the poor sustainable travel options outlined in this section, the TRICS data output used to generate traffic forecasts is likely to underestimate vehicle trips relating to the proposed development.
- 5.15 This conclusion is reached because the comparable sites selected on the TRICS database for the South-East region would likely have a higher public transport accessibility than the site, which reduces the dependence on vehicle trips.

Reducing the Need to Travel

- 5.16 The Transport Technical Note cites that vehicle trips would be lower than typical trip generation calculations owing to the increased number of people that work from home regularly.
- 5.17 In order to facilitate this option for residents of the scheme to be able to work from home, rather than having to commute to local employment areas, other infrastructural provision would need to include high-speed internet access.
- 5.18 A robust Travel Plan would also need to be developed, implemented and operated to reduce reliance on the private car and promote sustainable travel. Initiatives such as free or discounted public transport tickets, car share, car club and cycle to work schemes would also need to be included.
- 5.19 It is noted that at present, alternatives to the private car are not considered attractive enough to have any significant impact on sustainable transport use,

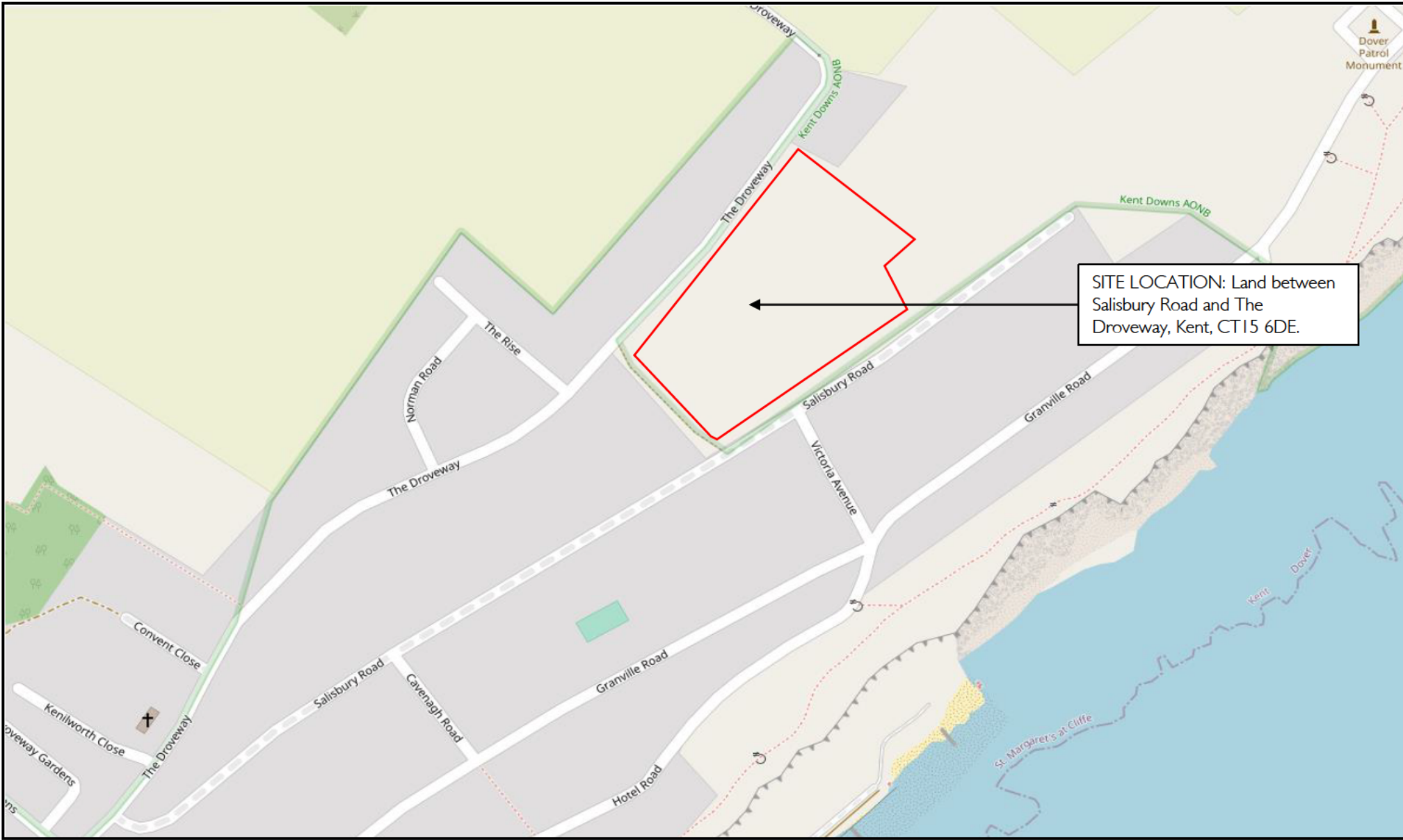
particularly when considering the poor public transport accessibility levels of the site.

6.0 SUMMARY

- 6.1 To recap, a submission has been made for land between The Drove Way and Salisbury Road (field references SAP40 and STM010) to be included within the Council's Call for Sites.
- 6.2 Two layout options have been assessed, A and D, which propose 7 new houses and 12 new houses respectively.
- 6.3 Proposed vehicular and pedestrian access to the site will be provided solely using The Drove Way. As a result of the site's location within an AONB, subsequent policy means that the implementation of a footpath along The Drove Way would be an unfavourable approach. Critically, the provision of a footway along The Drove Way adjacent to the proposed development site and on other sections where no footway is currently provided, cannot be achieved due to land not being in the ownership of the applicant.
- 6.4 Furthermore, The Drove Way's width adjacent to the site along with the existing parking situation, has the effect that the implementation of a footpath will not be achievable.
- 6.5 The sightline assessment carried out by Transport Dynamics reveals several shortcomings of the proposed site access points. The visibility splays extend over land which is outside of the site's boundary, furthermore there are currently several trees obscuring the visibility over the necessary sightlines.
- 6.6 The site has a poor level of public transport accessibility, this will mean that vehicle trips are incentivised.
- 6.7 With regards to trip generation, the proposed 12 residential dwellings in site layout D can be expected to generate approximately 53 total car trips over the course of a typical weekday, comprising of 26 arrivals and 27 departures. In addition to this, site layout D can be expected to generate 38 'other' people trips which include pedestrians and cyclists.

- 6.8 Furthermore, the proposed seven residential dwellings in site layout A can be expected to generate approximately 31 total car trips over the course of a typical weekday, comprising 15 arrivals and 16 departures. In addition to this, site layout A can be expected to generate 22 'other' people trips which include pedestrians and cyclists.
- 6.9 Should a ten dwelling residential scheme be adopted, it can be expected to generate approximately 44 total car trips over the course of a typical weekday, comprising of 22 arrivals and 22 departures. In addition to this, a ten dwelling scheme can be expected to generate 32 'other' people trips which include pedestrians and cyclists.
- 6.10 The additional traffic and pedestrian / cycle flows on The Droveaway relating to the proposed development could not be safely accommodated within the current roadway. In addition, The Droveaway and the site itself, around its boundaries, are part of the local public footpath network and as such additional traffic would represent an increased safety risk to existing pedestrian flows.
- 6.11 To conclude, there are multiple issues outlined in this report which render the proposed development unacceptable from a highway's perspective:
- The configuration and characteristics of The Droveaway could not safely accommodate additional traffic / pedestrian / cycle flows and would increase safety concerns for existing users.
 - Sightline assessments do not demonstrate that required visibilities can be achieved at the site access junction or at the junction of The Droveaway with Bay Hill.
 - The site has poor access to public transport and sustainable travel, meaning that the development will rely almost totally on vehicle-based trips, which is unsustainable.
 - The projected vehicle and pedestrian trip generation associated with the development could see current vehicle flows on The Droveaway adjacent to the development site almost double from current levels.

FIGURES



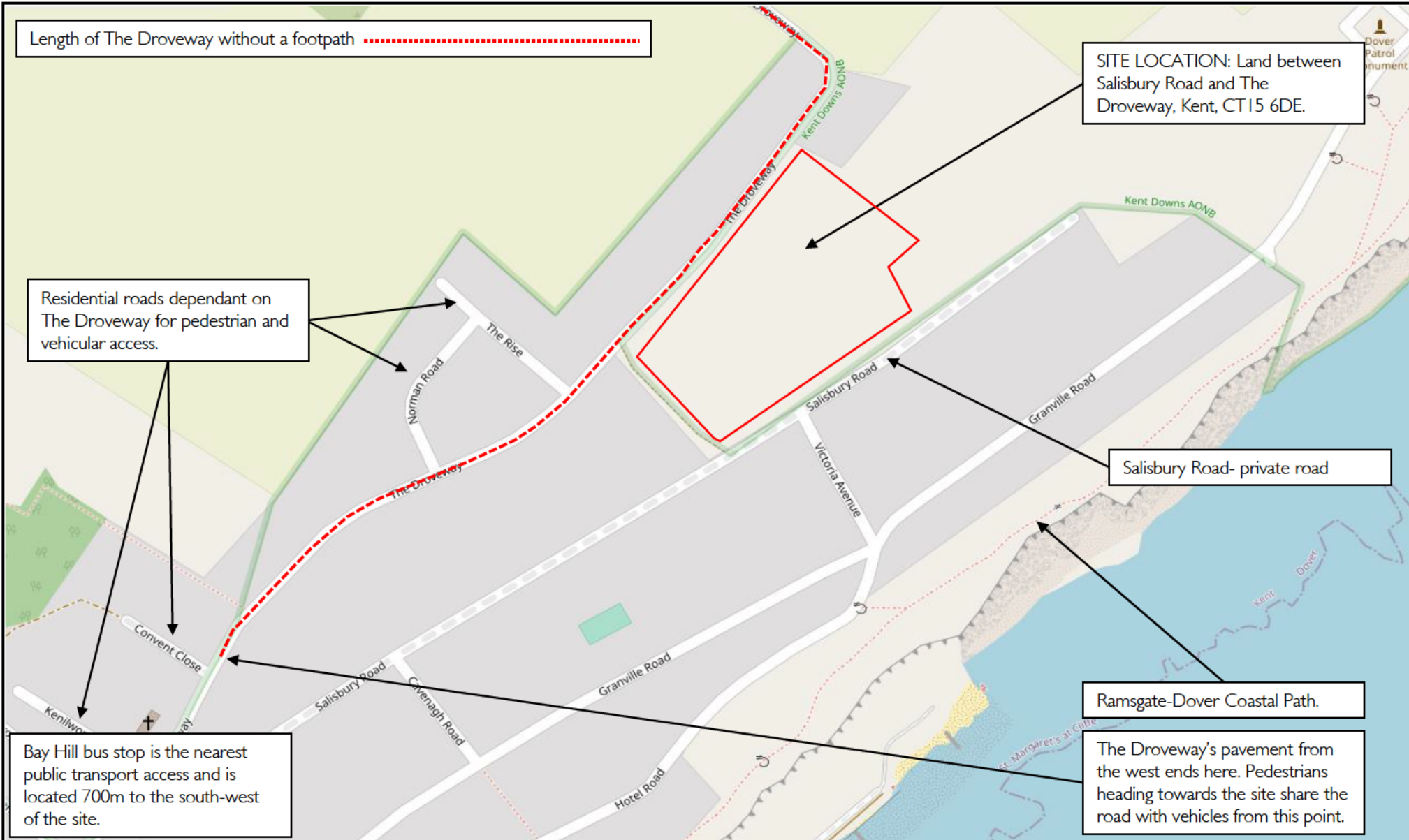
Date: 25-November-2022
Scale: NTS
Source: OpenStreetMap
Drawing No: P2790/IHA/1



P2790: LAND BETWEEN SALISBURY ROAD AND THE DROVEWAY, KENT, CT15 6DE

Figure I: Site Location and Boundary

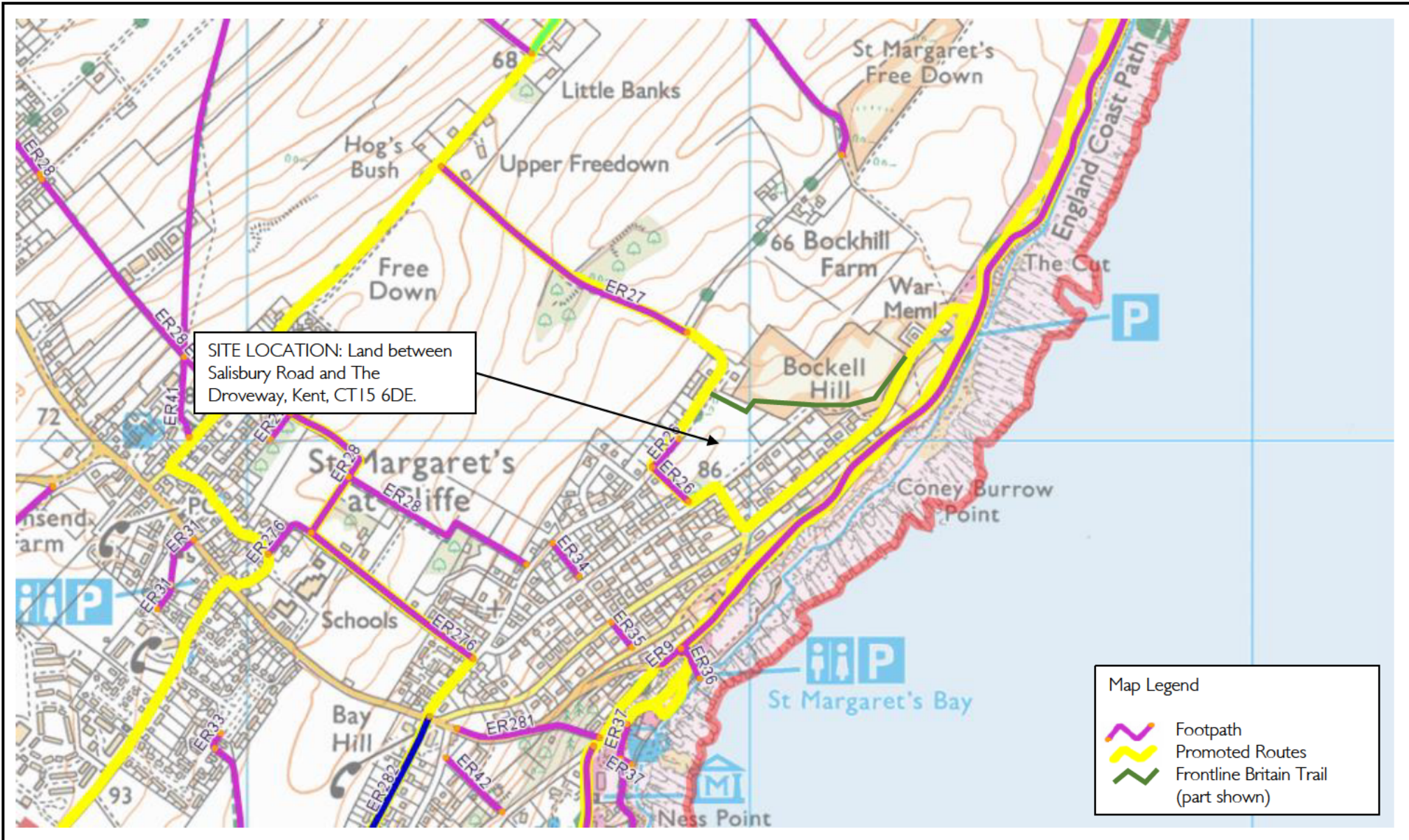

PAUL NEW ASSOCIATES
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Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: 25-November-2022
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2790/IHA/2



P2790: LAND BETWEEN SALISBURY ROAD AND THE DROVEWAY,
 KENT, CT15 6DE
 Figure 2: Accessibility Map



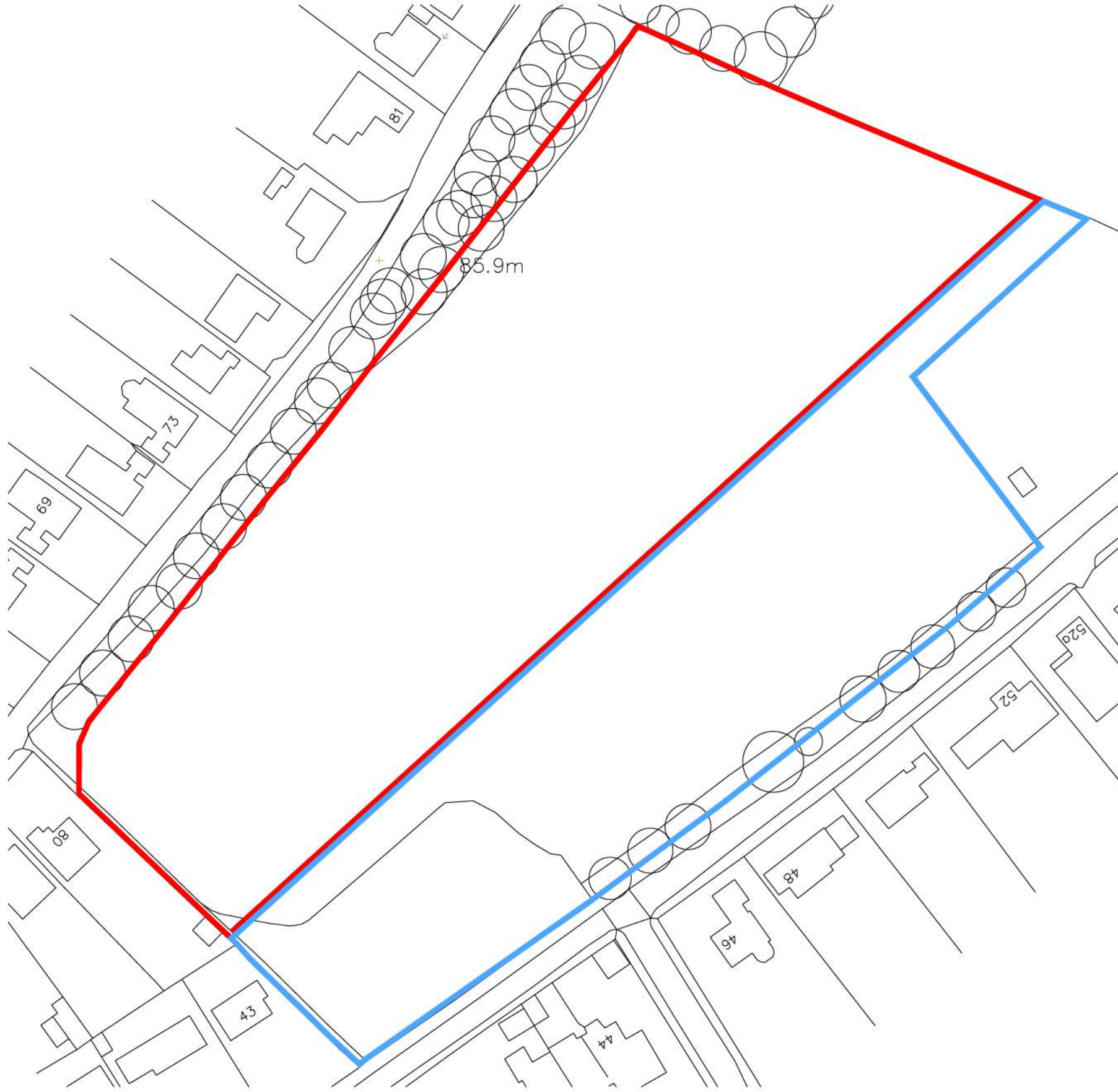
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 Source: OpenStreetMap
 Drawing No: P2790/IHA/3



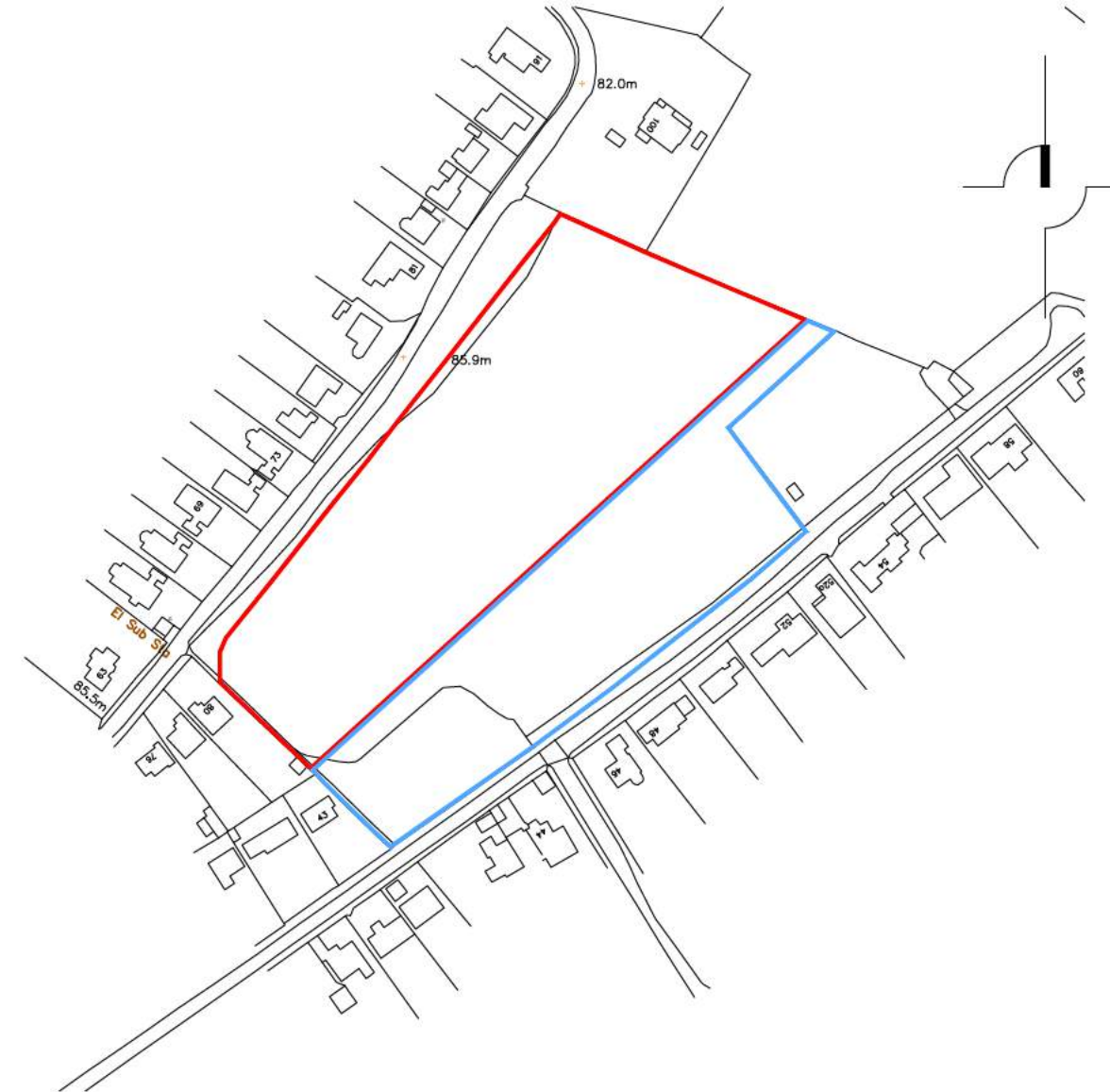
P2790: LAND BETWEEN SALISBURY ROAD AND THE DROVEWAY,
 KENT, CT15 6DE
 Figure 3: PROW Map


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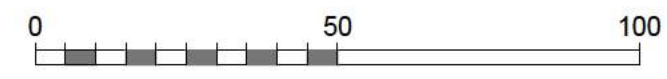
APPENDIX A Site Boundary



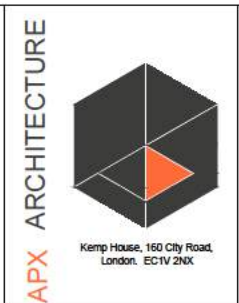
Block Plan (Scale 1:1000)



Location Plan (Scale 1:2500)



Rev	Date	Description



Client / Project
**Proposed Development at
 Land between Salisbury Road and
 The Droeway
 St Margarets
 Kent**

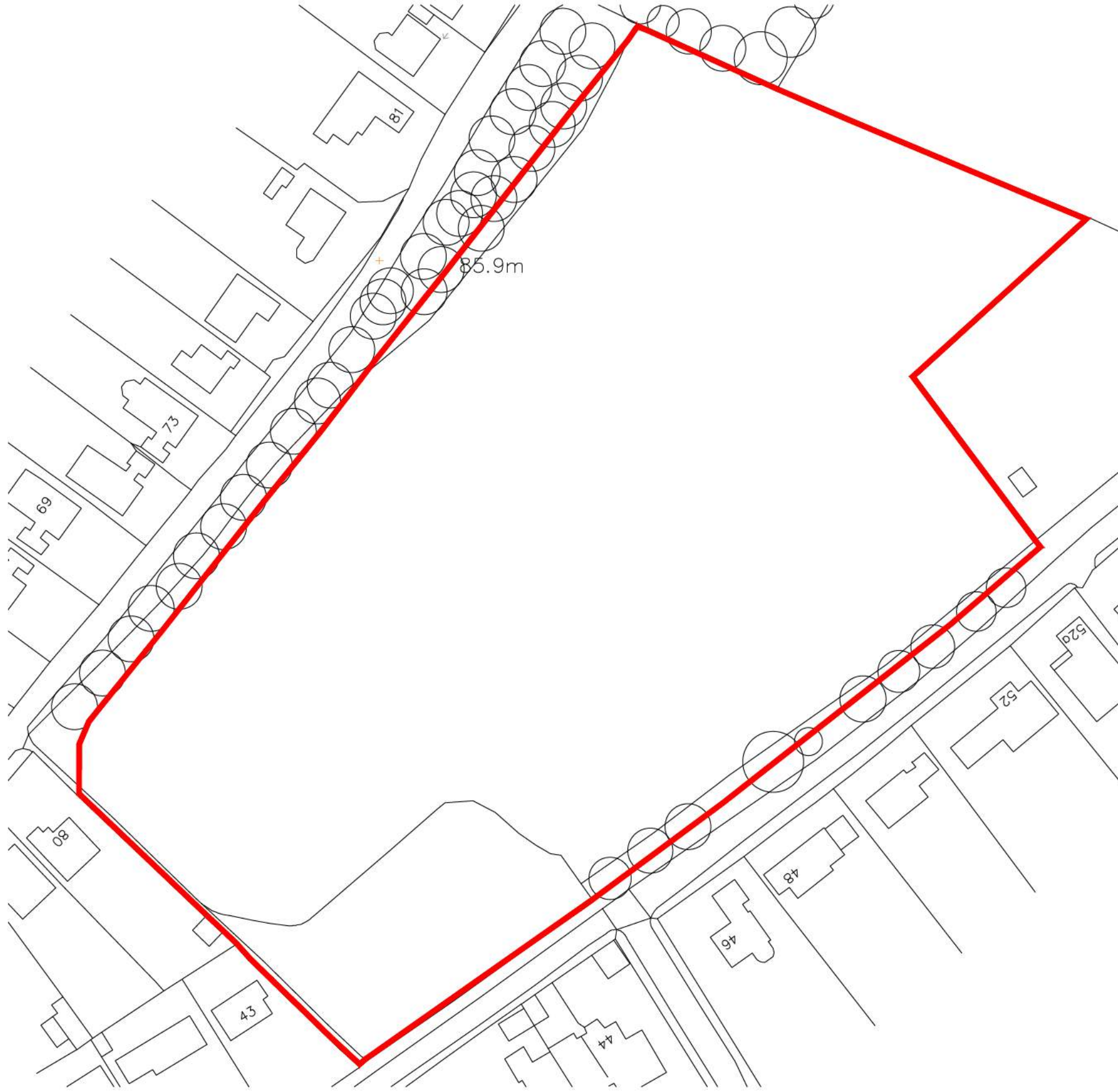
Drawing Description
Existing Site and Location Plan - Option A

Scale
1:1000@A3

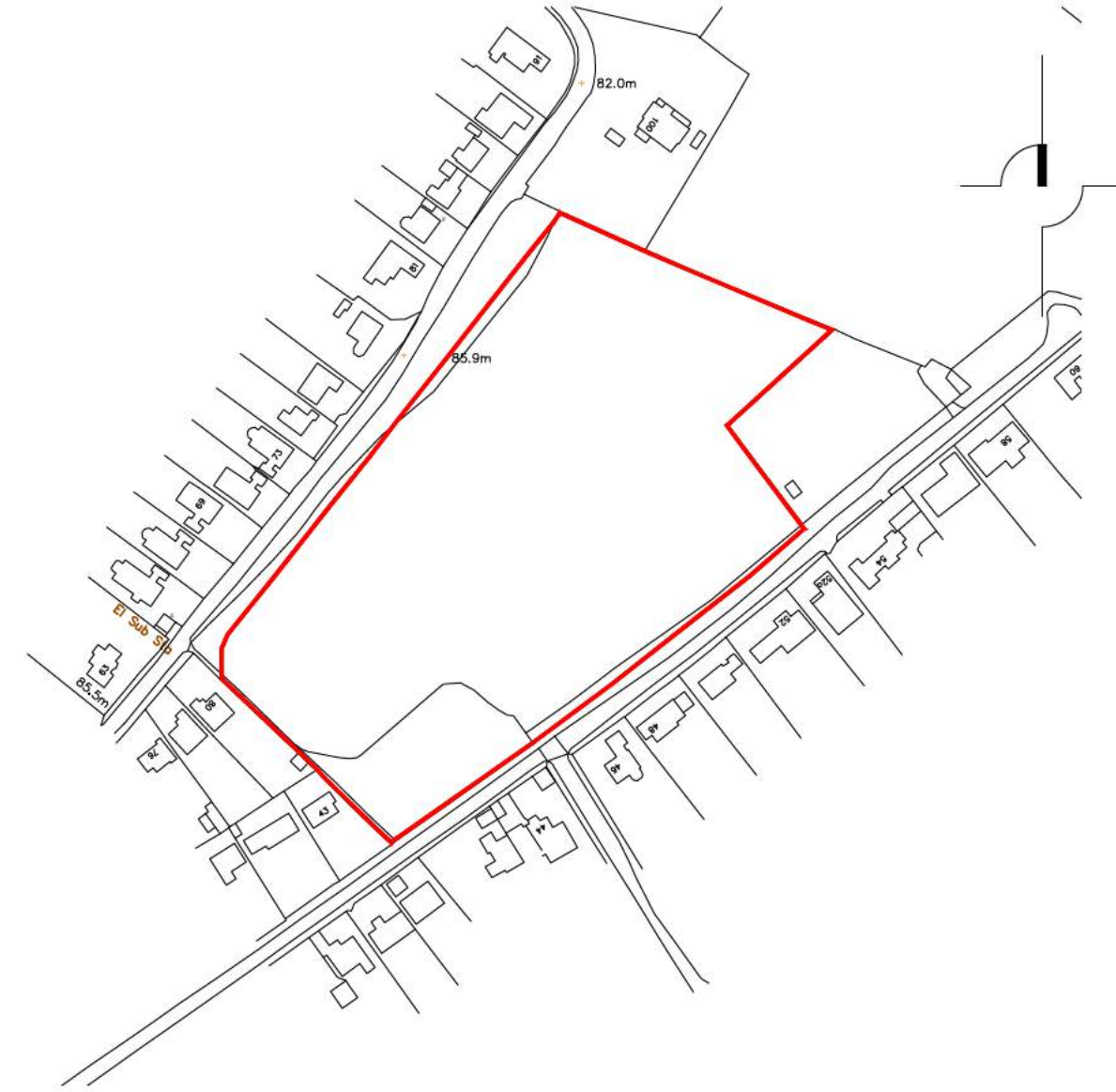
Drawing Number
20_12_01

Date
February 2020

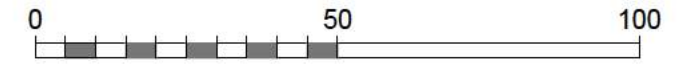
Revision



Block Plan (Scale 1:1000)



Location Plan (Scale 1:2500)



Rev	Date	Description

APX ARCHITECTURE



Kemp House, 150 City Road,
London, EC1V 2NK

Client / Project
**Proposed Development at
 Land between Salisbury Road and
 The Droeway
 St Margarets
 Kent**

Drawing Description
Existing Site and Location Plan - Option C

Scale
1:1000@A3

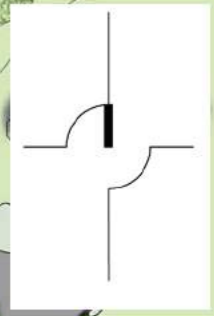
Date
February 2020

Drawing Number
20_12_03

Revision

APPENDIX B

Proposed Site Plans



Rev Date Description



Client / Project
 Proposed Development at
 Land between Salisbury Road and
 The Drove Way
 St Margarets
 Kent.

Drawing Description
 Site Layout - Option A

Scale
 1:1000@A3
 Drawing Number
20_12_04

Date
 February 2020
 Revision
A



Rev	Date	Description



APX ARCHITECTURE



King House, 160 City Road,
London, EC1V 2NX

Client / Project

Proposed Development at
Land between Salisbury Road and
The Drove Way
St Margarets
Kent.

Drawing Description

Site Layout - Option D

Scale
1:1000@A3

Drawing Number
20_12_07

Date

July 2020

Revision

APPENDIX C TRICS Data

Calculation Reference: AUDIT-711001-221128-1115

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	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	5 days
	EX ESSEX	1 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	2 days
	KC KENT	6 days
	MW MEDWAY	2 days
	SC SURREY	4 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	8 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 918 (units:)
Range Selected by User: 8 to 918 (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: 01/01/14 to 30/06/22

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	5 days
Tuesday	9 days
Wednesday	13 days
Thursday	8 days
Friday	3 days

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

Selected survey types:

Manual count	38 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)	3
Edge of Town	29
Neighbourhood Centre (PPS6 Local Centre)	6

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	29
Village	7

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

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	10 days
10,001 to 15,000	11 days
15,001 to 20,000	7 days
20,001 to 25,000	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	2 days
25,001 to 50,000	7 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	14 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	28 days
1.6 to 2.0	5 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	26 days
No	12 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	38 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	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 22/06/22</i>		<i>Survey Type: MANUAL</i>
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
3	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>
4	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>
5	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>		<i>Survey Type: MANUAL</i>
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		<i>Survey Type: MANUAL</i>
7	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 <i>Survey date: MONDAY 27/09/21</i>		<i>Survey Type: MANUAL</i>
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	WEDNESDAY	31/10/18	Survey Type: MANUAL
10	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		62	
	Survey date:	TUESDAY	19/11/19	Survey Type: MANUAL
11	HC-03-A-24	MIXED HOUSES & FLATS		HAMPSHIRE
	STONEHAM LANE			
	EASTLEIGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		243	
	Survey date:	WEDNESDAY	10/11/21	Survey Type: MANUAL
12	HC-03-A-26	MIXED HOUSES & FLATS		HAMPSHIRE
	BOTLEY ROAD			
	WHITELEY			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		270	
	Survey date:	THURSDAY	24/06/21	Survey Type: MANUAL
13	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		73	
	Survey date:	TUESDAY	16/11/21	Survey Type: MANUAL
14	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		125	
	Survey date:	MONDAY	08/11/21	Survey Type: MANUAL
15	HC-03-A-29	MIXED HOUSES & FLATS		HAMPSHIRE
	CROW LANE			
	RINGWOOD			
	CROW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		195	
	Survey date:	THURSDAY	30/06/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
17	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		8	
	<i>Survey date: TUESDAY</i>		<i>08/06/21</i>	<i>Survey Type: MANUAL</i>
18	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</i>		<i>14/07/16</i>	<i>Survey Type: MANUAL</i>
19	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</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
20	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		363	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
21	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
22	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		159	
	<i>Survey date: TUESDAY</i>		<i>22/05/18</i>	<i>Survey Type: MANUAL</i>
23	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone Total No of Dwellings:		14	
	<i>Survey date: WEDNESDAY</i>		<i>09/06/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	MW-03-A-01	DETACHED & SEMI -DETACHED		MEDWAY
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>			
				<i>Survey Type: MANUAL</i>
25	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 <i>Survey date: MONDAY 06/06/22</i>			
				<i>Survey Type: MANUAL</i>
26	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>
27	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL FARNHAM Edge of Town Residential Zone Total No of Dwellings: 41 <i>Survey date: WEDNESDAY 11/05/22</i>			
				<i>Survey Type: MANUAL</i>
28	SC-03-A-08	MIXED HOUSES		SURREY
	REIGATE ROAD HORLEY Edge of Town Residential Zone Total No of Dwellings: 790 <i>Survey date: WEDNESDAY 04/05/22</i>			
				<i>Survey Type: MANUAL</i>
29	SC-03-A-09	MIXED HOUSES & FLATS		SURREY
	AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>			
				<i>Survey Type: MANUAL</i>
30	SP-03-A-02	MIXED HOUSES & FLATS		SOUTHAMPTON
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 12/10/21</i>			
				<i>Survey Type: MANUAL</i>
31	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i>			
				<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

32	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i> <i>Survey Type: MANUAL</i>		
33	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i> <i>Survey Type: MANUAL</i>		
34	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i> <i>Survey Type: MANUAL</i>		
35	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings: 152 <i>Survey date: WEDNESDAY 16/06/21</i> <i>Survey Type: MANUAL</i>		
36	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 <i>Survey date: WEDNESDAY 23/06/21</i> <i>Survey Type: MANUAL</i>		
37	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</i> <i>Survey Type: MANUAL</i>		
38	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 380 <i>Survey date: TUESDAY 23/11/21</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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 7 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	38	168	0.075	0.525	38	168	0.301	2.107	38	168	0.376	2.632
08:00 - 09:00	38	168	0.139	0.973	38	168	0.391	2.735	38	168	0.530	3.708
09:00 - 10:00	38	168	0.134	0.941	38	168	0.161	1.125	38	168	0.295	2.066
10:00 - 11:00	38	168	0.121	0.850	38	168	0.153	1.071	38	168	0.274	1.921
11:00 - 12:00	38	168	0.128	0.898	38	168	0.148	1.037	38	168	0.276	1.935
12:00 - 13:00	38	168	0.152	1.061	38	168	0.144	1.008	38	168	0.296	2.069
13:00 - 14:00	38	168	0.158	1.104	38	168	0.147	1.030	38	168	0.305	2.134
14:00 - 15:00	38	168	0.156	1.091	38	168	0.180	1.263	38	168	0.336	2.354
15:00 - 16:00	38	168	0.246	1.721	38	168	0.161	1.125	38	168	0.407	2.846
16:00 - 17:00	38	168	0.261	1.825	38	168	0.149	1.046	38	168	0.410	2.871
17:00 - 18:00	38	168	0.346	2.420	38	168	0.147	1.027	38	168	0.493	3.447
18:00 - 19:00	38	168	0.287	2.008	38	168	0.146	1.024	38	168	0.433	3.032
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.203	15.417			2.228	15.598			4.431	31.015

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 - 918 (units:)
 Survey date date range: 01/01/14 - 30/06/22
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 7 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	38	168	0.111	0.775	38	168	0.495	3.466	38	168	0.606	4.241
08:00 - 09:00	38	168	0.210	1.471	38	168	0.811	5.678	38	168	1.021	7.149
09:00 - 10:00	38	168	0.213	1.488	38	168	0.274	1.917	38	168	0.487	3.405
10:00 - 11:00	38	168	0.193	1.350	38	168	0.253	1.773	38	168	0.446	3.123
11:00 - 12:00	38	168	0.205	1.435	38	168	0.237	1.656	38	168	0.442	3.091
12:00 - 13:00	38	168	0.229	1.603	38	168	0.226	1.584	38	168	0.455	3.187
13:00 - 14:00	38	168	0.256	1.793	38	168	0.227	1.587	38	168	0.483	3.380
14:00 - 15:00	38	168	0.256	1.789	38	168	0.279	1.953	38	168	0.535	3.742
15:00 - 16:00	38	168	0.542	3.797	38	168	0.273	1.912	38	168	0.815	5.709
16:00 - 17:00	38	168	0.501	3.510	38	168	0.248	1.738	38	168	0.749	5.248
17:00 - 18:00	38	168	0.582	4.073	38	168	0.249	1.740	38	168	0.831	5.813
18:00 - 19:00	38	168	0.492	3.447	38	168	0.262	1.832	38	168	0.754	5.279
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.790	26.531			3.834	26.836			7.624	53.367

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.

Calculation Reference: AUDIT-711001-221201-1249

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	
	CT	CENTRAL BEDFORDSHIRE 1 days
	ES	EAST SUSSEX 5 days
	EX	ESSEX 1 days
	HC	HAMPSHIRE 8 days
	HF	HERTFORDSHIRE 2 days
	KC	KENT 6 days
	MW	MEDWAY 2 days
	SC	SURREY 4 days
	SP	SOUTHAMPTON 1 days
	WS	WEST SUSSEX 8 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 918 (units:)
Range Selected by User: 8 to 918 (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: 01/01/14 to 30/06/22

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	5 days
Tuesday	9 days
Wednesday	13 days
Thursday	8 days
Friday	3 days

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

Selected survey types:

Manual count	38 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)	3
Edge of Town	29
Neighbourhood Centre (PPS6 Local Centre)	6

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	29
Village	7

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

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	10 days
10,001 to 15,000	11 days
15,001 to 20,000	7 days
20,001 to 25,000	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	2 days
25,001 to 50,000	7 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	14 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	28 days
1.6 to 2.0	5 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	26 days
No	12 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	38 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	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
3	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</i>		<i>15/07/16</i>	<i>Survey Type: MANUAL</i>
4	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</i>		<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		12	
	<i>Survey date: WEDNESDAY</i>		<i>16/06/21</i>	<i>Survey Type: MANUAL</i>
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
7	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES		ESSEX
	Edge of Town Residential Zone Total No of Dwellings:		123	
	<i>Survey date: MONDAY</i>		<i>27/09/21</i>	<i>Survey Type: MANUAL</i>
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	<i>Survey date: WEDNESDAY</i>		<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
10	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		62	
	<i>Survey date: TUESDAY</i>		<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
11	HC-03-A-24	MIXED HOUSES & FLATS		HAMPSHIRE
	STONEHAM LANE			
	EASTLEIGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		243	
	<i>Survey date: WEDNESDAY</i>		<i>10/11/21</i>	<i>Survey Type: MANUAL</i>
12	HC-03-A-26	MIXED HOUSES & FLATS		HAMPSHIRE
	BOTLEY ROAD			
	WHITELEY			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		270	
	<i>Survey date: THURSDAY</i>		<i>24/06/21</i>	<i>Survey Type: MANUAL</i>
13	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
14	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		125	
	<i>Survey date: MONDAY</i>		<i>08/11/21</i>	<i>Survey Type: MANUAL</i>
15	HC-03-A-29	MIXED HOUSES & FLATS		HAMPSHIRE
	CROW LANE			
	RINGWOOD			
	CROW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		195	
	<i>Survey date: THURSDAY</i>		<i>30/06/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:	160		
	Survey date: MONDAY	08/07/19		Survey Type: MANUAL
17	HF-03-A-04 HOLMSIDE RISE WATFORD	TERRACED HOUSES		HERTFORDSHIRE
	SOUTH OXHEY Edge of Town Residential Zone			
	Total No of Dwellings:	8		
	Survey date: TUESDAY	08/06/21		Survey Type: MANUAL
18	KC-03-A-03 HYTHE ROAD ASHFORD	MIXED HOUSES & FLATS		KENT
	WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	14/07/16		Survey Type: MANUAL
19	KC-03-A-04 KILN BARN ROAD AYLESFORD	SEMI -DETACHED & TERRACED		KENT
	DITTON Edge of Town Residential Zone			
	Total No of Dwellings:	110		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL
20	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	363		
	Survey date: WEDNESDAY	27/09/17		Survey Type: MANUAL
21	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone			
	Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17		Survey Type: MANUAL
22	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	159		
	Survey date: TUESDAY	22/05/18		Survey Type: MANUAL
23	KC-03-A-09 WESTERN LINK FAVERSHAM	MIXED HOUSES & FLATS		KENT
	DAVINGTON Edge of Town Residential Zone			
	Total No of Dwellings:	14		
	Survey date: WEDNESDAY	09/06/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	MW-03-A-01	DETACHED & SEMI -DETACHED		MEDWAY
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>			
				<i>Survey Type: MANUAL</i>
25	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 <i>Survey date: MONDAY 06/06/22</i>			
				<i>Survey Type: MANUAL</i>
26	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>
27	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL FARNHAM Edge of Town Residential Zone Total No of Dwellings: 41 <i>Survey date: WEDNESDAY 11/05/22</i>			
				<i>Survey Type: MANUAL</i>
28	SC-03-A-08	MIXED HOUSES		SURREY
	REIGATE ROAD HORLEY Edge of Town Residential Zone Total No of Dwellings: 790 <i>Survey date: WEDNESDAY 04/05/22</i>			
				<i>Survey Type: MANUAL</i>
29	SC-03-A-09	MIXED HOUSES & FLATS		SURREY
	AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>			
				<i>Survey Type: MANUAL</i>
30	SP-03-A-02	MIXED HOUSES & FLATS		SOUTHAMPTON
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 12/10/21</i>			
				<i>Survey Type: MANUAL</i>
31	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i>			
				<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

32	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>
33	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>		
			<i>Survey Type: MANUAL</i>
34	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i>		
			<i>Survey Type: MANUAL</i>
35	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings: 152 <i>Survey date: WEDNESDAY 16/06/21</i>		
			<i>Survey Type: MANUAL</i>
36	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 <i>Survey date: WEDNESDAY 23/06/21</i>		
			<i>Survey Type: MANUAL</i>
37	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</i>		
			<i>Survey Type: MANUAL</i>
38	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 380 <i>Survey date: TUESDAY 23/11/21</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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 10 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	38	168	0.075	0.750	38	168	0.301	3.011	38	168	0.376	3.761
08:00 - 09:00	38	168	0.139	1.389	38	168	0.391	3.907	38	168	0.530	5.296
09:00 - 10:00	38	168	0.134	1.344	38	168	0.161	1.607	38	168	0.295	2.951
10:00 - 11:00	38	168	0.121	1.214	38	168	0.153	1.530	38	168	0.274	2.744
11:00 - 12:00	38	168	0.128	1.283	38	168	0.148	1.482	38	168	0.276	2.765
12:00 - 13:00	38	168	0.152	1.516	38	168	0.144	1.440	38	168	0.296	2.956
13:00 - 14:00	38	168	0.158	1.577	38	168	0.147	1.471	38	168	0.305	3.048
14:00 - 15:00	38	168	0.156	1.559	38	168	0.180	1.805	38	168	0.336	3.364
15:00 - 16:00	38	168	0.246	2.459	38	168	0.161	1.607	38	168	0.407	4.066
16:00 - 17:00	38	168	0.261	2.607	38	168	0.149	1.494	38	168	0.410	4.101
17:00 - 18:00	38	168	0.346	3.457	38	168	0.147	1.468	38	168	0.493	4.925
18:00 - 19:00	38	168	0.287	2.868	38	168	0.146	1.463	38	168	0.433	4.331
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.203	22.023			2.228	22.285			4.431	44.308

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 - 918 (units:)
Survey date date range: 01/01/14 - 30/06/22
Number of weekdays (Monday-Friday): 38
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 9
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 10 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	38	168	0.111	1.107	38	168	0.495	4.951	38	168	0.606	6.058
08:00 - 09:00	38	168	0.210	2.102	38	168	0.811	8.111	38	168	1.021	10.213
09:00 - 10:00	38	168	0.213	2.126	38	168	0.274	2.738	38	168	0.487	4.864
10:00 - 11:00	38	168	0.193	1.928	38	168	0.253	2.533	38	168	0.446	4.461
11:00 - 12:00	38	168	0.205	2.050	38	168	0.237	2.365	38	168	0.442	4.415
12:00 - 13:00	38	168	0.229	2.290	38	168	0.226	2.263	38	168	0.455	4.553
13:00 - 14:00	38	168	0.256	2.561	38	168	0.227	2.267	38	168	0.483	4.828
14:00 - 15:00	38	168	0.256	2.556	38	168	0.279	2.790	38	168	0.535	5.346
15:00 - 16:00	38	168	0.542	5.424	38	168	0.273	2.732	38	168	0.815	8.156
16:00 - 17:00	38	168	0.501	5.014	38	168	0.248	2.483	38	168	0.749	7.497
17:00 - 18:00	38	168	0.582	5.819	38	168	0.249	2.486	38	168	0.831	8.305
18:00 - 19:00	38	168	0.492	4.925	38	168	0.262	2.617	38	168	0.754	7.542
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.790	37.902			3.834	38.336			7.624	76.238

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE 1 days
	ES	EAST SUSSEX 5 days
	EX	ESSEX 1 days
	HC	HAMPSHIRE 8 days
	HF	HERTFORDSHIRE 2 days
	KC	KENT 6 days
	MW	MEDWAY 2 days
	SC	SURREY 4 days
	SP	SOUTHAMPTON 1 days
	WS	WEST SUSSEX 8 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 918 (units:)
Range Selected by User: 8 to 918 (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: 01/01/14 to 30/06/22

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	5 days
Tuesday	9 days
Wednesday	13 days
Thursday	8 days
Friday	3 days

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

Selected survey types:

Manual count	38 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)	3
Edge of Town	29
Neighbourhood Centre (PPS6 Local Centre)	6

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	29
Village	7
Out of Town	2

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

Secondary Filtering selection:

Use Class:

C3 38 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	10 days
10,001 to 15,000	11 days
15,001 to 20,000	7 days
20,001 to 25,000	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	2 days
25,001 to 50,000	7 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	14 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	28 days
1.6 to 2.0	5 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	26 days
No	12 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	38 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	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 22/06/22</i>		<i>Survey Type: MANUAL</i>
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
3	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>
4	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>
5	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>		<i>Survey Type: MANUAL</i>
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		<i>Survey Type: MANUAL</i>
7	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 <i>Survey date: MONDAY 27/09/21</i>		<i>Survey Type: MANUAL</i>
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	<i>Survey date: WEDNESDAY</i>		<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
10	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		62	
	<i>Survey date: TUESDAY</i>		<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
11	HC-03-A-24	MIXED HOUSES & FLATS		HAMPSHIRE
	STONEHAM LANE			
	EASTLEIGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		243	
	<i>Survey date: WEDNESDAY</i>		<i>10/11/21</i>	<i>Survey Type: MANUAL</i>
12	HC-03-A-26	MIXED HOUSES & FLATS		HAMPSHIRE
	BOTLEY ROAD			
	WHITELEY			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		270	
	<i>Survey date: THURSDAY</i>		<i>24/06/21</i>	<i>Survey Type: MANUAL</i>
13	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
14	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		125	
	<i>Survey date: MONDAY</i>		<i>08/11/21</i>	<i>Survey Type: MANUAL</i>
15	HC-03-A-29	MIXED HOUSES & FLATS		HAMPSHIRE
	CROW LANE			
	RINGWOOD			
	CROW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		195	
	<i>Survey date: THURSDAY</i>		<i>30/06/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	<i>Survey date: MONDAY</i>	<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
17	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	8	
	<i>Survey date: TUESDAY</i>	<i>08/06/21</i>	<i>Survey Type: MANUAL</i>
18	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</i>	<i>14/07/16</i>	<i>Survey Type: MANUAL</i>
19	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</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
20	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	363	
	<i>Survey date: WEDNESDAY</i>	<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
21	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	<i>Survey date: WEDNESDAY</i>	<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
22	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	159	
	<i>Survey date: TUESDAY</i>	<i>22/05/18</i>	<i>Survey Type: MANUAL</i>
23	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings:	14	
	<i>Survey date: WEDNESDAY</i>	<i>09/06/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	MW-03-A-01	DETACHED & SEMI -DETACHED	MEDWAY
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i> <i>Survey Type: MANUAL</i>		
25	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 <i>Survey date: MONDAY 06/06/22</i> <i>Survey Type: MANUAL</i>		
26	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>		
27	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL FARNHAM Edge of Town Residential Zone Total No of Dwellings: 41 <i>Survey date: WEDNESDAY 11/05/22</i> <i>Survey Type: MANUAL</i>		
28	SC-03-A-08	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY Edge of Town Residential Zone Total No of Dwellings: 790 <i>Survey date: WEDNESDAY 04/05/22</i> <i>Survey Type: MANUAL</i>		
29	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i> <i>Survey Type: MANUAL</i>		
30	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 12/10/21</i> <i>Survey Type: MANUAL</i>		
31	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i> <i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

32	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>
33	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>		
			<i>Survey Type: MANUAL</i>
34	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i>		
			<i>Survey Type: MANUAL</i>
35	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings: 152 <i>Survey date: WEDNESDAY 16/06/21</i>		
			<i>Survey Type: MANUAL</i>
36	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 <i>Survey date: WEDNESDAY 23/06/21</i>		
			<i>Survey Type: MANUAL</i>
37	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</i>		
			<i>Survey Type: MANUAL</i>
38	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 380 <i>Survey date: TUESDAY 23/11/21</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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	38	168	0.075	0.900	38	168	0.301	3.613	38	168	0.376	4.513
08:00 - 09:00	38	168	0.139	1.667	38	168	0.391	4.688	38	168	0.530	6.355
09:00 - 10:00	38	168	0.134	1.613	38	168	0.161	1.929	38	168	0.295	3.542
10:00 - 11:00	38	168	0.121	1.457	38	168	0.153	1.836	38	168	0.274	3.293
11:00 - 12:00	38	168	0.128	1.539	38	168	0.148	1.778	38	168	0.276	3.317
12:00 - 13:00	38	168	0.152	1.820	38	168	0.144	1.727	38	168	0.296	3.547
13:00 - 14:00	38	168	0.158	1.893	38	168	0.147	1.765	38	168	0.305	3.658
14:00 - 15:00	38	168	0.156	1.870	38	168	0.180	2.165	38	168	0.336	4.035
15:00 - 16:00	38	168	0.246	2.951	38	168	0.161	1.929	38	168	0.407	4.880
16:00 - 17:00	38	168	0.261	3.128	38	168	0.149	1.793	38	168	0.410	4.921
17:00 - 18:00	38	168	0.346	4.148	38	168	0.147	1.761	38	168	0.493	5.909
18:00 - 19:00	38	168	0.287	3.442	38	168	0.146	1.756	38	168	0.433	5.198
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.203	26.428			2.228	26.740			4.431	53.168

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 - 918 (units:)
Survey date date range: 01/01/14 - 30/06/22
Number of weekdays (Monday-Friday): 38
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 9
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	38	168	0.111	1.329	38	168	0.495	5.942	38	168	0.606	7.271
08:00 - 09:00	38	168	0.210	2.523	38	168	0.811	9.733	38	168	1.021	12.256
09:00 - 10:00	38	168	0.213	2.551	38	168	0.274	3.286	38	168	0.487	5.837
10:00 - 11:00	38	168	0.193	2.314	38	168	0.253	3.039	38	168	0.446	5.353
11:00 - 12:00	38	168	0.205	2.461	38	168	0.237	2.838	38	168	0.442	5.299
12:00 - 13:00	38	168	0.229	2.748	38	168	0.226	2.716	38	168	0.455	5.464
13:00 - 14:00	38	168	0.256	3.073	38	168	0.227	2.720	38	168	0.483	5.793
14:00 - 15:00	38	168	0.256	3.068	38	168	0.279	3.348	38	168	0.535	6.416
15:00 - 16:00	38	168	0.542	6.509	38	168	0.273	3.278	38	168	0.815	9.787
16:00 - 17:00	38	168	0.501	6.017	38	168	0.248	2.979	38	168	0.749	8.996
17:00 - 18:00	38	168	0.582	6.983	38	168	0.249	2.983	38	168	0.831	9.966
18:00 - 19:00	38	168	0.492	5.910	38	168	0.262	3.141	38	168	0.754	9.051
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.790	45.486			3.834	46.003			7.624	91.489

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.*