

TECHNICAL NOTE

SMOCK ALLEY, WEST CHILTINGTON, WEST SUSSEX

Proposed Residential Development

Date: December 2014

Ref: SHAD/13/1952

1 INTRODUCTION

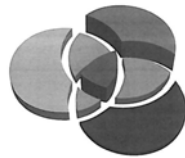
1.1 Background

- 1.1.1 This Technical Note (TN) has been prepared by the Russell Giles Partnership (RGP) on behalf of Mrs Sharon Davis to assess the transport planning highways impact of a proposed development on land to the west of Smock Alley, West Chiltington, West Sussex (planning application reference DC/14/2248). The development proposals comprise of 21 residential dwellings and the creation of a new access on to Smock Alley.
- 1.1.2 This TN considers the suitability of the development within the context of West Chiltington's existing transport infrastructure and identifies the likely impact of the development on the local road network, the consequences for existing and potential future residents against the findings of the application sites exiting Transport Statement (TS) prepared by transport consultant's iTransport.
- 1.1.3 The application site is located on the eastern periphery of West Chiltington Common in a semi-rural area. The application site's location is demonstrated in **Figure 1.1**



Figure 1.1: Site Location



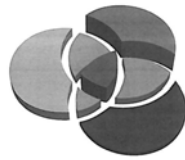


2.1 West Chiltington Common

- 2.1.1 West Chiltington Common is predominantly residential in nature with few other land uses provided in the settlement. The existing residents of West Chiltington are therefore reliant upon other local market towns such as Storrington (3.5km) and Pulborough (5km) for its employment, service and amenity requirements. This factor is identified in the Horsham District Councils Local Plan Development Framework.
- 2.1.2 Review of the 2011 national census data for the Chanctonbury Ward (and lower level data subsets for West Chiltington Common/West Chiltington) reveals West Chiltington Common to have a distinct demographic comprised of high earning households (indicated through housing density, council tax band and Socio-economic classification) and a high proportion of persons 'aged 65 and over' at 42.9%.
- 2.1.3 The census data also revealed an extremely low proportion of the economically active population use public transport at just 4%. This statistic is reflective the poor accessibility credentials and the population demographic in West Chiltington Common which is addressed in more detail in **Section 3** of this report. The census data outputs are attached as **Appendix A** for reference.
- 2.1.4 West Chiltington Common is primarily served by 'West Chiltington Road' which transitions into 'Common Hill' and 'Mill Road' which collectively form part of what is locally known as the 'Horsham Road' (as is referred to herein after). The Horsham Road runs through the centre of West Chiltington Common with a north - south alignment and provides links to Storrington (3.5km) to the south and West Chiltington (1.4km) to the north and connects with the A272 strategic trunk road 7km to the north of West Chiltington Common.
- 2.1.5 The Horsham Road serves as a local distributor road serving multiple residential side streets throughout West Chiltington Common. There are a large number of private 'access only' roads in West Chiltington Common that results in a variable quality of carriageway and footway throughout the settlement.

2.2 Smock Alley

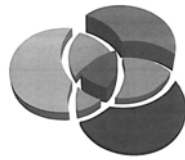
- 2.2.1 The application site fronts on to Smock Alley which serves a number of residential properties on the eastern boundary of West Chiltington Common. Smock Alley transitions into Southlands Lane c.80m north of the site which is predominantly rural in character. Southlands Lane provides the most direct route to West Chiltington and the A272. A complex of dairy farm buildings and large glass houses are located 400m north of the site along Southlands Lane and produce regular agricultural vehicle movements along Smock Alley and Southlands Lane (see **Figure 2.1**).



- 2.2.2 The semi-rural setting of the application site means the local carriageways are of a poor quality. Smock Alley is not provide footways and has a narrow carriageway width ranging between approximately 4.1m and 4.5m in the vicinity of the site. The width is restricted to 5ft 6inch as Smock Alley transitions in to Southlands Lane and is accordingly signed (see **Figure 2.1**). Smock Alley/Southlands Lane has a 30mph speed limit and has no parking restrictions.
- 2.2.3 Smock Alley has an informal drainage scheme with a ditch running parallel to the carriageway. There are several areas which do not appear to have any drainage resulting in ponding on the carriageway and flooding. The carriageway surface is of variable quality and is often in poor condition at the carriageway margins. The poor surface requires pedestrians and cyclists to be positioned more centrally in the carriageway than desirable and contributes to ponding and minor flooding. The carriageway characteristics of Smock Alley and Southlands Lane are demonstrated in **Figure 2.1**.



Figure 2.1 Carriageway Characteristics on Smock Alley/Southlands Lane

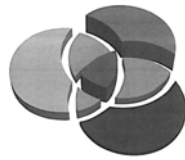


2.2.4 iTransport's TS provides ATC survey results which identify baseline traffic flows and vehicle speeds along Smock Alley/Southland Lane. The surveys reveal peak hour traffic flows of 78 movements in the AM peak and 74 movements in the PM peak with a total of 830 movements across the day. The surveys identify Smock Alley as having 85th percentile speeds of 39.7mph northbound and 39.7mph southbound. Both the volume of traffic and speeds are high relative to the quality of the carriageway

2.3 Existing Site

2.3.1 The proposed development site is 1.325ha in size and has been historically used for agricultural purposes. The site is comprised of a single field which is bound by trees and shrubbery on all sides. The site has a gradient from west to east heading down toward Smock Alley. The existing site is served by a small gated access on to Smock Alley. The visibility from the access is currently restricted by the trees and plantings either side of the access.

2.3.2 The application site is abutted by a similar agricultural field approximately 1.3ha in size which is also owned by the applicant.



3.1 Overview of Development Proposal

3.1.1 The proposed development entails the provision of 21 dwellings, 8 of which would be affordable dwellings. The site would be served from the existing field access on to Smock Alley. A rear pedestrian access is proposed to tie in with an existing footway to the rear of the land owned by the applicant. The proposed site layout is attached as **Appendix B** for reference.

3.2 Site Accessibility

3.2.1 As previously identified West Chiltington Common provides a limited range of facilities and is reliant on other nearby market towns for any significant range of services. West Chiltington Common does however provide convenience facilities located at the junction of Horsham Road and Haglands Lane towards the centre of the settlement c.1km from the proposed development site. The distance of the facilities from the application site exceeds the 800m guideline for pedestrians as identified by the Department for Transport guidance.

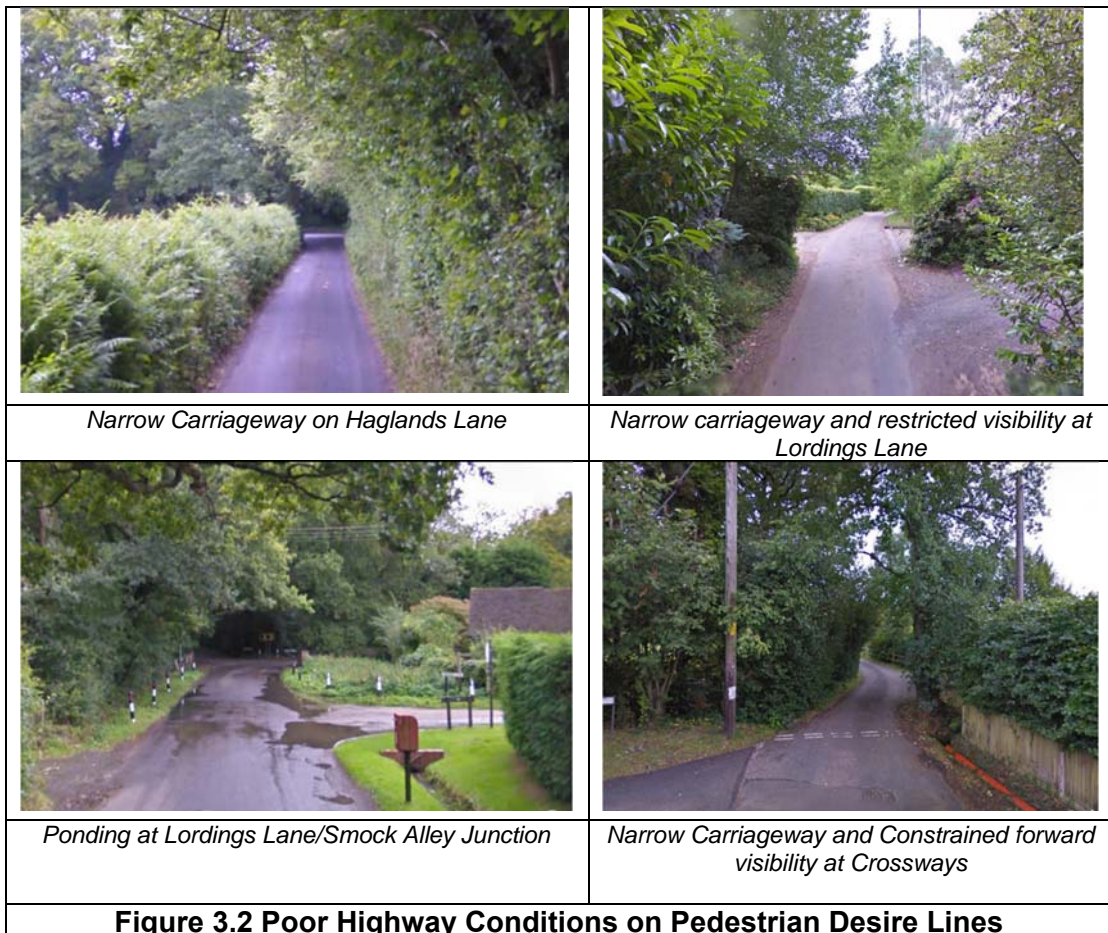
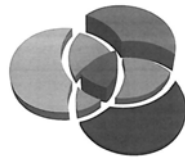
3.2.2 The facilities include a Londis convenience store and Post Office, a butchers and hairdressers. A village hall, recreation ground and tennis centre is located to the north of West Chiltington Common on the Horsham Road 1.5km walking distance from the development site.

3.3 Pedestrian Accessibility

3.3.1 The walking facilities in the vicinity of the site are limited and represent one of the primary constraints to the principle of development at the site. The location of the application site requires pedestrians to walk within the Smock Alley carriageway or Haglands Road/Lordings Lane if using the proposed footpath link to the rear of the site.

3.3.2 As previously identified Smock Alley is relatively narrow, unlit, poorly made in places particularly at the carriageway edge, therefore increasing the potential for pedestrian and vehicle conflict particularly in the hours of darkness and provides an undesirable means of travel for potential residents.

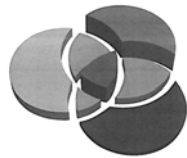
3.3.3 There are some opportunities for pedestrians to walk off the carriageway on verges, although the verges are of varying quality and are not consistently provided. The verges would be unsuitable as a refuge for vulnerable road users such as the elderly, children, mobility impaired, and those with push chairs.



3.3.7 All pedestrian routes are highly undesirable for pedestrian's particularly vulnerable users and present a significant risk during winter months when pedestrian commuters travelling to and from bus stops would be required to traverse these routes in darkness.

3.3.8 The use of the proposed footpath to the rear of the site would also raise a number of highways issues including:-

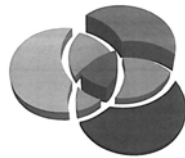
- (i) Pedestrians would be required to walk through an area of woodland that is not overlooked and is unlit raising safety issues.
- (ii) The footpath has an unmade surface which would not be practice for elderly or less mobile users or people with push chairs and wheel chairs.
- (iii) The footpath exits out onto the Haglands Lane Carriageway presenting further safety issues at the point of egress.



- 3.3.9 The proposed footpath would therefore be unsuitable as a primary pedestrian route in and out of the site. The lack of viable alternatives make this a significant obstacle for pedestrian movements to and from the site.
- 3.3.10 Whilst it is recognised that the application Planning Statement suggests potential contribution/provision of a footway as a condition of development, the level of improvement required to provide connectivity to the West Chiltington Common village centre would be disproportionate to the scale of development and unfeasible. Any improvements could only be provided along the publicly owned Smock Alley and Haglands Road and would potentially incorporate the footpath to the rear of the site. The provision of footways would not be deliverable within the extent of the public highway on Haglands Road which does not provide sufficient width for such infrastructure on certain sections. The desirability of the proposed footway schemes usage outside of daylight hours would be questionable without the provision street lighting.
- 3.3.11 ITransport's TS suggests that the local road network suitably operates as a shared surface in accordance with Manual for Streets (MfS) guidance due to the baseline traffic flows on Smock Alley being within the 100 movements threshold. MfS however identifies several other criterion that the Smock Alley does not adhere to which include a requirement of low vehicle speeds and short road lengths. The carriageway lengths of Smock Alley/Southlands Lane and Haglands Lane are over 1km and vehicle speeds of c.40mph on Smock Alley mean that both parameters exceed the acceptable criterion for shared surface carriageways.

3.4 Cycle Infrastructure

- 3.4.1 There is no dedicated cycle infrastructure or off road cycle routes located in West Chiltington Common. The light traffic conditions may facilitate cycle movements within West Chiltington Common, however the narrow carriageways and potential of vehicle/cyclist conflict may make some routes unattractive.
- 3.4.2 Journeys to wider services and employment centres of Storrington and Pulborough via the Horsham Road, and the A283 are not conducive to safe cycling due to high speed limits, gradients and road bends. Larger employment centers such as Worthing Billingshurst and Horsham are out of most cyclist range or require cycling on major roads which would be undesirable to the vast majority of cyclists.



3.5 Bus Services

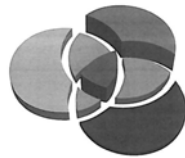
- 3.5.1 The nearest bus stop to the proposed development site is 'The Birches' stop located c.1km walking distance to the west at the junction of Haglands Road and the Horsham Road. This is outside the recommended 400m accessibility threshold identified within the Chartered Institute Highways and Transport guidance.
- 3.5.2 As previously identified the absence of pedestrian infrastructure makes the bus stops in West Chiltington Common somewhat inaccessible, which is reflected in the 'journey to work' census data which identified only 4% of residents use public transport services for commuting purposes.
- 3.5.3 The services provided through West Chiltington Common include an hourly service (the no.1) between Worthing and Midhurst which provides links to Petworth, Storrington and Pulborough. The 74 also travels through West Chiltington Common 2 times a day provides a link to Storrington and Horshman 20km to the north, although this service only passes through West Chiltington during inter-peak periods.

3.6 Train services

- 3.6.1 There are no rail services provided from West Chiltington Common. The nearest train station to the application site is located in Pulborough and would only be accessible by car or bus (although use of the bus service is limited and undesirable as previously identified).

3.7 Summary

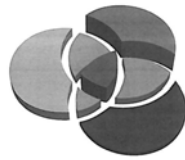
- 3.7.1 The existing services and public transport infrastructure is heavily reliant on use of private motor car due to the poor pedestrian and cycle infrastructure, limited and somewhat inaccessible bus services and absence no train services in West Chiltington Common. This is reflected in the census data which reveals a very low (4%) proportion of public transport usage amongst the economically active population.



- 3.7.2 The existing infrastructure may be suitable to the existing affluent and older demographic in West Chiltington Common, however the provision of smaller affordable units with a higher proportion of economically active residents requires a greater level of accessibility. This maybe achievable in some parts of West Chiltington Common as identified in Horshams Local Development Plan Framework, but the proposed development is poorly located relative to the existing limited infrastructure. The development would therefore not be able to 'take up the opportunities for sustainable travel' in West Chiltington Common contravening the National Policy Planning Framework.
- 3.7.3 iTransport's TS suggests the low number of PIA incidents occurring in West Chiltington Common demonstrates the existing network to operate without significant problems. It could however be equally argued that the low quantum of incidents is attributed to the pedestrian/cyclist movements being extremely low due to the poor accessibility credentials and population demographics of West Chiltington. These factors mean the opportunities for incidents are significantly reduced compared to an accessible location where there are high numbers of pedestrian and cycle movements.

4.1 Site Access

- 4.1.1 The proposed access would take the form of a simple priority junction with a 5m width supported by 6m corner radii. The junction would use a raised table at the access to reduce the impact upon tree root protection zones in the vicinity of the access.
- 4.1.2 The access geometries are suitable for car sized vehicles, however the over swing by refuse vehicles would fully obstruct the Smock Alley carriageway when turning out of the access. The baseline traffic flows on Smock Alley are high relative to the narrow rural character of the carriageway, meaning that the over-swing of the refuse vehicles would present an increased risk of vehicle conflict. The over swing of the access road and Smock Alley would also be hazardous to pedestrians entering or egressing the site.

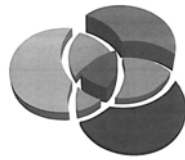


4.2 Visibility

- 4.2.1 The stopping site distance and visibility splays from the site access have been based upon 85th percentile speeds recorded by ATC surveys. The visibility splays have been calculated using MfS1 calculation coefficients showing 63.7m in the secondary direction and 64.7m in the primary direction. The 85th percentile speeds of 39.3 and 39.7 mph would however require the stopping site distances to be calculated using MfS2 calculation coefficients, as the speeds exceed 60kph (in accordance with MfS 2 section 10). The application of the MfS2 formula equates to visibility splays of 2.4m x 81m in the primary direction and 2.4m x 79m in the secondary direction.
- 4.2.2 Whilst the MfS2 calculated splays would be achievable there are several potential constraints to their achievability.
- (i) The increased primary direction visibility splay would take out a significant swathe of vegetation and trees at the site's frontage including category B TPO trees species (Oak).
 - (ii) The secondary direction visibility splay cuts across the adjacent parcel of land. The adjacent parcel of land is controlled by the applicant, however the land is not identified as part of the development site meaning its use is uncontrolled and the achievability of the secondary splay cannot guaranteed.

4.3 Internal Layout and Parking

- 4.3.1 The internal layout proposes a 'pan-handle' carriageway arrangement in which the access road leads to a circular route within the main body of the site. A short cul-de-sac is also served from the site access road 10m from the junction with Smock Alley.
- 4.3.2 The proximity of the short cul-de-sac junction to the main site access junction with Smock Alley is insufficient. Due to the constrained intervisibility between the two junctions, which is restricted by the trees at the site frontage, the two junction's proximity could result in vehicle conflict between vehicles turning into the site and vehicles turning out of the cul-de-sac.



4.3.3 The WSCC car parking demand calculator identifies a car parking requirement of 51 spaces 10 of which need to be unallocated. The proposed development identifies 6 parking laybys. ITransport's TS suggests that any surplus could be accommodated on the internal carriageways. The presence of on-street parking would narrow the 5.0m shared surface carriageway to 3.0m where street parking occurs. The refuse vehicle swept path analysis shows the negotiation of the internal carriageways requires almost the full width of the carriageway due to its curvilinear form. The presence of on-street parking would therefore prevent refuse vehicle movements around the site requiring undesirable reversing manoeuvres out of the site access. On-street parking could also affect the access to the sites dwellings by fire tenders and contravene building regulations.

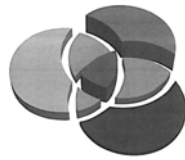
4.3.4 It is identified within the application form that the internal carriageway would not be offered for adoption. This raises further issues as to the plausibility of the potential service arrangements. Should the carriageway not be adoptable, refuse servicing of the 21 dwellings would need to be carried out from the Smock Alley carriageway. Servicing from the carriageway would require the provision of bin stores to ensure that bin carry distances are met. It is however evident from the site layout that the dwellings at the southeast corner would be greater than the maximum permissible carry distance of 55m (25m for collectors 30m for residents MfS section 6.8.9).

4.4 Trip Generation

4.4.1 RGP have undertaken a trip generation assessment for the development proposals in the absence of this assessment in the original TS. The TRICS database (version 2014c) has been interrogated in order to quantify the level of traffic flow that is likely to be associated with the proposed development. For the purposes of this assessment the following search parameters have been used:

- (i) Land Use – Residential (mixed).
- (ii) Regions – England (excluding Greater London).
- (iii) Number of Units - 2-400 units.
- (iv) Date Range – 2006 Onwards.
- (v) Count Type – Manual.
- (vi) Selected Days – Weekdays and Weekends.
- (vii) Selected Locations – Edge of Town, Residential Zone.

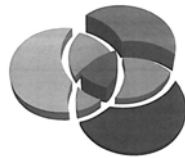
4.4.2 The results of the TRICS interrogation are provided at **Appendix C**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with 21 dwellings, is provided in **Figure 4.2**.



TRICS Trip Rates Per Dwelling (21 units)			
	ARRIVALS	DEPARTURES	TOTAL
AM Peak Hour (08:00-09:00)	0.187	0.287	0.474
PM Peak Hour (17:00-18:00)	0.238	0.228	0.471
Daily Traffic	2.286	2.315	4.601
TRICS Vehicle Trip Generation			
AM Peak Hour (08:00-09:00)	4	6	10
PM Peak Hour (17:00-18:00)	5	5	10
Daily Traffic	48	49	97

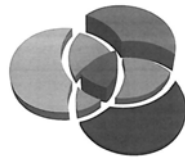
Figure 4.2: Anticipated Trip Generation

- 4.4.3 The site's existing agricultural use is considered to have a negligible trip generation, therefore all trips generated by the proposed development are considered to be new to the local road network. The TRICS assessment suggests the proposed development would generate in the region of 97 additional vehicle trips per day, with an additional 10 trips during the AM peak period (08:00 – 09:00) and 10 additional trips during the PM peak period (17:00 – 18:00).
- 4.4.4 Whilst the number of daily vehicle trips generated by the proposed development is low any increase to the concentrations of movements along Smock Alley/Southlands Lane would be detrimental due to the quality of the road and in particular the narrow carriageway widths, which can only accommodate one-way flows in places. A relatively large proportion of the site's traffic would head north through the width restricted section of Smock Alley/Southlands Lane to reach the A272, therefore increasing the potential for vehicle conflict.
- 4.4.5 This is particularly salient considering there is likely to be a higher trip generation than that identified in the TRICS assessment as result of the poor accessibility credentials in West Chiltington Common (as identified in WSCC initial highways advice).
- 4.4.6 Should development proposals receive planning consent a precedent would be set for development along Smock Alley/Southlands Lane. There is obvious potential to develop the adjacent land north of the development site which is also owned by the applicant. The site layout would appear to reflect this intent, with the sites spine road running close to the northern boundary creating potential for a link through. If this land was to come forward the trip impact would be effectively doubled meaning c.200 daily vehicle movements would distributed along Smock Alley and Southlands Lane.



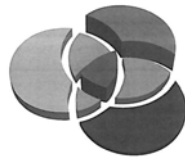
4.5 Summary and Conclusions

- 4.5.1 This TN has been prepared by RGP on behalf of Mrs Sharon Davis to demonstrate the highways impact of the proposed development on land west of Smock Alley, West Chiltington, West Sussex.
- 4.5.2 This TN considers the suitability of the development within the context of West Chiltington Commons's existing transport infrastructure and identifies the likely impact of the development on the local road network, and the consequences for existing and potential future residents against the findings of the Transport Statement (TS) prepared by transport consultants iTransport. Having reviewed the sites design, the TS, policy background and local road network conditions the findings of RGP's TN are as follows:
- (i) The site does not benefit from being accessible by alternative modes of transport and as a consequence future residents would be heavily dependent on travelling by private cars for various journey purposes. In addition West Chiltington Common does not benefit from having a broad range of local services and facilities and therefore future residents would be required to travel by car to other nearby market towns for day to day needs.
 - (ii) Pedestrian movements are unsafe as a consequence of extremely limited footway infrastructure, narrow carriageways , a lack of street lighting on all desire lines to the village centre, poor drainage and carriageway surfacing at the carriageway margins, lack of verges for pedestrians to retreat to when vehicles approach, and a lack of viable alternative off road routes to the village centre. This is a particular problem in the hours of darkness as none of the routes to and from the village centre and bus stops are lit creating a significant safety issue.
 - (iii) There is no dedicated cycling infrastructure in West Chiltington Common. Cycling to local employment centres outside of West Chiltington Common would not be possible due to the use of roads not conducive to safe cycling due to high speed limits, steep gradients and road bends coupled with poor forward visibility.
 - (iv) The nearest bus stops and the limited number of services in the village centre are located over the DfT's recommended 800m walking distance from the site. The bus services provided from the stops are limited with no peak hour journeys to key employment and services centres such as Horsham and Chichester.
 - (v) The existing infrastructure may be suitable to the existing affluent and older demographic in West Chiltington Common who exhibit a comparatively low usage of public transport and other sustainable transport modes (at just 4%) as identified by the 2011 national census data). However the provision



of smaller affordable units with a higher proportion of economically active residents requires a greater level of accessibility. This maybe achievable in some parts of West Chiltington Common as identified in Horshams Local Development Plan Framework, but the proposed development is poorly located relative to the existing limited infrastructure. The development would therefore not be able to 'take up the opportunities for sustainable travel' in West Chiltington Common, contravening the National Policy Planning Framework (NPPF).

- (vi) The TS prepared by iTransport suggests that the low number of PIA's occurring in West Chiltington Common, demonstrates the existing network is able to operate without any significant problems for pedestrians. It could, however, be equally argued that the low quantum of incidents is attributed to the pedestrian/cyclist movements being extremely low due to the poor accessibility credentials and population demographics of West Chiltington. These factors mean the opportunities for incidents are significantly reduced compared to an accessible location where there are high numbers of pedestrian and cycle movements. iTransport's assumption does not therefor take into account the site's unique character and limited potential for sustainable travel.
- (vii) The suggested footway improvement scheme to link to the village centre would be undeliverable due to the narrow extent of public highway on route to the village centre via Haglands Drive. The scale of any scheme to provide connectivity would be significant and disproportionate to the scale of the development.
- (viii) The stopping site distance values and visibility splays were calculated using incorrect calculation parameters within MfS1 rather than MfS2. The increased splay size would take out a significant swathe of trees along the site frontage, which have been identified as Category B and include oak species.
- (ix) The secondary visibility splays would cut across the adjacent parcel of land. Whilst this land is also owned by the applicant, it is not identified as part of this application site and its use uncontrolled. Therefore the secondary visibility splay's achievability cannot be guaranteed.
- (x) The site's internal carriageways would not be appropriate for on-street parking as suggested in iTransport's TS. On street parking would prevent refuse vehicles negotiating the sites internal carriageways.
- (xi) The site's internal carriageways would not be offered for adoption meaning servicing maybe required to be carried out from Smock Alley. The bin carry distances from the proposed dwellings to the west of the site are considerably in excess of the 55m maximum carry distances, identified in Manual for Streets.



- (xii) Whilst the number of daily vehicle trips generated by the proposed development is low any increase to the concentrations of movements along Smock Alley/Southlands Lane (the most direct route to the A272 to the north) would be detrimental due to the quality of the road and in particular the narrow carriageway widths, which can only accommodate one-way flows in places (a 5ft 6" inch width restriction is in place on Southlands Lane). A relatively large proportion of the site's traffic would head north through the width restricted section of Smock Alley/Southlands Lane to reach the A272 leading to potential vehicle conflict along one way stretches of carriageway.
- (xiii) Should development come forward a precedent would be set for development along Smock Alley/Southlands Lane. If the adjacent land owned by the applicant was to be developed, the trip impact would be effectively doubled equating to c.200 daily vehicle movements along Smock Alley and Southlands Lane. This impact is considered to be severe on such a constrained carriageway in contravention of the NPPF.

4.5.3 In light of the findings of this TN it is recommended that the local highways authority WSCC object to the proposals on transport planning and highways grounds.



APPENDIX A

				Horsham 012B	Horsham	South East	England
				Super Output Area L	Non-Metr	Region	Country
All Usual Residents in Households	Count	Persons	Mar-11	1711	128633	8446500	52059931
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations	Count	Persons	Mar-11	441	27956	1456234	7186286
All Usual Residents in Households; 1.1 Higher Managerial, Administrative and Professional Occupations; 1.1 Large Employers and Higher Managerial and Administrative Occupations	Count	Persons	Mar-11	132	6798	355017	1752623
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.1 Large Employers and Higher Managerial and Administrative Occupations; L1 Employers in Large Establishments	Count	Persons	Mar-11	2	76	4534	19337
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.1 Large Employers and Higher Managerial and Administrative Occupations; L2 Higher Managerial and Administrative Occupations	Count	Persons	Mar-11	130	6722	350483	1733286
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.2 Higher Professional Occupations	Count	Persons	Mar-11	309	21158	1101217	5433663
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.2 Higher Professional Occupations; L3.1 Traditional Employees	Count	Persons	Mar-11	128	8362	498215	2712647
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.2 Higher Professional Occupations; L3.2 New Employees	Count	Persons	Mar-11	126	9215	420155	1816170
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.2 Higher Professional Occupations; L3.3 Traditional Self-Employed	Count	Persons	Mar-11	47	2871	148770	756191
All Usual Residents in Households; 1. Higher Managerial, Administrative and Professional Occupations; 1.2 Higher Professional Occupations; L3.4 New Self-Employed	Count	Persons	Mar-11	8	710	34077	148655
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations	Count	Persons	Mar-11	483	37178	2182114	11876931
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L4 Lower Professional and Higher Technical Occupations	Count	Persons	Mar-11	284	20602	1234617	6962355
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L4 Lower Professional and Higher Technical Occupations; L4.1 Traditional Employees	Count	Persons	Mar-11	167	13502	851832	5085133
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L4 Lower Professional and Higher Technical Occupations; L4.2 New Employees	Count	Persons	Mar-11	37	3603	191782	921480
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L4 Lower Professional and Higher Technical Occupations; L4.3 Traditional Self-Employed	Count	Persons	Mar-11	71	2688	147894	756062
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L4 Lower Professional and Higher Technical Occupations; L4.4 New Self-Employed	Count	Persons	Mar-11	9	809	43109	199680
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L5 Lower Managerial and Administrative Occupations	Count	Persons	Mar-11	166	12141	661485	3332001
All Usual Residents in Households; 2. Lower Managerial, Administrative and Professional Occupations; L6 Higher Supervisory Occupations	Count	Persons	Mar-11	33	4435	286012	1582575
All Usual Residents in Households; 3. Intermediate Occupations	Count	Persons	Mar-11	139	13275	900952	5447693
All Usual Residents in Households; 3. Intermediate Occupations; L7.1 Intermediate Clerical and Administrative Occupations	Count	Persons	Mar-11	101	8229	521843	3141647
All Usual Residents in Households; 3. Intermediate Occupations; L7.2 Intermediate Sales and Service Occupations	Count	Persons	Mar-11	27	3317	244418	1500960
All Usual Residents in Households; 3. Intermediate Occupations; L7.3 Intermediate Technical and Auxiliary Occupations	Count	Persons	Mar-11	8	881	72044	474858
All Usual Residents in Households; 3. Intermediate Occupations; L7.4 Intermediate Engineering Occupations	Count	Persons	Mar-11	3	848	62647	330228
All Usual Residents in Households; 4. Small Employers and Own Account Workers	Count	Persons	Mar-11	391	18874	1146869	6671573
All Usual Residents in Households; 4. Small Employers and Own Account Workers; L8 Employers in Small Establishments	Count	Persons	Mar-11	129	5236	300238	1867577
All Usual Residents in Households; 4. Small Employers and Own Account Workers; L8 Employers in Small Establishments; L8.1 Employers in Small Establishments in Industry, Commerce, Services etc.	Count	Persons	Mar-11	119	4820	286762	1763242
All Usual Residents in Households; 4. Small Employers and Own Account Workers; L8 Employers in Small Establishments; L8.2 Employers in Small Establishments in Agriculture	Count	Persons	Mar-11	10	416	13476	104335
All Usual Residents in Households; 4. Small Employers and Own Account Workers; L9 Own Account Workers	Count	Persons	Mar-11	262	13638	846631	4803996
All Usual Residents in Households; 4. Small Employers and Own Account Workers; L9 Own Account Workers; L9.1 Own Account Workers (Non-Professional)	Count	Persons	Mar-11	220	12768	819713	4588627
All Usual Residents in Households; 4. Small Employers and Own Account Workers; L9 Own Account Workers; L9.2 Own Account Workers (Agriculture)	Count	Persons	Mar-11	42	870	26918	215369
All Usual Residents in Households; 5. Lower Supervisory and Technical Occupations	Count	Persons	Mar-11	81	9242	685619	4564045
All Usual Residents in Households; 5. Lower Supervisory and Technical Occupations; L10 Lower Supervisory Occupations	Count	Persons	Mar-11	56	4922	359307	2375114
All Usual Residents in Households; 5. Lower Supervisory and Technical Occupations; L11 Lower Technical Occupations	Count	Persons	Mar-11	25	4320	326312	2188931
All Usual Residents in Households; 5. Lower Supervisory and Technical Occupations; L11 Lower Technical Occupations; L11.1 Lower Technical Craft Occupations	Count	Persons	Mar-11	25	3901	290116	1922321
All Usual Residents in Households; 5. Lower Supervisory and Technical Occupations; L11 Lower Technical Occupations; L11.2 Lower Technical Process Operative Occupations	Count	Persons	Mar-11	0	419	36196	266610
All Usual Residents in Households; 6. Semi-Routine Occupations	Count	Persons	Mar-11	91	11301	929560	6752164
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.1 Semi-Routine Sales Occupations	Count	Persons	Mar-11	13	2992	236379	1640134
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.2 Semi-Routine Service Occupations	Count	Persons	Mar-11	44	4586	381879	2624746
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.3 Semi-Routine Technical Occupations	Count	Persons	Mar-11	12	759	73468	657662
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.4 Semi-Routine Operative Occupations	Count	Persons	Mar-11	1	1268	122987	1106467
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.5 Semi-Routine Agricultural Occupations	Count	Persons	Mar-11	7	235	13129	88693
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.6 Semi-Routine Clerical Occupations	Count	Persons	Mar-11	14	1178	79410	493402
All Usual Residents in Households; 6. Semi-Routine Occupations; L12.7 Semi-Routine Childcare Occupations	Count	Persons	Mar-11	0	283	22398	141060
All Usual Residents in Households; 7. Routine Occupations	Count	Persons	Mar-11	61	8331	792389	6336003
All Usual Residents in Households; 7. Routine Occupations; L13.1 Routine Sales and Service Occupations	Count	Persons	Mar-11	3	885	87427	653719
All Usual Residents in Households; 7. Routine Occupations; L13.2 Routine Production Occupations	Count	Persons	Mar-11	5	748	64429	633645
All Usual Residents in Households; 7. Routine Occupations; L13.3 Routine Technical Occupations	Count	Persons	Mar-11	36	3485	312772	2456319
All Usual Residents in Households; 7. Routine Occupations; L13.4 Routine Operative Occupations	Count	Persons	Mar-11	14	2957	318503	2544146
All Usual Residents in Households; 7. Routine Occupations; L13.5 Routine Agricultural Occupations	Count	Persons	Mar-11	3	256	9258	48174
All Usual Residents in Households; 8. Never Worked and Long-Term Unemployed	Count	Persons	Mar-11	14	1926	211991	2163355
All Usual Residents in Households; 8. Never Worked and Long-Term Unemployed; L14.1 Never Worked	Count	Persons	Mar-11	8	981	119970	1355344
All Usual Residents in Households; 8. Never Worked and Long-Term Unemployed; L14.2 Long-Term Unemployed	Count	Persons	Mar-11	6	945	92021	808011
All Usual Residents in Households; Not Classified	Count	Persons	Mar-11	10	550	140682	1061881
All Usual Residents in Households; Not Classified; L15 Full-Time Students	Count	Persons	Mar-11	10	548	140197	1057998
All Usual Residents in Households; Not Classified; L17 Not Classifiable for Other Reasons	Count	Persons	Mar-11	0	2	485	3883

Last Upd: 30-Jan-13
Source: Office for National Statistics
National Statistics

Population Density (QS102EW)

				Horsham 012B	Horsham	South East	England
				Super Output Area	Non-Metro	Region	Country
All Usual Residents	Count	Persons	Mar-11	1713	131301	8634750	53012456
Area (Hectares)	Hectares	Areas	Mar-11	1541	53027	1906965	13027843
Density (Number of Persons per Hectare)	Rate	Persons	Mar-11	1.1	2.5	4.5	4.1
Population Density, 2011 (QS102EW), Mar11	LastUpdated						
Population Density, 2011 (QS102EW), Mar11	Source						
Population Density (QS102EW)							

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Dwelling Stock by Council Tax Band, 2011

				Horsham 012B	Horsham	South East	England
				Super Output Area Lower Layer	Non-Metropolitan District	Region	Country
Dwelling Stock by Council Tax Band; Total	Count	Dwellings	Mar-11	777	56243	3682754	22947500
Dwelling Stock by Council Tax Band; Band A	Count	Dwellings	Mar-11	16	2162	324966	5701030
Dwelling Stock by Council Tax Band; Band A	Percentage	Dwellings	Mar-11	2.06	3.84	8.82	24.84
Dwelling Stock by Council Tax Band; Band B	Count	Dwellings	Mar-11	37	5416	613843	4494194
Dwelling Stock by Council Tax Band; Band B	Percentage	Dwellings	Mar-11	4.76	9.63	16.67	19.58
Dwelling Stock by Council Tax Band; Band C	Count	Dwellings	Mar-11	52	11472	952893	4992524
Dwelling Stock by Council Tax Band; Band C	Percentage	Dwellings	Mar-11	6.69	20.4	25.87	21.76
Dwelling Stock by Council Tax Band; Band D	Count	Dwellings	Mar-11	73	12046	740275	3513171
Dwelling Stock by Council Tax Band; Band D	Percentage	Dwellings	Mar-11	9.4	21.42	20.1	15.31
Dwelling Stock by Council Tax Band; Band E	Count	Dwellings	Mar-11	153	10027	487403	2166533
Dwelling Stock by Council Tax Band; Band E	Percentage	Dwellings	Mar-11	19.69	17.83	13.23	9.44
Dwelling Stock by Council Tax Band; Band F	Count	Dwellings	Mar-11	187	7473	294448	1144117
Dwelling Stock by Council Tax Band; Band F	Percentage	Dwellings	Mar-11	24.07	13.29	8	4.99
Dwelling Stock by Council Tax Band; Band G	Count	Dwellings	Mar-11	242	6896	235384	805748
Dwelling Stock by Council Tax Band; Band G	Percentage	Dwellings	Mar-11	31.15	12.26	6.39	3.51
Dwelling Stock by Council Tax Band; Band H	Count	Dwellings	Mar-11	17	751	33542	130183
Dwelling Stock by Council Tax Band; Band H	Percentage	Dwellings	Mar-11	2.19	1.34	0.91	0.57
Dwelling Stock by Council Tax Band; Band I	Count	Dwellings	Mar-11	0	0	0	0
Dwelling Stock by Council Tax Band; Band I	Percentage	Dwellings	Mar-11	0	0	0	0
Dwelling Stock by Council Tax Band; Band X; Unallocated	Count	Dwellings	Mar-11	0	0	0	0
Dwelling Stock by Council Tax Band; Band X; Unallocated	Percentage	Dwellings	Mar-11	0	0	0	0

Dwelling Stock by Council Tax Band, Mar11 LastUpdated 27-Apr-12
 Dwelling Stock by Council Tax Band, Mar11 Source Valuation Office Agency
 Dwelling Stock by Council Tax Band, 2011 Other Official Statistics

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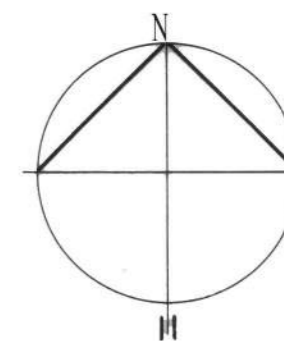
CDU_ID	GEO_CODE	GEO_LABEL	GEO_TYPE	GEO_TYP2	F560	F561	F562	F563	F564	F565	
					Age : Age 16 to 74 - Travel to work; means of : All categories: Method of travel to work - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Work mainly at or from home - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Underground; metro; light rail; tram - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Train - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Bus; minibus or coach - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Taxi - Unit : Persons	
50090	E01031623	Horsham 0 Lower Supr	LSQADZ	F566	1276	137	0	54	1	1	
				F567	F568	F569	F570	F571	F572		
					Age : Age 16 to 74 - Travel to work; means of : Motorcycle; scooter or moped - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Driving a car or van - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Passenger in a car or van - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Bicycle - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : On foot - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Other method of travel to work - Unit : Persons	Age : Age 16 to 74 - Travel to work; means of : Not in employment - Unit : Persons
					8	547	32	3	36	4	453

Age and Household Correlation (based on Horsham 012B)

CDU_ID	GEO_CODE	GEO_LABEL	GEO_TYPE	GEO_TYP2	F903	F904	F905	F906	F907	F908	F909	F910	F911
					Household lifestage : All categories: Household lifestage - Household reference person; age of : Total - Unit : Households	Household lifestage : Total - Household reference person; age of : Age under 35 - Unit : Households	Household lifestage : One person household - Household reference person; age of : Age under 35 - Unit : Households	Household lifestage : Two or more person household\ No dependent children - Household reference person; age of : Age under 35 - Unit : Households	Household lifestage : Two or more person household\ With dependent children - Household reference person; age of : Age under 35 - Unit : Households	Household lifestage : Total - Household reference person; age of : Age 35 to 54 - Unit : Households	Household lifestage : One person household - Household reference person; age of : Age 35 to 54 - Unit : Households	Household lifestage : Two or more person household\ No dependent children - Household reference person; age of : Age 35 to 54 - Unit : Households	Household lifestage : Two or more person household\ With dependent children - Household reference person; age of : Age 35 to 54 - Unit : Households
50090	E01031623	Horsham 0	Lower Supt	LSOADZ	752	23	5	6	12	229	25	86	118
					F912	F913	F914	F915	F916	F917	F918	F919	
					Household lifestage : Total - Household reference person; age of : Age 55 to 64 - Unit : Households	Household lifestage : One person household - Household reference person; age of : Age 55 to 64 - Unit : Households	Household lifestage : Two or more person household\ No dependent children - Household reference person; age of : Age 55 to 64 - Unit : Households	Household lifestage : Two or more person household\ With dependent children - Household reference person; age of : Age 55 to 64 - Unit : Households	Household lifestage : Total - Household reference person; age of : Age 65 and over - Unit : Households	Household lifestage : One person household - Household reference person; age of : Age 65 and over - Unit : Households	Household lifestage : Two or more person household\ No dependent children - Household reference person; age of : Age 65 and over - Unit : Households	Household lifestage : Two or more person household\ With dependent children - Household reference person; age of : Age 65 and over - Unit : Households	
					177	30	132	15	323	129	191	3	



APPENDIX B

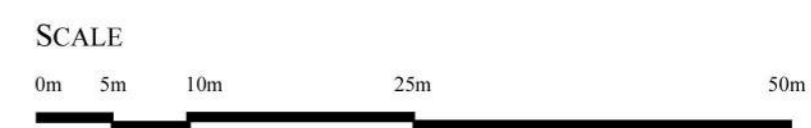


Footpath Link through Woodland to existing Footpath

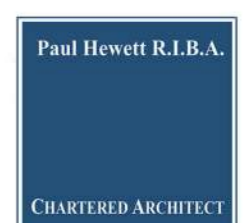
Open Space

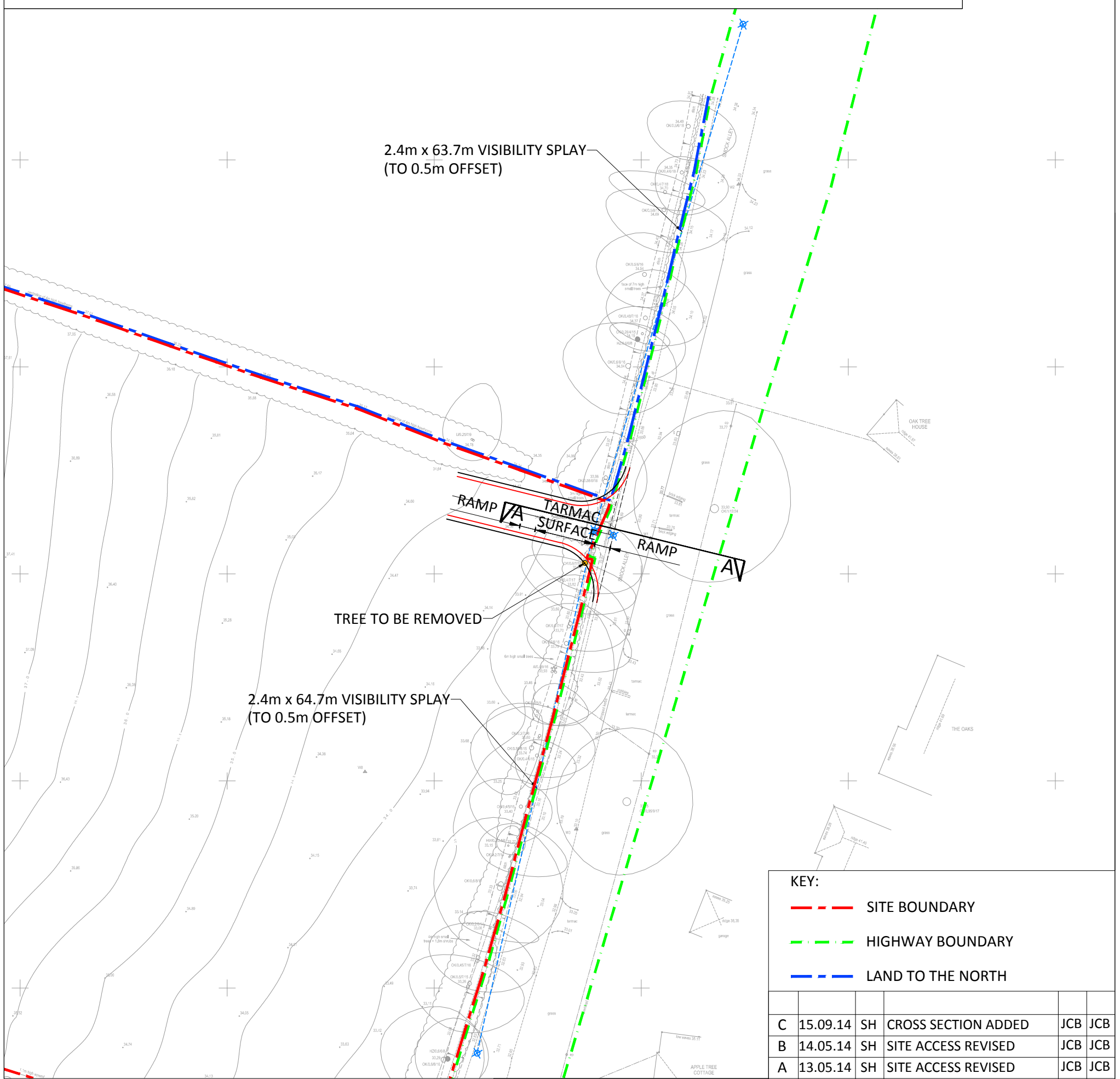
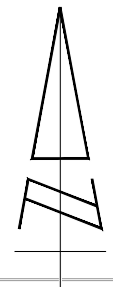
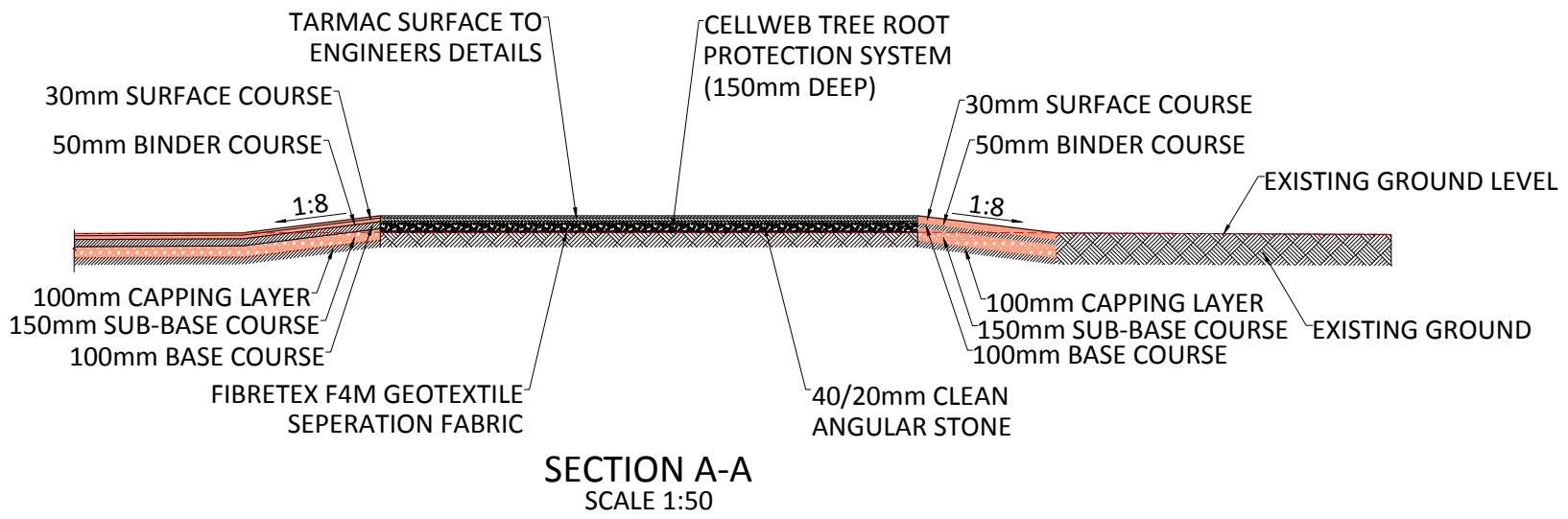
Balancing Pond

SMOCKS ALLEY



Scale: 1:500 @ A2 Dm By: PJH Date: Aug '14
Drg No: 1412/PL.02 Rev C b & w
Client: CASTLE LAND & DEVELOPMENTS LTD
Project: Development at:
HAGLANDS,
SMOCKS ALLEY
WEST CHILTINGTON
Drawing Title:
BASE SITE LAYOUT





KEY:

- - - SITE BOUNDARY
- - - HIGHWAY BOUNDARY
- - - LAND TO THE NORTH

REV	DATE	BY	DESCRIPTION	CHK	APD
C	15.09.14	SH	CROSS SECTION ADDED	JCB	JCB
B	14.05.14	SH	SITE ACCESS REVISED	JCB	JCB
A	13.05.14	SH	SITE ACCESS REVISED	JCB	JCB

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CLIENT: **CASTLE LAND AND DEVELOPMENT**

STATUS: **DRAFT**



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

TITLE: **PROPOSED SITE ACCESS ARRANGEMENT**

PROJECT: **HAGLANDS, WEST CHILTINGTON**

SCALE @ A3: **1:500**

CHECKED: **JCB**

APPROVED: **JCB**

FILE REF: **ITB9376-GA-001**

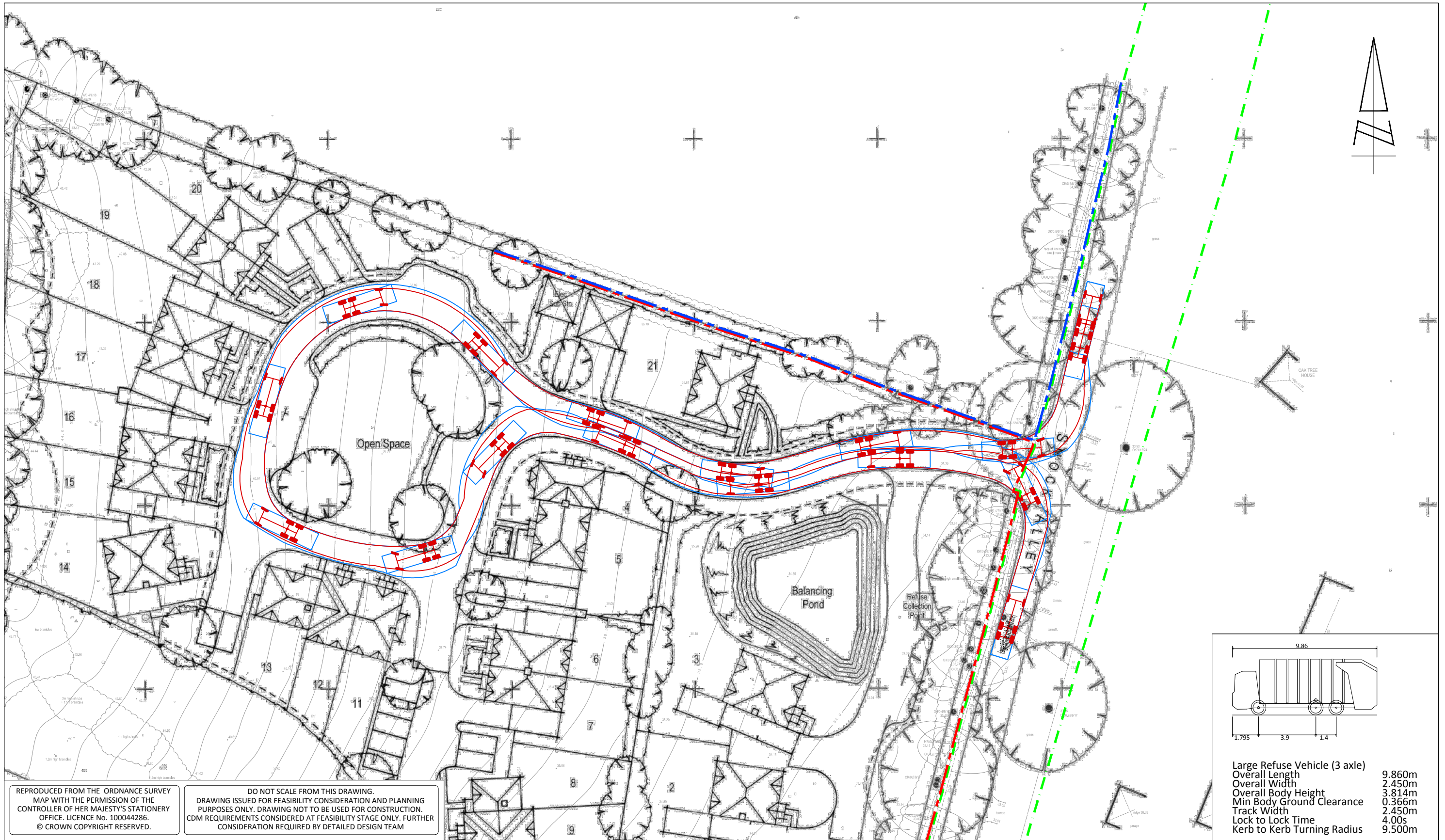
DRAWN: **SH**

DATE: **APR 2014**

DRAWING No: **ITB9376-GA-001**

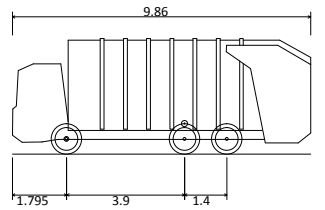
PROJECT No: **ITB9376**

REV: **C**



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Large Refuse Vehicle (3 axle)
 Overall Length 9.860m
 Overall Width 2.450m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 9.500m



Grove House, Lutyens Close, Chineham
 Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640
 Fax: 01256 338644

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	15.09.14	SH	SITE LAYOUT REVISED	JCB	JCB

STATUS: DRAFT

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT - SWEEP PATH ANALYSIS - LARGE REFUSE VEHICLE

PROJECT: HAGLANDS, WEST CHILTINGTON
 CLIENT: CASTLE LAND AND DEVELOPMENT

SCALE @ A3: 1:500
 CHECKED: JCB
 APPROVED: JCB

FILE REF: ITB9376-GA-003
 DRAWN: SH
 DATE: SEP 2014

DRAWING No: ITB9376-GA-003

PROJECT No: ITB9376
 REV:



APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 14 to 188 (units:)
 Range Selected by User: 14 to 400 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 08/05/14

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:

Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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

Filtering Stage 3 selection:

Use Class:

C3 6 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	5 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	62	0.119	6	62	0.192	6	62	0.311
08:00 - 09:00	6	62	0.187	6	62	0.287	6	62	0.474
09:00 - 10:00	6	62	0.168	6	62	0.201	6	62	0.369
10:00 - 11:00	6	62	0.165	6	62	0.157	6	62	0.322
11:00 - 12:00	6	62	0.217	6	62	0.182	6	62	0.399
12:00 - 13:00	6	62	0.157	6	62	0.192	6	62	0.349
13:00 - 14:00	6	62	0.160	6	62	0.163	6	62	0.323
14:00 - 15:00	6	62	0.146	6	62	0.171	6	62	0.317
15:00 - 16:00	6	62	0.198	6	62	0.201	6	62	0.399
16:00 - 17:00	6	62	0.276	6	62	0.195	6	62	0.471
17:00 - 18:00	6	62	0.238	6	62	0.228	6	62	0.466
18:00 - 19:00	6	62	0.255	6	62	0.146	6	62	0.401
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.286			2.315			4.601

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

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

Parameter summary

Trip rate parameter range selected: 14 - 188 (units:)
 Survey date date range: 01/01/06 - 08/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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