Transport Statement

Capella House Car Park

Railway Approach

Worthing


Client: Jez Rippon

Ref: 13974

Date: October 2025

Contents

Schedule of Appendices

Issue	Issue date	Compiled	Checked	Authorised
Final	9 October 2025	TS	RS	LNS

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Jez Rippon to prepare a Transport Statement (TS) in connection with the planning application for the proposed development.

The Capella House Car Park development comprises the redevelopment of the existing car park at the end of Railway Approach to provide 29 residential flats. The proposal involves the change of use from car parking to residential, delivering new housing units on the site.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by West Sussex County Council and are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework 2025 (NPPF).

The site can be accessed by sustainable modes of transport such as walking, cycling, bus, and train, with a railway station located on the same road and within close walking distance. Local bus services operate at a high frequency throughout the day, providing connections to nearby destinations.
Vehicular access for the site will be via Railway Approach.

The development will provide:

- Cycle storage compliant with West Sussex County Council guidance ;
- Refuse storage with refuse vehicle access compliant with MfS1;
- Suitable visibility splays at the existing site access with Railway Approach;
- Allowance for emergency vehicle access within 45m of all entrances in accordance with MfS1.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development.

Using the detailed TRICS database, the development is likely to result in approximately 7 two-way trips in the peak AM period (0800-0900) and 7 two-way trips in the peak PM period (1700-1800).

On their own, the trips generated by the development will not have a detrimental impact on, public transport, cycle and pedestrian networks, and would not result in a highway impact that could be considered as severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

1.1 This Transport Statement (TS) has been prepared for Jez Rippon to support the development of Capella House Car Park and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

Policy Context

1.2 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- Worthing Borough Council Local Plan (2020-2036);
- West Sussex County Council Local Transport Plan (2022-2036).

2 Existing Site Details

2.1 The site comprises an existing car park serving the adjacent offices, providing 27 spaces, located at the end of Railway Approach in Worthing (BN11 1UR). As part of the proposed development, 7 spaces will be lost, with the remaining 20 spaces retained or reconfigured to continue serving the office.

2.2 The proposal involves the redevelopment of the existing car park and the erection of a total of 29 self-contained residential flats.

2.3 The site is within walking distance of Worthing town centre, the railway station, and a range of local amenities.

2.4 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area. An existing site plan is included in **Appendix A**.

Figure 2.1 – Aerial View of Existing Site

2.5 The development site lies adjacent to the WBC Local Plan Site A12 Teville Gate which is allocated for development of 250 residential units and 4000sqm commercial space. The WBC Local Plan recognises this location as highly sustainable and prominent location, linking the railway station with the town centre.

3 Local Highway Network

3.1 The site is accessed via Railway Approach, which is subject to a 20mph speed limit. Footways are present on both sides of the road, and recent public realm improvements have enhanced pedestrian and cycle provision near Worthing station, including widened pavements, new lighting, cycle parking, and clearer crossing points (Worthing Growth Programme).

3.2 Railway Approach connects directly to Teville Road (A2031). The A2031 is a 2.3-mile road which runs from Salvington in the north where it connects to the A27 and then connects to the A24 at its southern end.

3.3 The A24 is a key north-south route linking Worthing to Findon, Horsham, and the M25. Eastbound and Westbound connections are available to the A27, providing strategic access to Brighton, Chichester, and Portsmouth. The surrounding road network supports both local and regional travel by car, bus, and service vehicles.

3.4 The site benefits from immediate proximity to Worthing railway station, located 150metres away from the site. The station offers frequent direct services to London Victoria, Brighton, Chichester, Portsmouth and Southampton.

3.5 Bus stops are located adjacent to the station entrance, providing regular services to the town centre, surrounding neighbourhoods, and coastal settlements.

3.6 In summary, the site is highly accessible by all modes of transport. It benefits from a well-connected access road, enhanced pedestrian and cycling infrastructure, excellent rail links, and proximity to the A24 and A27 for strategic road access across West Sussex and beyond.

3.7 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network

Source: Ordnance Survey

Accident Data

3.8 Department for Transport accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Railway Approach within the vicinity of the site access.

3.9 Within this time period there were 7 recorded accidents within the area surrounding the site (circa 300m radius around the site access). **Figure 3.2** shows the locations of incidents in the surrounding area, and **Table 3.1** provides details of those incidents.

Figure 3.2 – Accidents Within Site Vicinity

Source: Department for Transport (DfT)

Table 3.1 – Accident Details

Study Area	Slight	Serious	Fatal	Total
Near Railway Approach, the site's access road.	7	0	0	7

3.10 There are no incidents located at the site access, all recorded accidents in the surrounding area are recorded as 'slight' severity and are considered to be unrelated to the site. The local road collision incidence rate is low. The number of trips generated by the development is unlikely to result in an increased risk of road collisions in this location.

4 Modal Choices

4.1 Worthing is a major coastal town in West Sussex, offering a full range of employment, retail, education, and healthcare facilities. The town centre contains numerous high street shops, supermarkets, cafes, and services all within a short walk of the site.

4.2 There are several primary and secondary schools within walking or cycling distance of the site, as well as healthcare facilities including GP surgeries and pharmacies located nearby. Worthing Hospital, which provides a full range of services including A&E, is approximately 1.5km away.

4.3 The site lies only 150metres from Worthing railway station, which offers frequent direct services to London Victoria, Brighton, Chichester, and Portsmouth. Bus stops are located immediately outside the station and provide regular services throughout Worthing and the wider coastal region. The town centre is also only a few minutes' walk away, placing retail, employment and services within immediate reach.

4.4 Given the site's central location, excellent access to public transport, and proximity to a full range of services, it is considered highly sustainable.

4.5 The site is located within Controlled Parking Zone F, which operates Monday to Saturday, with permit-only restrictions from 10am–11am and 2pm–3pm, while some nearby streets have wider controls from 9am–6pm, including a two-hour maximum stay with no return within that period. In line with WSCC's parking guidance, Principal D Traffic Regulation Orders, it may be necessary to prevent residents of new development within CPZ's from qualifying for resident and visitor parking permits.

4.6 In addition, the Teville Gate public car park is located directly opposite the site and offers more than 50 spaces, including disabled bays, with payment via pay-and-display or the MiPermit app. This provides convenient short-stay and long-stay parking options for residents or visitors should the demand arise.

Accessibility by Foot

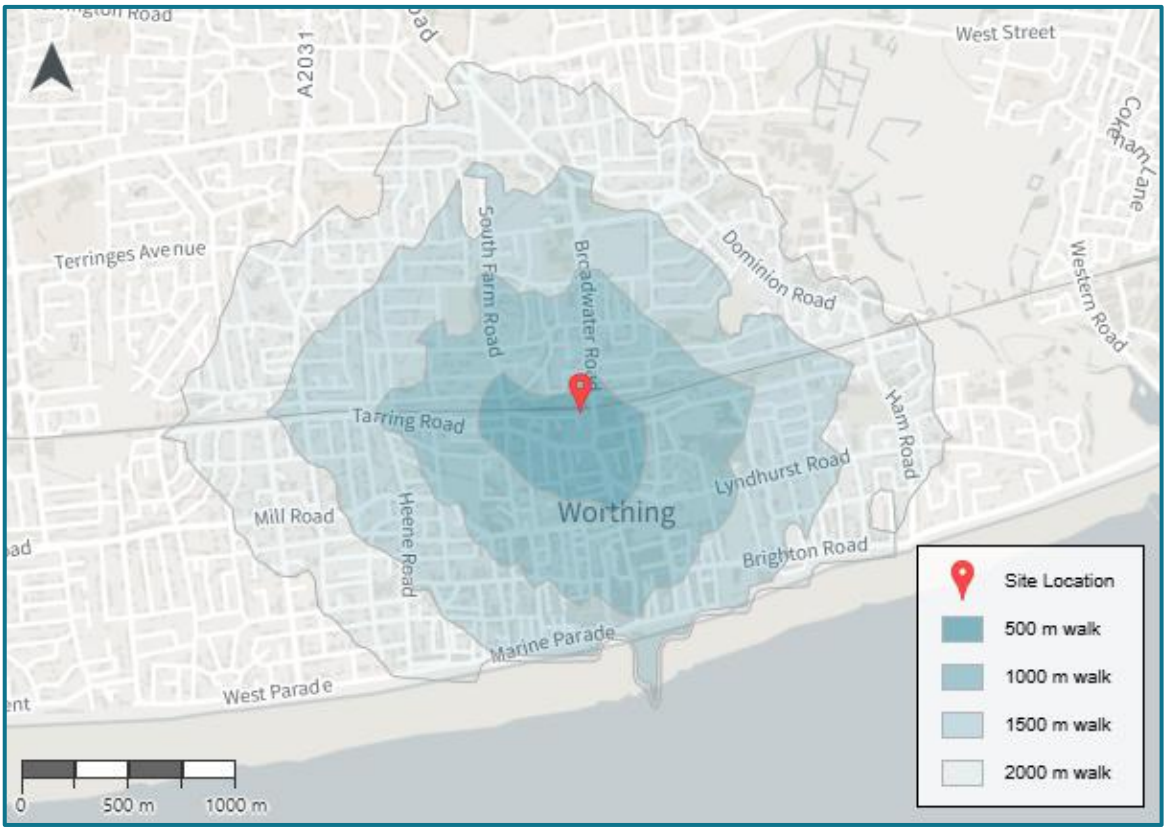
4.7 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.8 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)

4.9 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.1 – 2km Walking Isochrone



4.10 Examples of key destinations and their proximity to the site are highlighted in Figure 4.2 and listed below in There are a number of facilities and services available to future residents this including (but not limited to):Table 4.1 Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.2 – Local Amenities Nearby Site

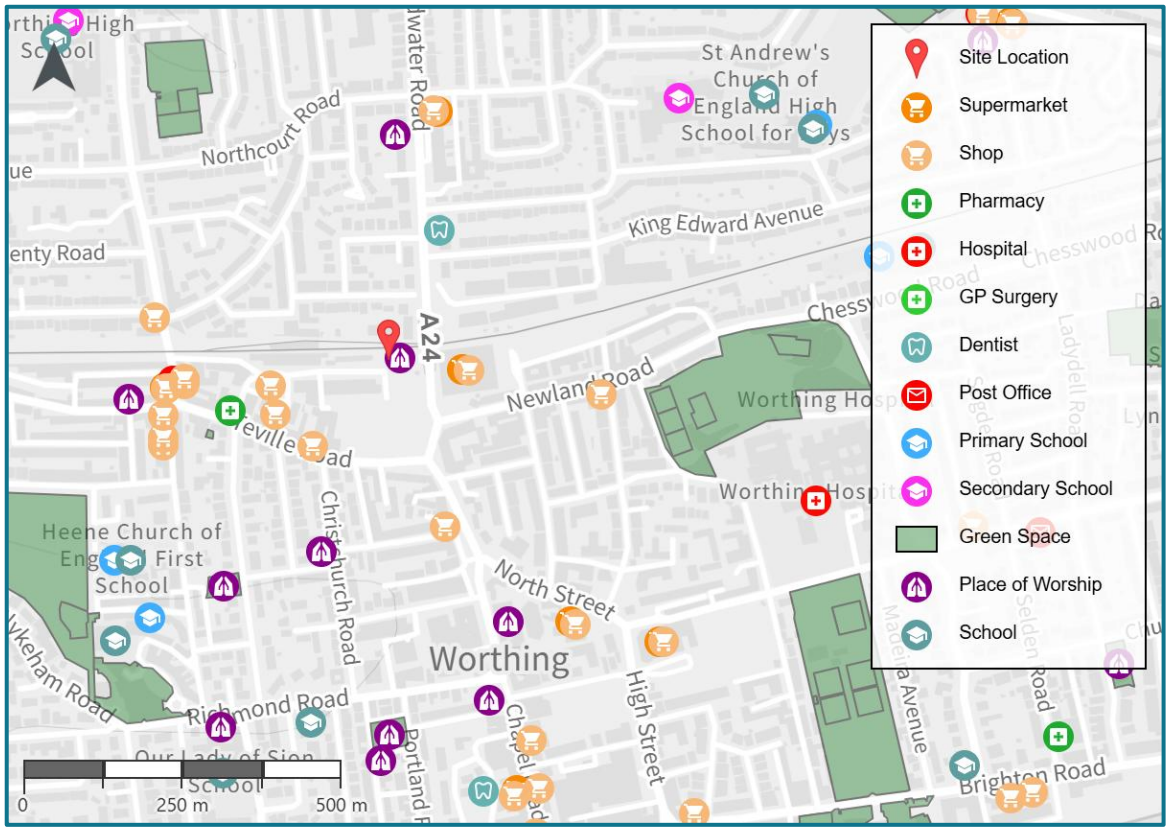


Table 4.1 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket (Morrisons)	200m	3	1
Place of Worship (Wesleyan Chapel)	200m	3	1
Pharmacy (Paydens)	520m	4	1
Green Space (Homefield Park and Playground)	280m	7	2
Secondary School (Our Lady of Sion)	600m	8	2
Primary School (Heene C of E)	800m	11	3
Post Office (Tarring Cross Sub Post Office)	950m	12	4
Hospital (Worthing Hospital)	1500m	19	6

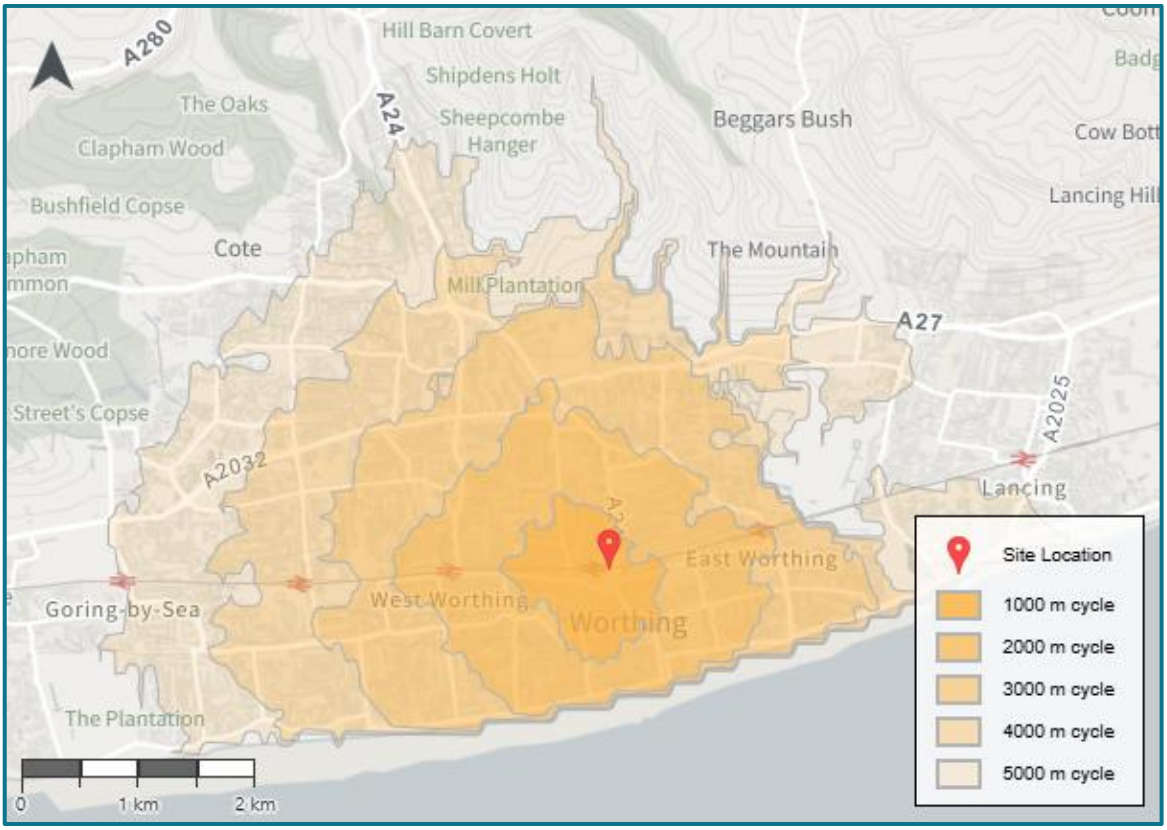
Accessibility by Cycle

4.11 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.12 **Figure 4.3** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.3 – 5km Cycle Isochrone

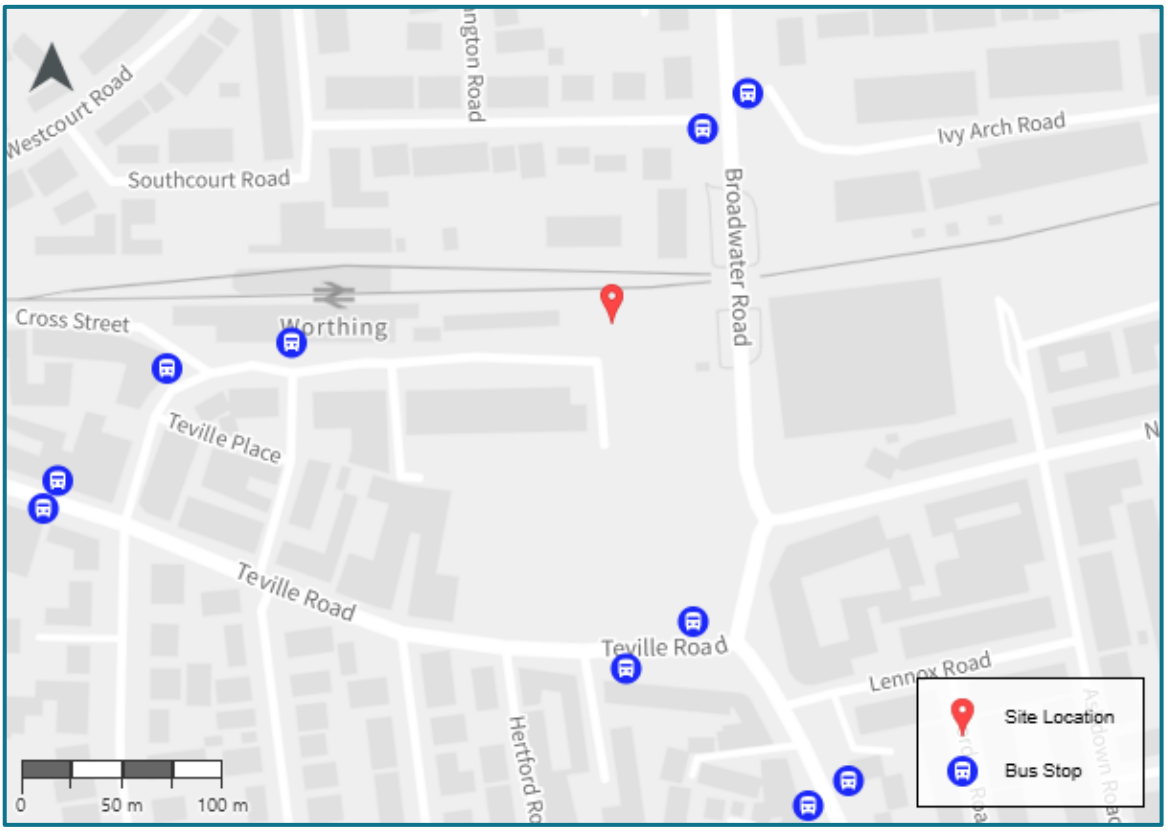


4.13 Key local destinations are easily accessible by cycling from the site, with most reachable within 1 to 4 minutes. For example, Morrisons supermarket is just a 1-minute cycle ride away, while the primary school and local pharmacy are both around 2 minutes by bike. Other important facilities such as secondary schools, green spaces, and healthcare are also within a short cycling distance, typically under 5 minutes. The area's flat terrain and roads make cycling a practical and attractive travel option for daily trips.

Bus Services

4.14 Bus stops are conveniently located within a short walking distance of the site, as shown in **Figure 4.4**.

Figure 4.4 – Nearest Bus Stops to Site



4.15 The nearest stops are on Railway Approach, approximately 150m west of the site, about a 3-minute walk, served by routes 5, 7, and 10. Additionally, around 200 metres away, just north of the site at Broadwater Road Bridge, there are further bus stops served by routes 1, 5, 7, 16, 23, 23X, 69, and N700. These offer a wider range of destinations across the area and are also roughly a 3-minute walk from the site.

Table 4.2 – Local Bus Service Frequencies

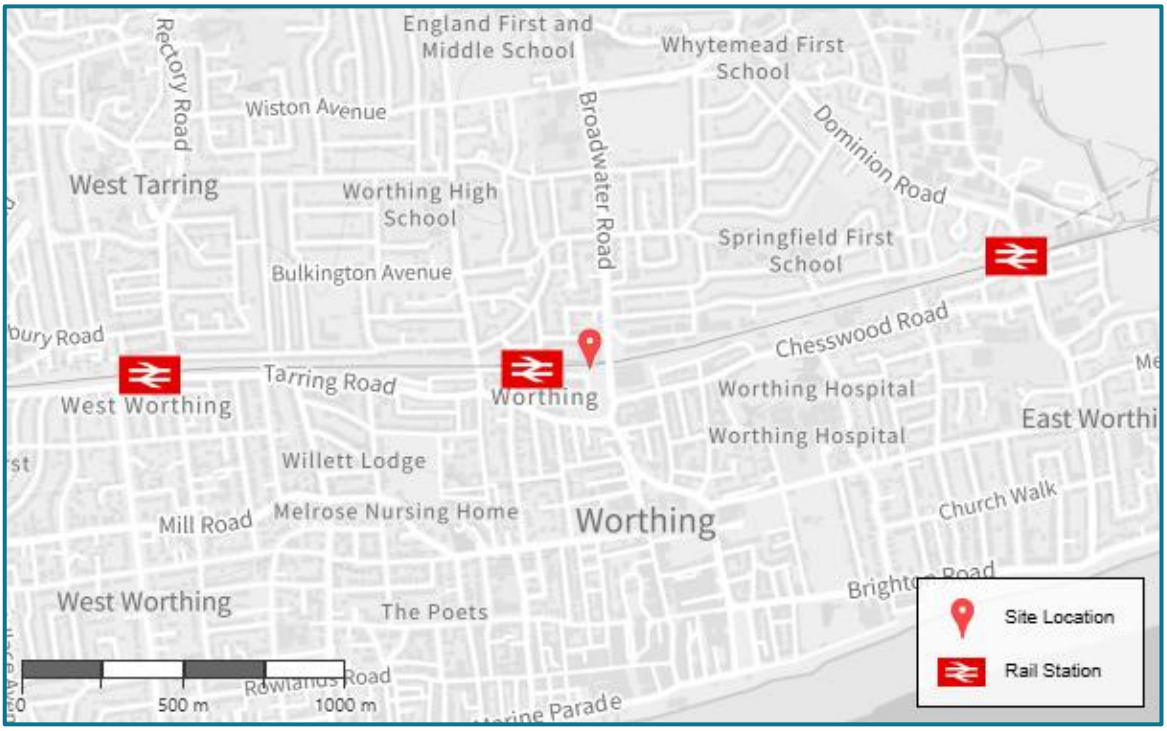
Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Railway Station	**5**	Durrington - Worthing	3 per hour	2 per hour	1 per hour
Railway Station	**7**	Lancing - Salvington	1 per hour	7 per day	No service
Railway Station	**10**	Worthing-Durrington/Angmering	2 per hour	2 per hour	1 per hour

4.16 As **Table 4.2** demonstrates, there is a high frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient and sustainable modal choice for residents and visitors of the proposed development. It should be noted that **Table 4.2** only includes the closest bus stops to the site and does not represent all bus services available in the wider area.

Rail Services

4.17 The nearest railway station is Worthing, located approximately 150m from the site, as shown in **Figure 4.5**.

Figure 4.5 – Nearest Rail Stations to Site



4.18 The journey times and service frequencies are set out below in **Table 4.3**.

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Worthing	Brighton	4 / hour	20 mins
Worthing	London Victoria	2 / hour	1 hour 25 mins
Worthing	Shoreham-By-Sea	6 / hour	6 mins
Worthing	Littlehampton	3 / hour	21 mins
Worthing	Chichester	4 / hour	25 mins
Worthing	Brighton	4 / hour	26 mins
Worthing	Portsmouth & Southsea	1 / hour	57 mins
Worthing	Southampton Central	2 / hour	1 hour 27 mins

4.19 Worthing railway station provides excellent transport connections, with frequent services to London Victoria, Brighton, Chichester, Portsmouth and Southampton. It is easily accessible on foot making it well suited for daily commuting and wider regional travel.

5 Proposed Development

5.1 The proposed redevelopment of the existing car park at the end of Railway Approach consists of the construction of 29 residential flats. Some of the existing parking will be retained and reconfigured for continued use by the adjacent offices.

5.2 The development mix is as follows:

- 18 x 1-bedroom flats
- 11 x 2-bedroom flats
- Total = 29 flats

5.3 The proposed site layout plan is shown in **Appendix A**.

Proposed Access

5.4 The site is accessed from Railway Approach, as shown in **Figure 5.1**.

Figure 5.1 – Existing Access to the site

5.5 Access to the site is via the existing vehicle entrance on Railway Approach a one-way Road, which currently serves a 27-space car park. The access benefits from established visibility in both directions, with footways and a wide carriageway ensuring safe and convenient vehicle movements. As the access is already in regular use, no visibility issues are anticipated as part of the proposed redevelopment.

Car Parking

5.6 The development retains on-site car parking provision of 20 spaces for the existing adjacent office use only. The residential use of the site is proposed as car-free, consistent with Principal C of the WSCC Guidance on Parking at New Developments (September 2020) which supports limiting parking provision in some locations in order to exploit the potential for sustainable transport.

5.7 For this car-free approach to be successful developments must have high levels of accessibility to non-car modes of travel and to local amenities and facilities, and comprehensive parking controls, together with travel plan measures. The site location is highly sustainable and within a CPZ, therefore it is recognised that a travel plan is likely to be required subject to any relevant conditions of planning consent.

5.8 The car-free approach aligns with West Sussex County Council's Integrated Parking Strategy 2022–2027, which promotes reducing car use through parking management alongside measures to encourage sustainable travel modes, reduce congestion and pollution. The council's policies support reduced or zero parking provision in areas of exceptional sustainable transport accessibility.

5.9 The Worthing Borough Council Local Plan (WBCLP) 2020-2036 Policy DM15 'Sustainable Transport & Active Travel' and SP2 'Climate Change' are supportive of car-free development. The WBCLP states "to help reduce parking pressures, particularly for sites in and around the town centre, the Council will consider whether a lower level of provision might be appropriate and will support the use and promotion of car clubs". The nearest Enterprise Car Club is situated less than 600metres walking distance of the site at Adur & Worthing Town Hall.

5.10 A review of the Office for National Statistics Census (2021) data for the sites location (see **Figure 5.2**) indicates a total car ownership level of 16 vehicles for a development of 29 dwellings (note: this is an average of all housing types within the study area and is not split by house/flat or unit tenure, specifically flats would demonstrate a lower ownership level):

- No cars or vans in household = 56.2%
- 1 or more cars or vans in household = 43.8%

Figure 5.2 – Lower Output Area E00162084

5.11 The Teville Gate public car park is located directly opposite the site and offers more than 50 spaces, including disabled bays, with payment via pay-and-display or the MiPermit app. This provides convenient short-stay and longer-stay parking options for visitors or any potential parking demands generated by the residential development.

5.12 The site is located within Controlled Parking Zone F. It is anticipated that, upon approval, the council will apply a resident permit exclusion to reinforce this strategy. This approach effectively balances the promotion of sustainable travel, the management of parking demand, and the protection of local residential amenity and highway safety.

5.13 Overall, the site's very good sustainable transport links, combined with comprehensive parking controls and its location within a CPZ, support a successful car-free development in this location.

Cycle Parking

5.14 Cycle parking provision will be based on the standards set out in the WSCC Guidance on Parking at New Developments (September 2020), which recommends 0.5 spaces per flat where communal storage is provided. For the proposed 29 flats, this equates to a minimum requirement of 14 cycle parking spaces. The site layout proposes a communal store accommodating 16 cycles which exceeds this minimum requirement and supports sustainable travel and accommodates future potential increase in demand.

Servicing and Emergency Vehicle Access

5.15 The site is designed in accordance with Manual for Streets (MfS1) standards which states within paragraph 6.8.9 that *'residents should not be required to carry waste more than 30m to the storage point' and 'waste collection vehicles should be able to get within 25m of the storage point and the gradient between the two should not exceed 1:12'*. Bin storage will be close to the highway and refuse vehicles will stop on-street to service the site.

5.16 Fire appliances will be able to reach within 45 metres of all parts of the proposed building, in accordance with Paragraph 13.1 of Approved Document B of the Building Regulations.

6 Trip Generation

6.1 No existing vehicle trip generations associated with the sites existing use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

Proposed Trip Generation – TRICS Analysis

6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.

6.3 The proposed development is for redevelopment of the existing car park at the end of Station Approach to provide 29 residential flats. The TRICS database has been interrogated for appropriate matches to the use of privately owned flats, with the following relevant parameters being applied:

- Survey Year: Post 2015 surveys;
- Regions: All regions in England;
- Days: Weekdays only;
- Location: Edge of Town Centre and Suburban area;
- Number of units: 6-100 Units;
- Car Ownership: From 0.6 to 1.5.

6.4 **Table 6.1** below provides the relevant TRICS vehicle trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Multi-Modal Trip Rates for 1 Flat

Mode	AM Peak (8:00 – 9:00)			PM Peak (17:00 – 18:00)			Daily (7:00 – 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.055	0.189	0.244	0.145	0.084	0.229	0.990	1.061	2.051
Cycles	0	0.011	0.011	0.016	0.008	0.024	0.055	0.052	0.107
Pedestrians	0.039	0.153	0.192	0.126	0.118	0.244	0.797	0.901	1.698
Public Transport	0.016	0.076	0.092	0.053	0.005	0.058	0.251	0.262	0.513
Total People	0.111	0.505	0.616	0.379	0.234	0.613	2.380	2.542	4.922

6.5 **Table 6.2** shows the resultant trips based on the development scale.

Table 6.2 – TRICS Multi-Modal Trips for 29 Flats

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	2	5	7	4	2	7	29	31	57
Cycles	0	0	0	0	0	1	2	1	3
Pedestrians	1	4	5	4	3	7	23	26	48
Public Transport	0	2	3	1	0	2	7	8	14
Total People	3	15	18	11	7	18	69	74	143

Resultant trips rounded to the nearest whole number

Summary of Vehicle Trips

6.6 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 7 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 7 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 57 two-way daily weekday vehicle trips are forecast.

6.7 Based on the TRICS analysis, the likely traffic generation of the proposed development can readily be accommodated on the local highway network, and no further assessment or mitigation of highway impact is required.

6.8 The full details of the TRICS assessment can be seen in **Appendix C**.

7 Conclusion

7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.

7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.

7.3 The proposal is for the redevelopment of the existing car park at the end of Railway Approach to provide 29 residential flats as a car-free scheme. Located on the same road as Worthing railway station and just a short walk away, the site benefits from very good public transport accessibility, frequent bus services, and walking and cycling connections to a full range of local amenities. This highly sustainable location supports a car free lifestyle. The development will not generate significant vehicle trips, and secure cycle parking will be provided to promote active travel.

7.4 Access to the site is via Railway Approach.

7.5 Using the detailed TRICS database, the development is likely to result in approximately 7 two-way trips in the peak AM period (0800-0900) and 7 two-way trips in the peak PM period (1700-1800).

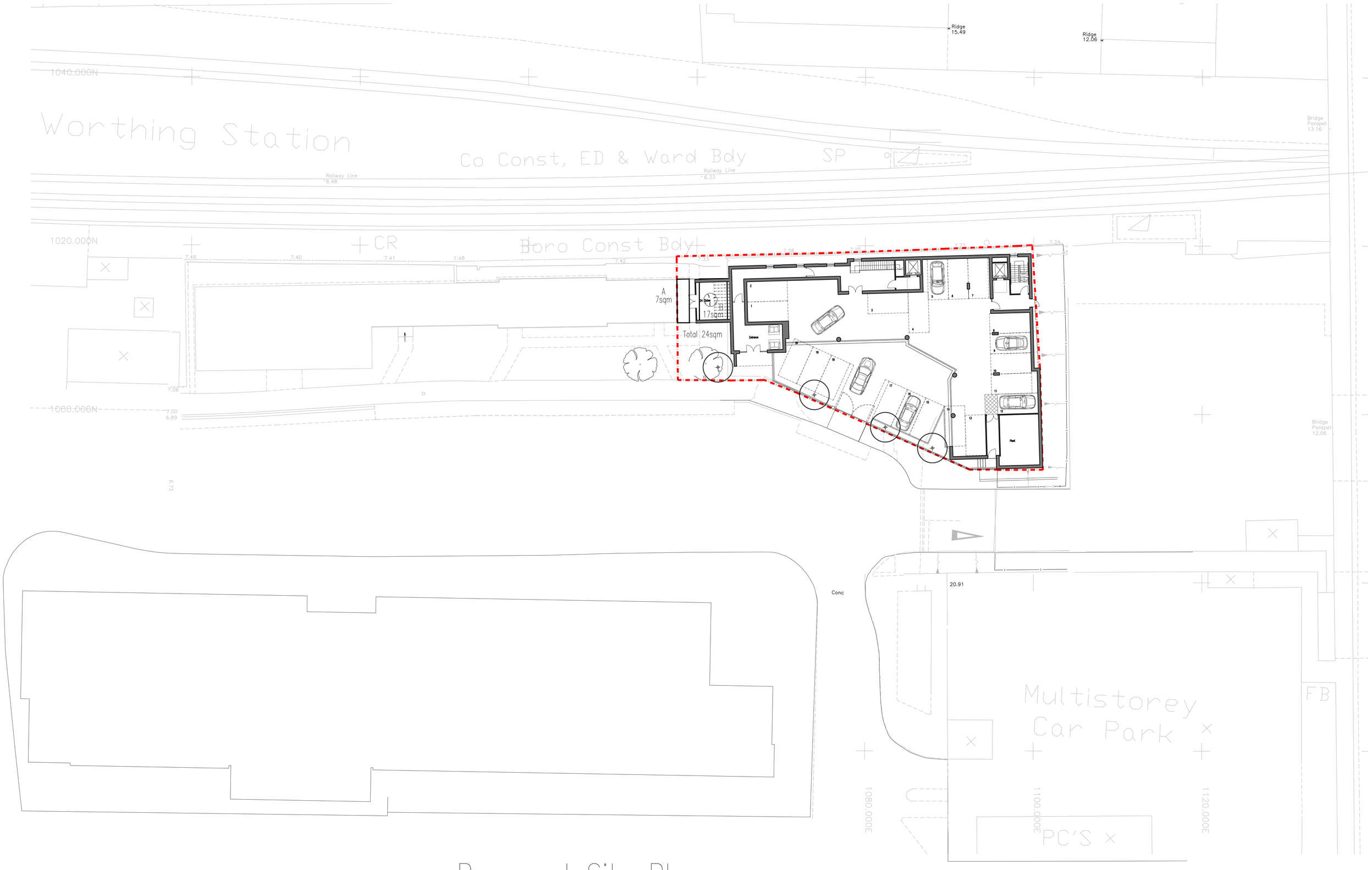
7.6 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.

7.7 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

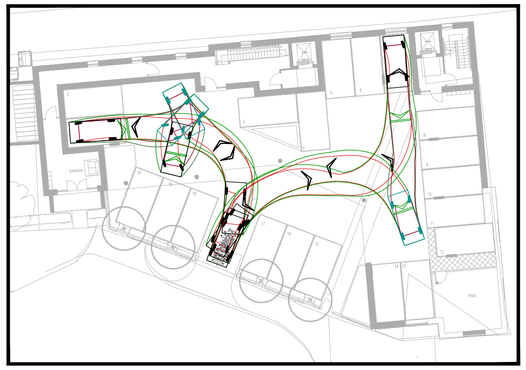
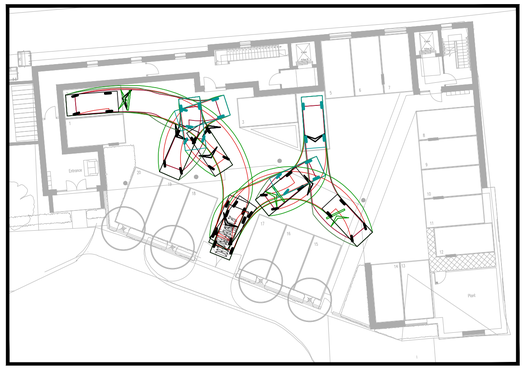
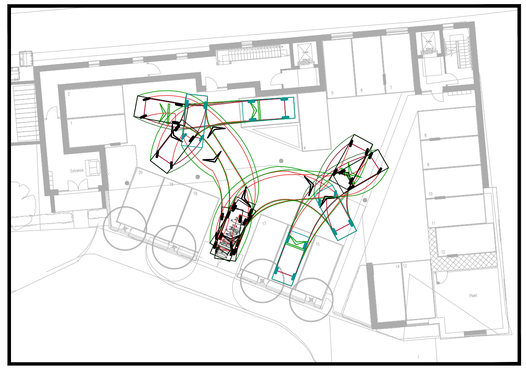
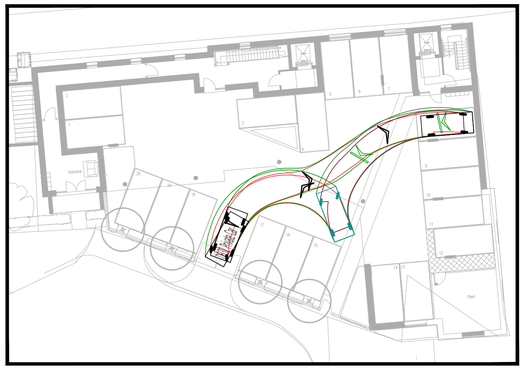
Site Plan

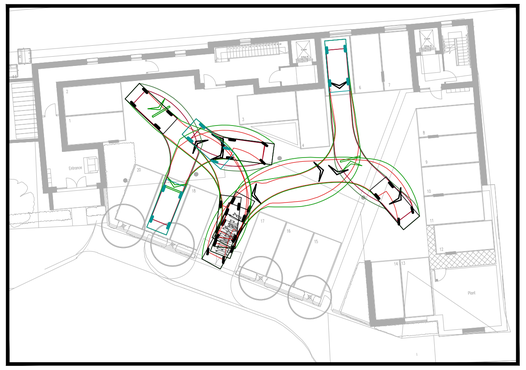
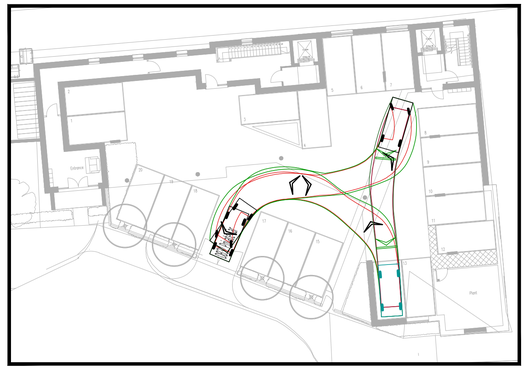
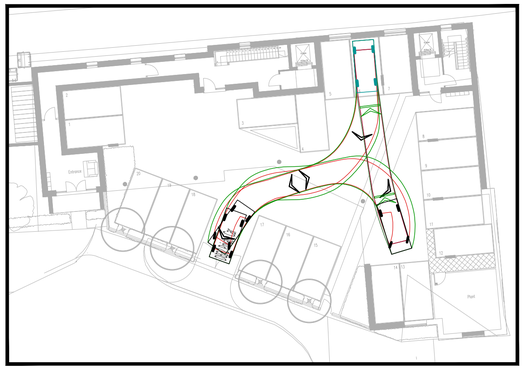
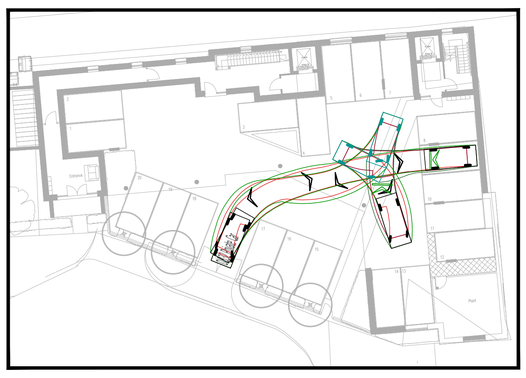
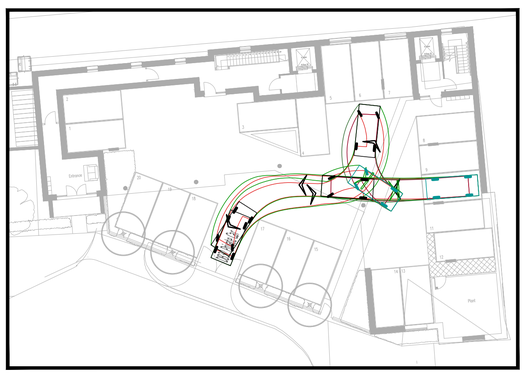
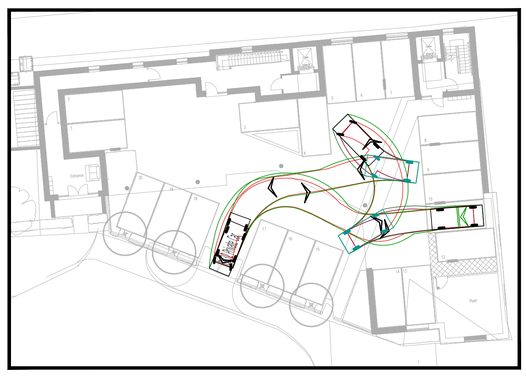
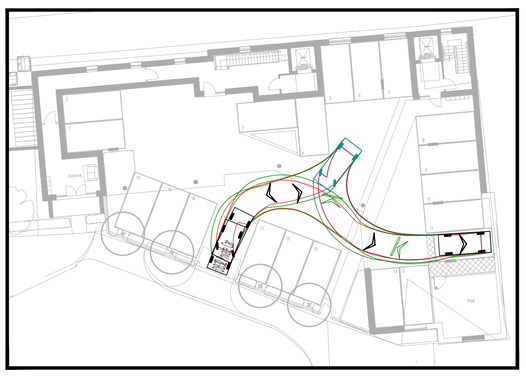
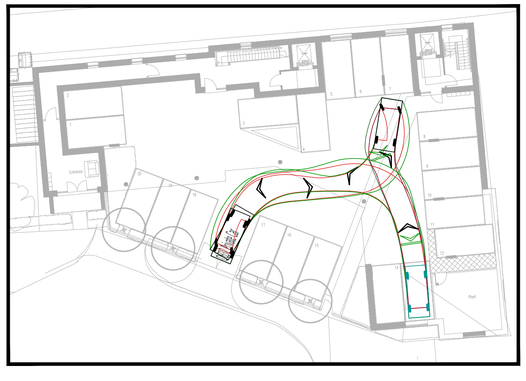
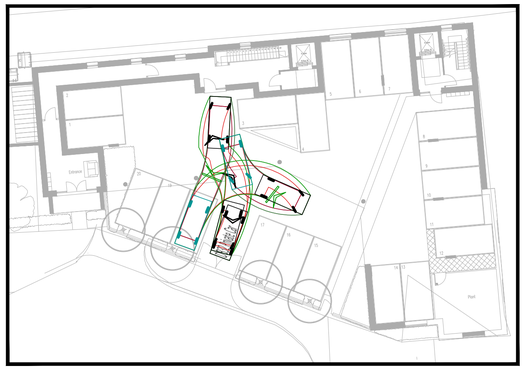
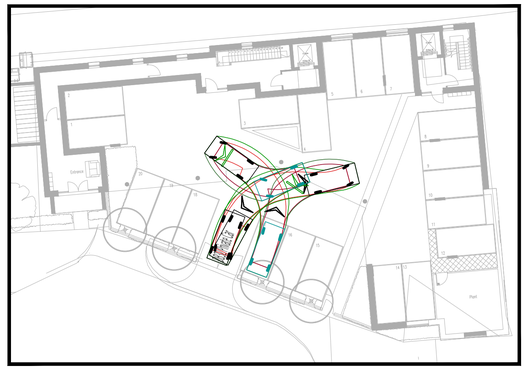
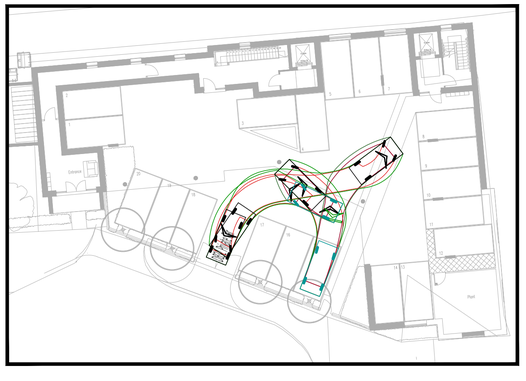


Proposed Site Plan

Appendix B

Swept Path Analysis Drawing

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.

8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.

9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

Vehicle wheels outline

Vehicle Body envelope

N

Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	21.08.2025	JMW	LS

Status
PRELIMINARY

Client
ARCHITECTUS

Architect

Project
RAILWAY APPROACH
WORTHING

Title
CAR PARK VEHICLE TRACKING

Date	Scale @ A1
AUGUST 2025	1:250
Clients Ref.	Project Ref. 13974

gta Civils & Transport
Maple House, 192-198 London Road.
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

Drawing Number	Rev.
13974/2200	P1

Appendix C

TRICS Output Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	PO	PORTSMOUTH	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day

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:	DWELLS
Actual Range:	0.13 to 2.04 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	0 - 0

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 04/09/24

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	3 days
Thursday	1 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	4 days
Suburban Area (PPS6 Out of Centre)	3 days

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:

Built-Up Zone	2 days
Residential Zone	5 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	6 days

Secondary Filtering Selection:

Use Class:

C3	7 surveys

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

Population within 500m Range:

846 - 9872

Population within 1 mile:

20,001 to 25,000	4 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	2 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	1 surveys

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	7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**54**	**0.034**	**0.129**	**0.163**
08:00-09:00	**7**	**54**	**0.055**	**0.189**	**0.244**
09:00-10:00	**7**	**54**	**0.082**	**0.084**	**0.166**
10:00-11:00	**7**	**54**	**0.053**	**0.079**	**0.132**
11:00-12:00	**7**	**54**	**0.079**	**0.089**	**0.168**
12:00-13:00	**7**	**54**	**0.084**	**0.084**	**0.168**
13:00-14:00	**7**	**54**	**0.055**	**0.061**	**0.116**
14:00-15:00	**7**	**54**	**0.061**	**0.066**	**0.127**
15:00-16:00	**7**	**54**	**0.100**	**0.061**	**0.161**
16:00-17:00	**7**	**54**	**0.113**	**0.061**	**0.174**
17:00-18:00	**7**	**54**	**0.145**	**0.084**	**0.229**
18:00-19:00	**7**	**54**	**0.129**	**0.074**	**0.203**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.990**	**1.061**	**2.051**

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:	6 - 100 (units: DWELLS)
Survey date date range:	05/06/2018 - 19/06/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk

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