Appendix B

TRANSPORT SCOPING

Blenheim Estates Limited

BRIGHTON ROAD, SHOREHAM

Transport Assessment Scoping Report

70118838-TA SCOPE
AUGUST 2024

PUBLIC

Blenheim Estates Limited

BRIGHTON ROAD, SHOREHAM

Transport Assessment Scoping Report

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70118838

OUR REF. NO. 70118838-TA SCOPE

DATE: AUGUST 2024

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP has been appointed by Blenheim Estates Limited to provide transportation and highways advice in support of an outline planning application for the redevelopment of the Kwik-Fit site, Brighton Road, Shoreham.

1.1.2. The development proposal is for circa 50 apartments and circa 125sqm of commercial / retail use. The masterplan is currently being updated, with a copy of the last iteration attached within **Appendix A**.

1.2 EXISTING SITE USE

1.2.1. The site is currently occupied by a single storey industrial unit with Kwik-Fit as a tenant. The unit area is approximately 420sqm.

1.2.2. Immediately west of the site is a car wash facility which has right of way across the application site, with entrance via the southern site boundary and egress via the north. The car wash and access through the application site is to be retained.

1.3 SITE LOCATION

1.3.1. The site is located approximately 500m south-east of Shoreham-by-Sea town centre in West Sussex. The site is bordered by the A259 Brighton Road to the north, the Free Wharf Development Site to the east and south and the Humphrey's Gap industrial area to the west. The location is illustrated on **Figure 1**.

1.3.2. The Free Wharf Development Site is currently under construction and, when complete, will provide over 500 residential units and supporting commercial and retail use.

1.4 REPORT STRUCTURE

1.4.1. This report sets out the proposed methodology and study area for the Transport Assessment, with this as follows:

- Proposed Development;
- Site Access;
- Car and Cycle Parking;
- Servicing and Construction Access;
- Accessibility to Key Services;
- Access by Sustainable Modes;
- Total Travel Demand;
- Travel Plan;
- Traffic Access;
- Traffic Generation;

- Traffic Distribution and Assignment;
- Highway Network Impact;
- Traffic Modelling Scenarios;
- Personal Injury Accident analysis; and
- Proposed Mitigation Measures.

2 PROPOSED DEVELOPMENT

2.1 INTRODUCTION

2.1.1. As previously discussed, the development proposal is for circa 50 apartments and circa 125sqm of commercial / retail use. The masterplan is currently being updated, with a copy of the last iteration attached within **Appendix A**.

2.2 VEHICULAR ACCESS

2.2.1. The existing access arrangement from Brighton Road is to be retained, with a simple priority controlled junction to be provided on the eastern boundary of the site.

2.2.2. The configuration of the junction will be amended, tightening up the junction as much as possible in order to improve pedestrian movement along Brighton Road.

2.3 CAR PARKING

RESIDENTIAL PARKING PROVISION

2.3.1. The current indicative layout for the site provides 17 car parking spaces, a ratio of 0.34 spaces per unit.

2.3.2. This level of parking is considered sufficient based on the sustainable location of the site, with it being within walking distance of Shoreham town centre and Shoreham train station. The site is also served by local bus routes that run directly past the site on Brighton Road.

2.3.3. The proposed ratio of parking is in line with other consented applications in the immediate area:

- Former Adur Civic Centre (Ref: AWDM/1450/21): This has 53 spaces for 171 units (0.3 spaces per unit).
- 69-75 Brighton Road (Ref: AWDM/2039/22): This has 77 spaces for 176 units (0.43 spaces per unit).

2.3.4. With regards to EV charging, a minimum 20% of spaces will be provided with active charging points, with the remaining spaces provided with ducting appropriate to provide ‘passive’ provision for these spaces to be upgraded in future.

COMMERCIAL PARKING PROVISION

2.3.5. No car parking is proposed for the commercial / retail element.

2.4 CYCLE PARKING

2.4.1. The level of cycle parking to be provided at the site will be in accordance with the West Sussex County Council Guidance on Parking at New Developments (August 2019).

2.4.2. The minimum parking standards for flats are set out in the following table:

Table 2-1 – Minimum Cycle Parking Standards for Flats (WSCC, 2019)

Dwelling Size	Cycle Provision (per unit)
Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage, otherwise 1 space)
4+ rooms (3+ bed)	1 space

2.4.3. The minimum parking standards for the retail element is set out in the following table:

Table 2-2 – Minimum Cycle Parking Standards for Retail Use (WSCC, 2019)

Land Use	Cycle Provision
A1 Shops	1 space per 100sqm for staff and 1 space per 100sqm for customers

2.5 SERVICING & DELIVERIES

2.5.1. Vehicle tracking will be completed for the following vehicles, demonstrating that vehicles are able to enter and exit the site in forward gear, with sufficient area provided within the site for simple three-point turns:

- Large Refuse Vehicle (11.2m)
- Rigid Vehicle (10.0m)
- Pantechnicon (9.57m)

3 SCOPE OF TRANSPORT ASSESSMENT

3.1 INTRODUCTION

3.1.1. A comprehensive Transport Assessment (TA) will be prepared in support of the planning application.

3.2 ACCESSIBILITY TO KEY SERVICES

3.2.1. An audit of the local area will be completed to demonstrate how accessible key local facilities such as retail, employment and education are from the site by modes of transport other than single occupancy car.

3.3 ACCESS BY SUSTAINABLE MODES

3.3.1. This section will include detailed analysis to enable a clear understanding of the accessibility of the site by sustainable modes to be determined. It will consider all mode choices including public transport (specifically bus and rail). The following will be analysed and quantified where possible:

- Pedestrians: this will include determination of key destinations, and the quality and availability of suitability of routes, taking into account all users;
- Cyclists: routes will be analysed, with accessible destinations detailed. Commentary on the quality and convenience of key routes will be included, with information on relevant local schemes provided;
- Buses: services and routes that serve the site will be analysed with specific consideration given to any direct routes available. The frequency and hours of operations as well as the position and condition of bus stops and walking and cycling routes to and from the site will also be investigated; and
- Trains: these will be assessed in terms of the proximity of rail stations in relation to the site, and the accessibility to these by sustainable mode. An assessment of the principal destinations, frequency of services and the hours of operation will be assessed along with a station amenities (including disabled access).

3.3.2. In summary, this section will highlight the accessibility of the site by sustainable modes, and how local services, facilities and public transport facilities can be reached without reliance on use of privately owned cars.

3.4 TOTAL TRAVEL DEMAND

3.4.1. The total travel demand will be assessed for trips coming into and leaving the site based upon multi-modal trip rates obtained from TRICs used in conjunction with the development quantum.

3.4.2. This demand will analyse the two-way vehicular movements by trip distribution for the following time periods:

- AM Peak: 08:00 – 09:00
- PM Peak: 17:00 – 18:00

3.4.3. These time periods are shown to be the busiest times in the majority of land uses in the TRICS trip rates.

3.5 TRAVEL PLAN

3.5.1. A Framework Residential Travel Plan will be prepared, with this demonstrating the sustainable travel options and how residents will be encouraged to use these modes. The TP will set targets for the shift in trips from the private car to sustainable modes.

3.5.2. The content of the Travel Plan will include the following sections:

- Policy context;
- Site Accessibility;
- Development Proposals;
- Travel Plan Vision and Objectives;
- Targets and monitoring;
- Management Strategy;
- Travel Plan Measures; and
- Action Plan and Budget.

3.6 TRAFFIC ASSESSMENT

3.6.1. Based on the scale of the proposed development and the level of car parking that is to be provided at the site, it is proposed that the junction assessment work is completed for the following junctions:

- A259 Brighton Road / Site Access
- A259 Brighton Road / Eastern Avenue / Humphrey's Gap Signalised Junction;
- A259 Brighton Road / Norfolk Bridge Roundabout;
- A259 Brighton Road / Kingston Lane Signalised Junction.

3.6.2. It is proposed that Manual Classified Counts be completed at the above junctions from mid-September 2024 between 07:00-10:00 and 16:00-19:00 on either a Tuesday, Wednesday or Thursday, with weeklong Automatic Traffic Counts completed on Brighton Road, either side of the site access.

3.7 ASSESSMENT YEARS AND TRAFFIC GROWTH FACTORS

3.7.1. It is anticipated that the planning application will be submitted by the end of 2024 and it is therefore proposed that the traffic assessment will be undertaken for the following years:

- 2024 (Base Year)
- 2029 (5 Years Post-Application)
- 2032 (End of Adur Local Plan Period)

3.7.2. The following Tempro rates have been extracted for the local area:

Table 3-1 – Tempro Growth Rates

Period	AM	PM
2024 to 2029	1.0540	1.0529
2024 to 2032	1.0850	1.0837

3.8 COMMITTED AND CONSENTED DEVELOPMENTS

3.8.1. WSP request detail on any committed / consented development sites that need to be accounted for outside of the above growth rates.

3.9 RESIDENTIAL TRAFFIC GENERATION

PRIVATELY OWNED FLATS

3.9.1. The TRICS database has been used to derive trip rates for the proposed development, with the 'Flats Privately Owned' section used.

3.9.2. Sites located in either 'Suburban Area', 'Edge of Town' and 'Edge of Town Centre' locations were selected, with sites in London, Wales, Scotland and Northern Ireland excluded.

3.9.3. There were two sites that were surveyed during the Covid pandemic and these have also been excluded.

3.9.4. The search identified 17 sites, with the trip rates and associated trip generation summarised in the following table. A copy of the TRICS result file is attached within **Appendix B**.

Table 3-2 – Trip Rates & Trip Generation

Peak	Trip Rates (per unit)			Trip Generation (50 units)		
	Arrival	Departure	Total	Arrival	Departure	Total
AM	0.052	0.185	0.237	3	9	12
PM	0.172	0.084	0.256	9	4	13

3.9.5. From the above, it can be seen that the proposed development is forecast to generate 12 two-way trips during the AM peak hour and 13 two-way trips during the PM peak hour.

3.10 TRAFFIC DISTRIBUTION

3.10.1. The traffic generated by the proposed development is to be distributed based on 2011 Census 'Travel to Work' data for the Super Output Area Mid Layer Adur 005 in Shoreham.

3.10.2. The trips have been assigned via the routes illustrated on the figure attached within **Appendix C**.

3.10.3. The results of the analysis are also attached within **Appendix C**, with the results summarised in the following table.

Table 3-3 – Trip Distribution

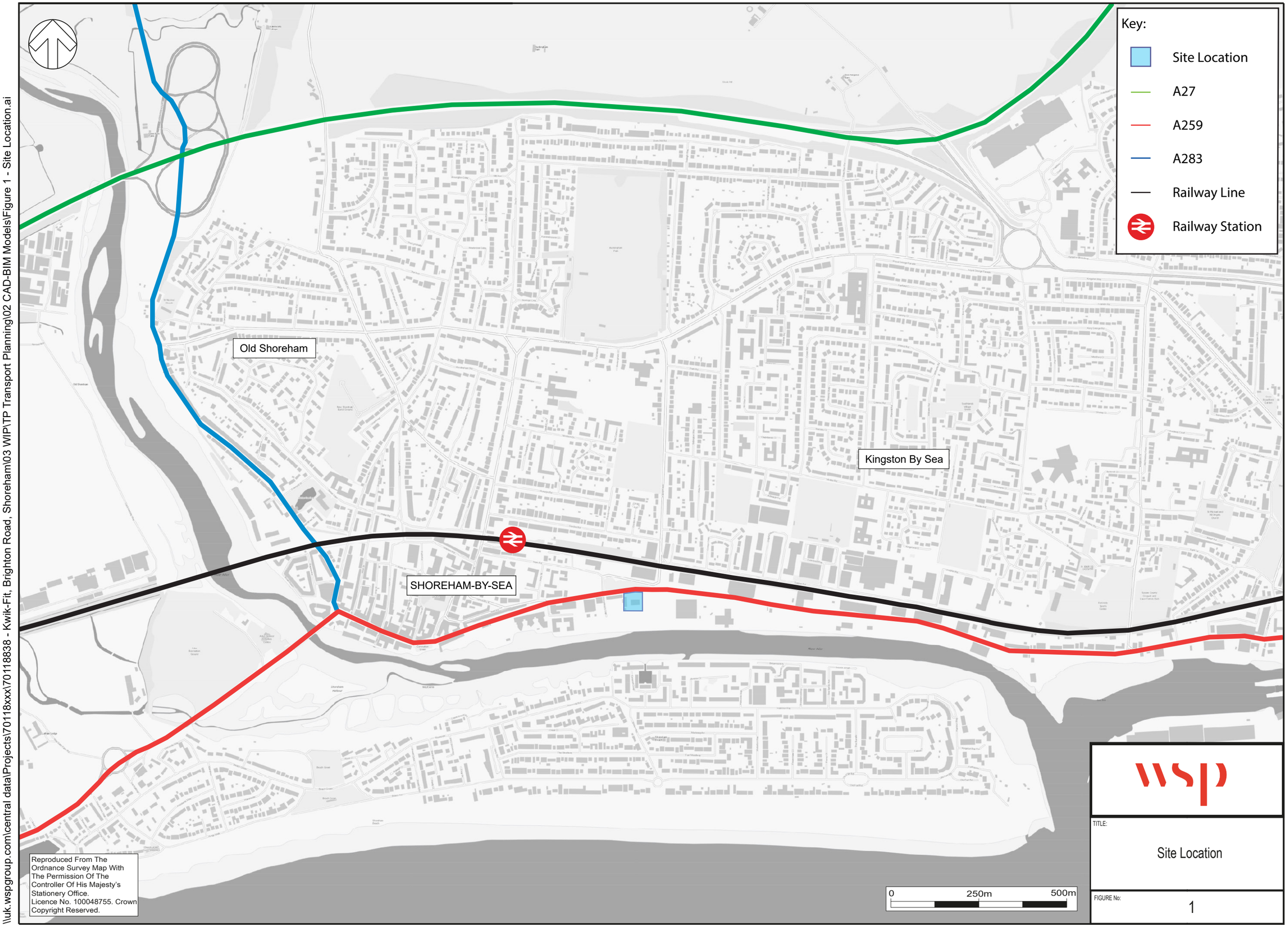
Route	Assignment Proportion
1: Eastern Ave North	3.6%
2. Kingston Lane N	1.0%
3. A259 Albion St East	7.1%
4. A259 Brighton Road W	58.6%
5. A283 Old Shoreham Rd N	29.6%
Total	**100%**

3.11 PIA DATA

3.11.1. It is proposed that 5 years of Personal Injury Accident data for the study area identified on the figure attached within **Appendix D** is purchased and reviewed.

3.12 PROPOSED MITIGATION MEASURES

3.12.1. The results of the highway capacity assessments will be used to calculate the performance of the junctions and identify whether junction improvements will be required to accommodate the proposed development.

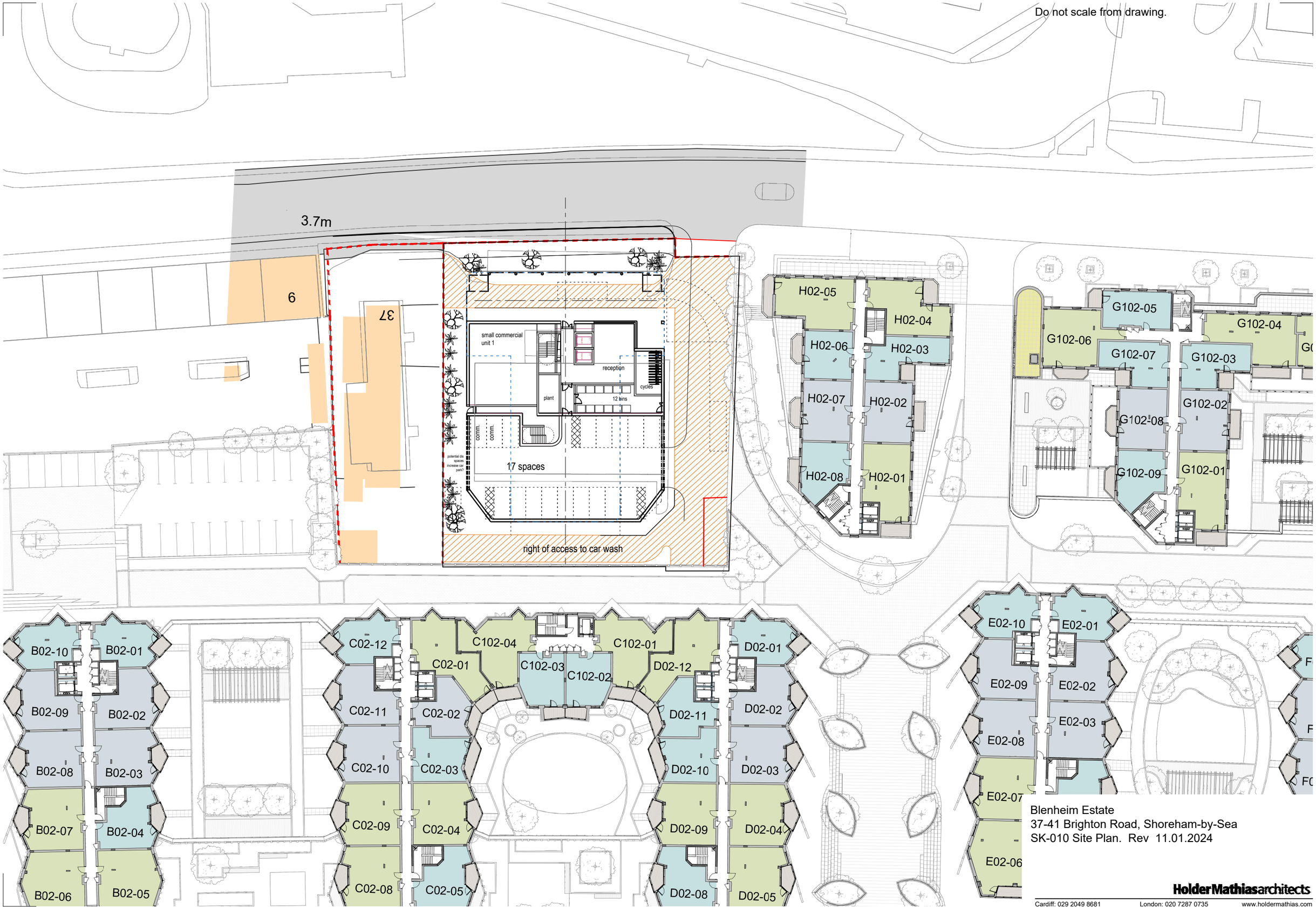


\\uk.wspgroup.com\central data\Projects\70118xxx\70118838 - Kwik-Fit, Brighton Road, Shoreham\03 WIP\TP Transport Planning\02 CAD-BIM Models\Figure 1 - Site Location.ai

Appendix A

INDICATIVE MASTERPLAN

Do not scale from drawing.



Blenheim Estate
37-41 Brighton Road, Shoreham-by-Sea
SK-010 Site Plan. Rev 11.01.2024

HolderMathiasarchitects
Cardiff: 029 2049 8681 London: 020 7287 0735 www.holdermathias.com

Appendix B

TRICS FILE

Calculation Reference: AUDIT-100301-240801-0822

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	3 days
	PO	PORTSMOUTH	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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
Tuesday	8 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	17 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	3

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	9
Built-Up Zone	2
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	8 days
25,001 to 50,000	7 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days
500,001 or More	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	10 days
1.1 to 1.5	7 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	4 days
No	13 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	17 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 CT-03-C-01 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 CT-03-C-02 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 CT-03-C-03 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

6 HF-03-C-03 BLOCK OF FLATS HERTFORDSHIRE
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

7 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

8 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

10 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

12 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

13 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

14 PO-03-C-01 BLOCKS OF FLATS PORTSMOUTH
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

15 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

16 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	Covid
SF-03-C-05	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.29

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.045	17	76	0.170	17	76	0.215
08:00 - 09:00	17	76	0.052	17	76	0.185	17	76	0.237
09:00 - 10:00	17	76	0.073	17	76	0.094	17	76	0.167
10:00 - 11:00	17	76	0.068	17	76	0.086	17	76	0.154
11:00 - 12:00	17	76	0.060	17	76	0.081	17	76	0.141
12:00 - 13:00	17	76	0.092	17	76	0.096	17	76	0.188
13:00 - 14:00	17	76	0.070	17	76	0.082	17	76	0.152
14:00 - 15:00	17	76	0.066	17	76	0.068	17	76	0.134
15:00 - 16:00	17	76	0.109	17	76	0.064	17	76	0.173
16:00 - 17:00	17	76	0.123	17	76	0.073	17	76	0.196
17:00 - 18:00	17	76	0.172	17	76	0.084	17	76	0.256
18:00 - 19:00	17	76	0.165	17	76	0.087	17	76	0.252
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.095			1.170			2.265

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:	9 - 184 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.005	17	76	0.006	17	76	0.011
08:00 - 09:00	17	76	0.004	17	76	0.003	17	76	0.007
09:00 - 10:00	17	76	0.005	17	76	0.005	17	76	0.010
10:00 - 11:00	17	76	0.002	17	76	0.003	17	76	0.005
11:00 - 12:00	17	76	0.004	17	76	0.004	17	76	0.008
12:00 - 13:00	17	76	0.006	17	76	0.005	17	76	0.011
13:00 - 14:00	17	76	0.002	17	76	0.002	17	76	0.004
14:00 - 15:00	17	76	0.003	17	76	0.003	17	76	0.006
15:00 - 16:00	17	76	0.004	17	76	0.004	17	76	0.008
16:00 - 17:00	17	76	0.005	17	76	0.005	17	76	0.010
17:00 - 18:00	17	76	0.002	17	76	0.002	17	76	0.004
18:00 - 19:00	17	76	0.005	17	76	0.005	17	76	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			0.094

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.002	17	76	0.002	17	76	0.004
08:00 - 09:00	17	76	0.000	17	76	0.000	17	76	0.000
09:00 - 10:00	17	76	0.001	17	76	0.001	17	76	0.002
10:00 - 11:00	17	76	0.000	17	76	0.000	17	76	0.000
11:00 - 12:00	17	76	0.001	17	76	0.000	17	76	0.001
12:00 - 13:00	17	76	0.001	17	76	0.002	17	76	0.003
13:00 - 14:00	17	76	0.000	17	76	0.000	17	76	0.000
14:00 - 15:00	17	76	0.000	17	76	0.000	17	76	0.000
15:00 - 16:00	17	76	0.000	17	76	0.000	17	76	0.000
16:00 - 17:00	17	76	0.001	17	76	0.000	17	76	0.001
17:00 - 18:00	17	76	0.000	17	76	0.001	17	76	0.001
18:00 - 19:00	17	76	0.000	17	76	0.000	17	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.002	17	76	0.010	17	76	0.012
08:00 - 09:00	17	76	0.002	17	76	0.019	17	76	0.021
09:00 - 10:00	17	76	0.001	17	76	0.002	17	76	0.003
10:00 - 11:00	17	76	0.003	17	76	0.001	17	76	0.004
11:00 - 12:00	17	76	0.005	17	76	0.003	17	76	0.008
12:00 - 13:00	17	76	0.001	17	76	0.001	17	76	0.002
13:00 - 14:00	17	76	0.003	17	76	0.002	17	76	0.005
14:00 - 15:00	17	76	0.007	17	76	0.003	17	76	0.010
15:00 - 16:00	17	76	0.005	17	76	0.001	17	76	0.006
16:00 - 17:00	17	76	0.003	17	76	0.001	17	76	0.004
17:00 - 18:00	17	76	0.009	17	76	0.006	17	76	0.015
18:00 - 19:00	17	76	0.007	17	76	0.002	17	76	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.051			0.099

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.047	17	76	0.240	17	76	0.287
08:00 - 09:00	17	76	0.060	17	76	0.301	17	76	0.361
09:00 - 10:00	17	76	0.090	17	76	0.121	17	76	0.211
10:00 - 11:00	17	76	0.086	17	76	0.114	17	76	0.200
11:00 - 12:00	17	76	0.079	17	76	0.115	17	76	0.194
12:00 - 13:00	17	76	0.126	17	76	0.133	17	76	0.259
13:00 - 14:00	17	76	0.091	17	76	0.098	17	76	0.189
14:00 - 15:00	17	76	0.084	17	76	0.083	17	76	0.167
15:00 - 16:00	17	76	0.157	17	76	0.083	17	76	0.240
16:00 - 17:00	17	76	0.182	17	76	0.087	17	76	0.269
17:00 - 18:00	17	76	0.256	17	76	0.110	17	76	0.366
18:00 - 19:00	17	76	0.257	17	76	0.117	17	76	0.374
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.515			1.602			3.117

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.017	17	76	0.083	17	76	0.100
08:00 - 09:00	17	76	0.028	17	76	0.120	17	76	0.148
09:00 - 10:00	17	76	0.047	17	76	0.072	17	76	0.119
10:00 - 11:00	17	76	0.047	17	76	0.046	17	76	0.093
11:00 - 12:00	17	76	0.027	17	76	0.040	17	76	0.067
12:00 - 13:00	17	76	0.056	17	76	0.046	17	76	0.102
13:00 - 14:00	17	76	0.044	17	76	0.044	17	76	0.088
14:00 - 15:00	17	76	0.046	17	76	0.053	17	76	0.099
15:00 - 16:00	17	76	0.071	17	76	0.042	17	76	0.113
16:00 - 17:00	17	76	0.070	17	76	0.051	17	76	0.121
17:00 - 18:00	17	76	0.091	17	76	0.059	17	76	0.150
18:00 - 19:00	17	76	0.080	17	76	0.053	17	76	0.133
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.624			0.709			1.333

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.001	17	76	0.034	17	76	0.035
08:00 - 09:00	17	76	0.005	17	76	0.070	17	76	0.075
09:00 - 10:00	17	76	0.005	17	76	0.025	17	76	0.030
10:00 - 11:00	17	76	0.007	17	76	0.014	17	76	0.021
11:00 - 12:00	17	76	0.009	17	76	0.014	17	76	0.023
12:00 - 13:00	17	76	0.015	17	76	0.017	17	76	0.032
13:00 - 14:00	17	76	0.011	17	76	0.022	17	76	0.033
14:00 - 15:00	17	76	0.019	17	76	0.018	17	76	0.037
15:00 - 16:00	17	76	0.049	17	76	0.012	17	76	0.061
16:00 - 17:00	17	76	0.026	17	76	0.009	17	76	0.035
17:00 - 18:00	17	76	0.048	17	76	0.009	17	76	0.057
18:00 - 19:00	17	76	0.037	17	76	0.009	17	76	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.253			0.485

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.000	17	76	0.023	17	76	0.023
08:00 - 09:00	17	76	0.000	17	76	0.030	17	76	0.030
09:00 - 10:00	17	76	0.001	17	76	0.009	17	76	0.010
10:00 - 11:00	17	76	0.004	17	76	0.002	17	76	0.006
11:00 - 12:00	17	76	0.002	17	76	0.004	17	76	0.006
12:00 - 13:00	17	76	0.002	17	76	0.002	17	76	0.004
13:00 - 14:00	17	76	0.002	17	76	0.003	17	76	0.005
14:00 - 15:00	17	76	0.002	17	76	0.000	17	76	0.002
15:00 - 16:00	17	76	0.004	17	76	0.002	17	76	0.006
16:00 - 17:00	17	76	0.011	17	76	0.001	17	76	0.012
17:00 - 18:00	17	76	0.019	17	76	0.000	17	76	0.019
18:00 - 19:00	17	76	0.025	17	76	0.002	17	76	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.078			0.150

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.000	17	76	0.000	17	76	0.000
08:00 - 09:00	17	76	0.000	17	76	0.001	17	76	0.001
09:00 - 10:00	17	76	0.000	17	76	0.000	17	76	0.000
10:00 - 11:00	17	76	0.000	17	76	0.000	17	76	0.000
11:00 - 12:00	17	76	0.000	17	76	0.000	17	76	0.000
12:00 - 13:00	17	76	0.000	17	76	0.000	17	76	0.000
13:00 - 14:00	17	76	0.000	17	76	0.000	17	76	0.000
14:00 - 15:00	17	76	0.000	17	76	0.000	17	76	0.000
15:00 - 16:00	17	76	0.000	17	76	0.000	17	76	0.000
16:00 - 17:00	17	76	0.000	17	76	0.000	17	76	0.000
17:00 - 18:00	17	76	0.000	17	76	0.000	17	76	0.000
18:00 - 19:00	17	76	0.000	17	76	0.000	17	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.001	17	76	0.057	17	76	0.058
08:00 - 09:00	17	76	0.005	17	76	0.101	17	76	0.106
09:00 - 10:00	17	76	0.005	17	76	0.034	17	76	0.039
10:00 - 11:00	17	76	0.010	17	76	0.016	17	76	0.026
11:00 - 12:00	17	76	0.009	17	76	0.018	17	76	0.027
12:00 - 13:00	17	76	0.017	17	76	0.019	17	76	0.036
13:00 - 14:00	17	76	0.014	17	76	0.026	17	76	0.040
14:00 - 15:00	17	76	0.021	17	76	0.018	17	76	0.039
15:00 - 16:00	17	76	0.054	17	76	0.013	17	76	0.067
16:00 - 17:00	17	76	0.036	17	76	0.009	17	76	0.045
17:00 - 18:00	17	76	0.066	17	76	0.009	17	76	0.075
18:00 - 19:00	17	76	0.063	17	76	0.012	17	76	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.301			0.332			0.633

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.29

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.066	17	76	0.391	17	76	0.457
08:00 - 09:00	17	76	0.095	17	76	0.540	17	76	0.635
09:00 - 10:00	17	76	0.144	17	76	0.228	17	76	0.372
10:00 - 11:00	17	76	0.146	17	76	0.177	17	76	0.323
11:00 - 12:00	17	76	0.121	17	76	0.176	17	76	0.297
12:00 - 13:00	17	76	0.199	17	76	0.199	17	76	0.398
13:00 - 14:00	17	76	0.152	17	76	0.169	17	76	0.321
14:00 - 15:00	17	76	0.158	17	76	0.156	17	76	0.314
15:00 - 16:00	17	76	0.287	17	76	0.138	17	76	0.425
16:00 - 17:00	17	76	0.292	17	76	0.148	17	76	0.440
17:00 - 18:00	17	76	0.423	17	76	0.183	17	76	0.606
18:00 - 19:00	17	76	0.406	17	76	0.184	17	76	0.590
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.489			2.689			5.178

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.033	17	76	0.154	17	76	0.187
08:00 - 09:00	17	76	0.041	17	76	0.171	17	76	0.212
09:00 - 10:00	17	76	0.057	17	76	0.081	17	76	0.138
10:00 - 11:00	17	76	0.056	17	76	0.071	17	76	0.127
11:00 - 12:00	17	76	0.046	17	76	0.068	17	76	0.114
12:00 - 13:00	17	76	0.073	17	76	0.077	17	76	0.150
13:00 - 14:00	17	76	0.060	17	76	0.066	17	76	0.126
14:00 - 15:00	17	76	0.056	17	76	0.060	17	76	0.116
15:00 - 16:00	17	76	0.092	17	76	0.053	17	76	0.145
16:00 - 17:00	17	76	0.107	17	76	0.057	17	76	0.164
17:00 - 18:00	17	76	0.159	17	76	0.074	17	76	0.233
18:00 - 19:00	17	76	0.151	17	76	0.077	17	76	0.228
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			1.009			1.940

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.003	17	76	0.007	17	76	0.010
08:00 - 09:00	17	76	0.007	17	76	0.010	17	76	0.017
09:00 - 10:00	17	76	0.010	17	76	0.006	17	76	0.016
10:00 - 11:00	17	76	0.010	17	76	0.012	17	76	0.022
11:00 - 12:00	17	76	0.009	17	76	0.009	17	76	0.018
12:00 - 13:00	17	76	0.012	17	76	0.010	17	76	0.022
13:00 - 14:00	17	76	0.006	17	76	0.012	17	76	0.018
14:00 - 15:00	17	76	0.006	17	76	0.005	17	76	0.011
15:00 - 16:00	17	76	0.013	17	76	0.008	17	76	0.021
16:00 - 17:00	17	76	0.010	17	76	0.012	17	76	0.022
17:00 - 18:00	17	76	0.009	17	76	0.004	17	76	0.013
18:00 - 19:00	17	76	0.005	17	76	0.004	17	76	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.099			0.199

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	76	0.001	17	76	0.001	17	76	0.002
08:00 - 09:00	17	76	0.000	17	76	0.001	17	76	0.001
09:00 - 10:00	17	76	0.000	17	76	0.000	17	76	0.000
10:00 - 11:00	17	76	0.000	17	76	0.000	17	76	0.000
11:00 - 12:00	17	76	0.000	17	76	0.000	17	76	0.000
12:00 - 13:00	17	76	0.001	17	76	0.002	17	76	0.003
13:00 - 14:00	17	76	0.002	17	76	0.002	17	76	0.004
14:00 - 15:00	17	76	0.001	17	76	0.000	17	76	0.001
15:00 - 16:00	17	76	0.000	17	76	0.000	17	76	0.000
16:00 - 17:00	17	76	0.000	17	76	0.000	17	76	0.000
17:00 - 18:00	17	76	0.002	17	76	0.003	17	76	0.005
18:00 - 19:00	17	76	0.002	17	76	0.002	17	76	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.011			0.020

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.*

Appendix C

TRIP DISTRIBUTION

\\uk.wspgroup.com\central data\Projects\70118xxx\70118838 - Kwik-Fit, Brighton Road, Shoreham\03 WIP\TP Transport Planning\02 CAD-BIM Models\Figure 5 - Trip Distribution.ai

Key:

Site Location

Railway Line

Old Shoreham

5: A283 Old Shoreham Road

1: Eastern Avenue North

Kingston By Sea

2: Kingston Lane North

SHOREHAM-BY-SEA

3: A259 Albion Street East

4: A259 Brighton Road West

0 250m 500m

wsp

TITLE:

Trip Generation Routes

FIGURE No:

5

WF01BEW - Location of usual residence and place of work (OA level)

population	All usual residents ages 16 and over in employment the week before the census
units	Persons
date	2011

	currently residing in	ROUTE				
place of work : 2011 super output area - middle layer	E02006538 : Adur 005	1: Eastern Ave North	2. Kingston Lane N	3. A259 Albion St East	4. A259 Brighton Road W	5. A283 Old Shoreham Rd N
E02000001 : City of London 001	27					27
E02000053 : Barnet 030	2					2
E02000079 : Bexley 015	1					1
E02000119 : Brent 027	1					1
E02000139 : Bromley 013	1					1
E02000184 : Camden 019	1					1
E02000186 : Camden 021	1					1
E02000188 : Camden 023	1					1
E02000191 : Camden 026	8					8
E02000192 : Camden 027	4					4
E02000193 : Camden 028	3					3
E02000212 : Croydon 019	1					1
E02000215 : Croydon 022	2					2
E02000218 : Croydon 025	1					1
E02000220 : Croydon 027	7					7
E02000234 : Croydon 041	2					2
E02000252 : Ealing 015	2					2
E02000256 : Ealing 019	1					1
E02000275 : Ealing 038	1					1
E02000296 : Enfield 020	2					2
E02000309 : Enfield 033	1					1
E02000316 : Greenwich 004	1					1
E02000363 : Hackney 019	1					1
E02000367 : Hackney 023	1					1
E02000372 : Hammersmith and Fulham 001	2					2
E02000384 : Hammersmith and Fulham 013	4					4
E02000386 : Hammersmith and Fulham 015	2					2
E02000389 : Hammersmith and Fulham 018	1					1
E02000496 : Hillingdon 003	1					1
E02000508 : Hillingdon 015	1					1
E02000509 : Hillingdon 016	1					1
E02000520 : Hillingdon 027	1					1
E02000524 : Hillingdon 031	14					14
E02000530 : Hounslow 005	5					5
E02000531 : Hounslow 006	3					3
E02000548 : Hounslow 023	1					1
E02000558 : Islington 005	1					1
E02000574 : Islington 021	1					1
E02000575 : Islington 022	5					5
E02000576 : Islington 023	3					3
E02000582 : Kensington and Chelsea 006	1					1
E02000584 : Kensington and Chelsea 008	1					1
E02000586 : Kensington and Chelsea 010	2					2
E02000588 : Kensington and Chelsea 012	1					1
E02000590 : Kensington and Chelsea 014	3					3
E02000614 : Kingston upon Thames 017	1					1
E02000620 : Lambeth 003	2					2
E02000621 : Lambeth 004	2					2
E02000630 : Lambeth 013	3					3
E02000638 : Lambeth 021	1					1
E02000710 : Merton 022	3					3
E02000725 : Newham 012	1					1
E02000747 : Newham 034	1					1
E02000791 : Richmond upon Thames 008	1					1
E02000808 : Southwark 002	10					10
E02000809 : Southwark 003	3					3
E02000820 : Southwark 014	1					1
E02000831 : Southwark 025	2					2
E02000853 : Sutton 014	1					1
E02000854 : Sutton 015	1					1
E02000855 : Sutton 016	1					1
E02000860 : Sutton 021	1					1
E02000875 : Tower Hamlets 012	1					1
E02000879 : Tower Hamlets 016	1					1
E02000884 : Tower Hamlets 021	1					1
E02000898 : Waltham Forest 004	1					1
E02000930 : Wandsworth 008	1					1
E02000949 : Wandsworth 027	1					1
E02000970 : Westminster 011	2					2

E02000972 : Westminster 013	13					13
E02000974 : Westminster 015	1					1
E02000975 : Westminster 016	1					1
E02000977 : Westminster 018	5					5
E02000978 : Westminster 019	2					2
E02000979 : Westminster 020	11					11
E02000980 : Westminster 021	1					1
E02000982 : Westminster 023	4					4
E02001219 : Stockport 033	1					1
E02001260 : Trafford 002	1					1
E02002139 : Walsall 030	1					1
E02002168 : Wolverhampton 020	1					1
E02003043 : Bristol 032	1					1
E02003077 : North Somerset 013	1					1
E02003236 : Swindon 025	1					1
E02003271 : Luton 014	6					6
E02003353 : Bracknell Forest 002	1					1
E02003375 : West Berkshire 009	1					1
E02003432 : Windsor and Maidenhead 012	1					1
E02003481 : Milton Keynes 023	1					1
E02003491 : Brighton and Hove 001	18				18	
E02003492 : Brighton and Hove 002	23				23	
E02003493 : Brighton and Hove 003	6				6	
E02003494 : Brighton and Hove 004	11				11	
E02003495 : Brighton and Hove 005	7				7	
E02003496 : Brighton and Hove 006	5				5	
E02003497 : Brighton and Hove 007	44				44	
E02003498 : Brighton and Hove 008	18				18	
E02003499 : Brighton and Hove 009	5				5	
E02003500 : Brighton and Hove 010	4				4	
E02003501 : Brighton and Hove 011	18				18	
E02003502 : Brighton and Hove 012	24				24	
E02003503 : Brighton and Hove 013	57				57	
E02003504 : Brighton and Hove 014	26				26	
E02003505 : Brighton and Hove 015	9				9	
E02003506 : Brighton and Hove 016	38				38	
E02003507 : Brighton and Hove 017	13				13	
E02003508 : Brighton and Hove 018	9				9	
E02003509 : Brighton and Hove 019	39				39	
E02003510 : Brighton and Hove 020	29				29	
E02003511 : Brighton and Hove 021	110				110	
E02003512 : Brighton and Hove 022	2				2	
E02003513 : Brighton and Hove 023	14				14	
E02003514 : Brighton and Hove 024	10				10	
E02003515 : Brighton and Hove 025	11				11	
E02003516 : Brighton and Hove 026	51				51	
E02003517 : Brighton and Hove 027	226				226	
E02003518 : Brighton and Hove 028	39				39	
E02003519 : Brighton and Hove 029	12				12	
E02003520 : Brighton and Hove 030	55				55	
E02003521 : Brighton and Hove 031	74				74	
E02003522 : Brighton and Hove 032	17				17	
E02003523 : Brighton and Hove 033	1				1	
E02003534 : Portsmouth 011	1					1
E02003539 : Portsmouth 016	2					2
E02003541 : Portsmouth 018	1					1
E02003547 : Portsmouth 024	1					1
E02003644 : Central Bedfordshire 026	1					1
E02003695 : South Bucks 008	1					1
E02003905 : Cornwall 032	4					4
E02003910 : Cornwall 044	1					1
E02004244 : East Dorset 002	1					1
E02004359 : Eastbourne 004	1			1		
E02004363 : Eastbourne 008	5			5		
E02004366 : Eastbourne 011	5			5		
E02004368 : Hastings 001	1					1
E02004379 : Lewes 001	4					4
E02004380 : Lewes 002	17					17
E02004381 : Lewes 003	38					38
E02004382 : Lewes 004	6					6
E02004383 : Lewes 005	16					16
E02004384 : Lewes 006	2					2
E02004385 : Lewes 007	6					6
E02004386 : Lewes 008	4					4
E02004388 : Lewes 010	1					1
E02004391 : Lewes 013	2					2
E02004403 : Wealden 001	1					1
E02004406 : Wealden 004	2					2
E02004409 : Wealden 007	1					1
E02004410 : Wealden 008	2					2

E02004411 : Wealden 009	2					2
E02004412 : Wealden 010	1					1
E02004414 : Wealden 012	1					1
E02004420 : Wealden 018	3					3
E02004423 : Wealden 021	1					1
E02004435 : Basildon 012	2					2
E02004438 : Basildon 015	1					1
E02004470 : Brentwood 007	1					1
E02004718 : Eastleigh 007	1					1
E02004722 : Eastleigh 011	1					1
E02004733 : Fareham 007	1					1
E02004734 : Fareham 008	1					1
E02004748 : Gosport 008	1					1
E02004761 : Hart 011	1					1
E02004775 : Havant 014	3					3
E02004807 : Rushmoor 006	2					2
E02004837 : Winchester 009	1					1
E02004841 : Winchester 013	1					1
E02004852 : Broxbourne 010	1					1
E02004868 : Dacorum 013	1					1
E02004890 : East Hertfordshire 013	1					1
E02004924 : St Albans 001	1					1
E02004964 : Three Rivers 009	2					2
E02005013 : Canterbury 004	1					1
E02005028 : Dartford 001	1					1
E02005035 : Dartford 008	1					1
E02005057 : Gravesham 003	1					1
E02005071 : Maidstone 004	1					1
E02005077 : Maidstone 010	1					1
E02005154 : Tonbridge and Malling 006	2					2
E02005160 : Tonbridge and Malling 012	1					1
E02005166 : Tunbridge Wells 005	1					1
E02005503 : Breckland 001	1					1
E02005507 : Breckland 005	2					2
E02005513 : Breckland 011	1					1
E02005590 : Norwich 007	1					1
E02005653 : Northampton 004	1					1
E02005947 : Oxford 008	2					2
E02005998 : West Oxfordshire 006	1					1
E02006006 : West Oxfordshire 014	1					1
E02006080 : South Somerset 006	2					2
E02006143 : East Staffordshire 013	1					1
E02006271 : Mid Suffolk 011	1					1
E02006320 : Elmbridge 004	1					1
E02006341 : Epsom and Ewell 007	2					2
E02006343 : Epsom and Ewell 009	1					1
E02006348 : Guildford 005	3					3
E02006355 : Guildford 012	1					1
E02006356 : Guildford 013	1					1
E02006358 : Guildford 015	4					4
E02006370 : Mole Valley 009	2					2
E02006374 : Mole Valley 013	3					3
E02006376 : Reigate and Banstead 002	1					1
E02006380 : Reigate and Banstead 006	4					4
E02006381 : Reigate and Banstead 007	2					2
E02006382 : Reigate and Banstead 008	1					1
E02006383 : Reigate and Banstead 009	1					1
E02006385 : Reigate and Banstead 011	2					2
E02006386 : Reigate and Banstead 012	2					2
E02006387 : Reigate and Banstead 013	1					1
E02006388 : Reigate and Banstead 014	5					5
E02006392 : Reigate and Banstead 018	4					4
E02006395 : Runnymede 003	2					2
E02006398 : Runnymede 006	2					2
E02006427 : Surrey Heath 012	1					1
E02006438 : Tandridge 011	2					2
E02006445 : Waverley 007	1					1
E02006446 : Waverley 008	1					1
E02006450 : Waverley 012	2					2
E02006453 : Waverley 015	1					1
E02006509 : Stratford-on-Avon 006	1					1
E02006534 : Adur 001	31		31			
E02006535 : Adur 002	108	108				
E02006536 : Adur 003	20				20	
E02006537 : Adur 004	200			200		
E02006539 : Adur 006	28				28	
E02006540 : Adur 007	89				89	
E02006541 : Adur 008	48				48	
E02006542 : Arun 001	6				6	
E02006543 : Arun 002	11				11	

E02006544 : Arun 003	3				3	
E02006545 : Arun 004	4				4	
E02006546 : Arun 005	1				1	
E02006547 : Arun 006	3				3	
E02006548 : Arun 007	9				9	
E02006549 : Arun 008	4				4	
E02006550 : Arun 009	6				6	
E02006551 : Arun 010	4				4	
E02006552 : Arun 011	11				11	
E02006553 : Arun 012	1				1	
E02006555 : Arun 014	2				2	
E02006558 : Arun 017	3				3	
E02006562 : Chichester 002	2				2	
E02006564 : Chichester 004	1				1	
E02006565 : Chichester 005	2				2	
E02006566 : Chichester 006	8				8	
E02006567 : Chichester 007	1				1	
E02006568 : Chichester 008	4				4	
E02006570 : Chichester 010	17				17	
E02006571 : Chichester 011	3				3	
E02006572 : Chichester 012	6				6	
E02006575 : Crawley 001	47					47
E02006576 : Crawley 002	1					1
E02006577 : Crawley 003	4					4
E02006578 : Crawley 004	41					41
E02006579 : Crawley 005	6					6
E02006580 : Crawley 006	1					1
E02006581 : Crawley 007	2					2
E02006583 : Crawley 009	3					3
E02006585 : Crawley 011	3					3
E02006586 : Crawley 012	1					1
E02006587 : Crawley 013	4					4
E02006589 : Horsham 002	5					5
E02006590 : Horsham 003	5					5
E02006591 : Horsham 004	4					4
E02006592 : Horsham 005	6					6
E02006593 : Horsham 006	22					22
E02006594 : Horsham 007	1					1
E02006595 : Horsham 008	1					1
E02006596 : Horsham 009	3					3
E02006597 : Horsham 010	19					19
E02006598 : Horsham 011	10					10
E02006599 : Horsham 012	1					1
E02006600 : Horsham 013	10					10
E02006601 : Horsham 014	30					30
E02006602 : Horsham 015	12					12
E02006603 : Horsham 016	27					27
E02006604 : Mid Sussex 001	7					7
E02006605 : Mid Sussex 002	1					1
E02006607 : Mid Sussex 004	2					2
E02006608 : Mid Sussex 005	1					1
E02006610 : Mid Sussex 007	6					6
E02006611 : Mid Sussex 008	2					2
E02006612 : Mid Sussex 009	20					20
E02006613 : Mid Sussex 010	4					4
E02006614 : Mid Sussex 011	13					13
E02006615 : Mid Sussex 012	18					18
E02006617 : Mid Sussex 014	16					16
E02006618 : Mid Sussex 015	9					9
E02006619 : Mid Sussex 016	26					26
E02006620 : Mid Sussex 017	7					7
E02006621 : Worthing 001	8				8	
E02006622 : Worthing 002	6				6	
E02006623 : Worthing 003	21				21	
E02006624 : Worthing 004	23				23	
E02006625 : Worthing 005	49				49	
E02006626 : Worthing 006	7				7	
E02006627 : Worthing 007	17				17	
E02006628 : Worthing 008	19				19	
E02006629 : Worthing 009	18				18	
E02006630 : Worthing 010	8				8	
E02006631 : Worthing 011	202				202	
E02006632 : Worthing 012	7				7	
E02006633 : Worthing 013	28				28	
E02006643 : Wiltshire 041	1					1
E02006789 : Bromley 042	1					1
E02006792 : Hounslow 029	1					1
E02006793 : Enfield 037	2					2
E02006801 : Lambeth 036	4					4
E02006854 : Tower Hamlets 033	3					3

E02006858 : Eastbourne 014	1					1
E02006886 : Vale of White Horse 016	2					2
E02006900 : Birmingham 139	1					1
E02006902 : Manchester 054	7					7
E02006907 : Norwich 014	2					2
E02006913 : Manchester 056	1					1
W02000128 : Pembrokeshire 003	1					1
	2,963	108	31	211	1735	878
		3.6%	1.0%	7.1%	58.6%	29.6%

Appendix D

PIA STUDY AREA

Key:

- Site Location
- Railway Line
- Railway Station
- PIA Study Area

Old Shoreham

Kingston By Sea

SHOREHAM-BY-SEA

0 125m 250m

wsp

TITLE:

PIA Study Area

FIGURE No:

4

\\uk.wspgroup.com\central data\Projects\70118xxx\70118838 - Kwik-Fit, Brighton Road, Shoreham\03 WIP\TP Transport Planning\02 CAD-BIM Models\Figure 4 - PIA Study Area.ai

Matrix House
Basing View
Basingstoke, Hampshire
RG21 4FF

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