



# Cole Easdon

## TRANSPORT NOTE – 9773/01

Proposed Residential Development, The Plough Inn, Chapel Street, Thatcham, West Berkshire on Behalf of Sandstone Estates Ltd

DOCUMENT ISSUE RECORD

Client: **Sandstone Estates Ltd**

Project: **Proposed Residential Development, The Plough Inn, Chapel Street, Thatcham, West Berkshire**

Job Number: **9773**

Document Title: **Technical Note – 9773/01 Transport Note**

Issue No.	1			
Date	July 2024			
Description / Status	Draft for Client Comment			
Prepared	██████████ BA (Hons) AMCIHT			
Technical Check	██████████ BSc FCILT			
Authorised	██████████ BSc FCILT			
Document Check	██████████ BA (Hons)			

The methodology adopted and the sources of information used by Cole Easdon Consultants Limited (CE) in providing its services are outlined within this Report. Any information provided by third parties and referred to herein has not been checked or verified by CE, unless otherwise expressly stated within this Report. This Report was checked and approved on the date shown in the Document Issue Record and the Report (including its base information, adopted parameters and assessment methodology) is therefore valid on this date. Circumstances, regulations, assessment methodology and professional standards do change which could subsequently affect the validity of this Report.

All intellectual property rights in or arising out of or in connection with this Report are owned by CE. The Report has been prepared for the Client named on the Document Issue Record who has a licence to copy and use this Report only for the purposes for which it was prepared and provided. The licence to use and copy this Report is subject to other Terms & Conditions agreed between CE and the Client. This document cannot be assigned or transferred to any third party and no third party may rely upon this document nor shall CE have any liability to any third party for the contents of this Report without the express written agreement of both CE and the Client.



## 1.0 INTRODUCTION

- 1.1 This *Transport Note (TN)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Sandstone Estates Ltd in support of a full planning permission pertaining to the redevelopment of The Plough Inn, 81 Chapel Street, Thatcham, to provide 5 No. dwellings (flats).
- 1.2 The proposals consist of the conversion of the vacant The Plough Inn public house to 3 No. residential flats and the construction of a small block of 2 No. residential flats in the rear carpark.
- 1.3 This TN has been prepared to consider the highway and transportation implications associated with the proposed redevelopment.
- 1.4 It is important to note that the application site was subject to planning pre-application advice (ref: 23/01598/PREOPD) in September 2023 for the '*development of the site to create 6no. residential dwellings and associated infrastructure*'. Reference to the comments raised by the Highway Authority in relation to the former scheme have been made throughout this Report where necessary.

## 2.0 SITE LOCATION

- 2.1 The site is located on the corner of the A4 Chapel Street and Stoney Lane and currently consists of a vacant public house (with a singular residential dwelling located on the first floor) and associated car park. The site is bounded to the north by the A4 Chapel Street, to the east/south by Stoney Lane and to the east by residential dwellings. Refer to CE Plan 9773-201 [*Site Location Plan*] enclosed within this *TN*.
- 2.2 Stoney Lane is a single carriageway road, subject to a 20mph speed limit. It is orientated in a broadly north-south direction and extends between the A4 Chapel Street / London Road in the north and Station Road in the south. At the Stoney Lane / A4 Chapel Street junction, a raised table acts as a traffic calming measure. Several speed humps are also present along Stoney Lane. To the immediate east of the application site, a footway and double yellow parking restrictions are present. Along the eastern side of Stoney Lane, a continuous footway facilitates safe and efficient access to/from Thatcham railway station.
- 2.3 The A4 Chapel Street is a single carriageway road, subject to a 30mph speed limit. The A4 Chapel Street becomes Bath Road to the west and London Road in the east. Continuous footway is present on both sides of the carriageway, facilitating safe and efficient access to/from Thatcham town centre.

## 3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

- 3.1 As alluded to within Section 2.0 above, Stoney Lane and the A4 Chapel Street benefit from good footway provision. Other pedestrian infrastructure in the vicinity of the site includes:
- a signalised toucan crossing, facilitating pedestrian movement across the A4 London Road, located

approximately 50m east of the site;

- a signalised pedestrian crossing, facilitating pedestrian movement across the A4 Chapel Street, located approximately 100m west of the site; and
- a signalised pedestrian crossing, facilitating pedestrian movement across Harts Hill Road, located approximately 100m west of the site.

3.2 In terms of cycling, both on-road and off-carriageway signed cycleways (or shared footway/cycleways) are present in the vicinity of the site, notably, along sections of the A4 Chapel Street and Stoney Lane. National Cycle Route 4, a long-distance route between London and Fishguard, can also be accessed approximately 350m south of the site, at Station Road.

3.3 The nearest bus stops to the site are known as the 'Harts Hill Foot' bus stops, located approximately 50m from the site along the A4 Chapel Street. The aforementioned bus stops benefit from sheltered seating areas and up-to-date timetable information. The bus stops are served by the '1 jet black' service, which operates between Newbury and Reading (passing through Thatcham, Woolhampton and Theale). Services run every 30 minutes Monday to Saturday and hourly on Sundays.

3.4 The nearest railway station to the site is Thatcham, situated approximately 1.3km walking distance (circa 19-minute walk) south of the site. Thatcham Station is served by the Great Western Railway local services between Reading and Newbury and Bedwyn.

#### 4.0 DEVELOPMENT PROPOSALS

4.1 The existing site consists of a two-storey building, comprising of a 177m<sup>2</sup> public house on the ground floor and a 3-bed residential flat located on the first floor, and associated car park.

4.2 It is proposed to convert the vacant building to 3 No. residential flats with the construction of a small block of 2 No. flats in the rear carpark.

4.3 The proposed mix consists of the following:

- Flat A: 3 bed 4 person flat
- Flat B: 2 bed 4 person flat
- Flat C: 3 bed 4 person flat
- Flat D: 2 bed 3 person flat
- Flat E: 2 bed 4 person flat

4.4 It should be noted that Flat C is an existing flat which will only undergo internal refurbishment.

- 4.5 A total of 10 No. car parking spaces will serve the development, located within two car parks. 'Car Park – A' is proposed to consist of 8 No. car parking spaces, with a further 2 No. car parking spaces proposed within an additional car park to the south of the site, namely 'Car Park – B'. 9 No. car parking spaces will be allocated for residents, with 1 No. car parking space proposed for visitors (located within 'Car Park - B'). Refer to Drawing No. JS/SP/1546/2/09 [*Proposed Site Plan*] (by JS Surveying & Design Services Limited) enclosed within this *TN*.
- 4.6 The level of car parking proposed is in accordance with Policy P1, *Residential Parking for New Development of West Berkshire Council's Housing Site Allocations DPD* document (adopted in May 2017), as requested during pre-application discussions associated with the historic scheme on the site. CE Plan 9773-203 [*Swept Path Analysis – Car Park A*] and CE Plan 9773-203 [*Swept Path Analysis – Car Park B*] both enclosed within this *TN*, demonstrate that all 10 No. proposed car parking spaces are accessible.
- 4.7 Vehicular access to 'Car Park – A' will be achieved via a proposed 4.8m wide dropped kerb vehicular access via Stoney Lane along the eastern side of the carriageway. Refer to CE Plan 9773-204 [*Swept Path Analysis – Proposed Vehicular Access*] enclosed within this *TN*, which illustrates the proposed vehicular access and demonstrates Swept Path Analysis of a circa 4.7m long estate car.
- 4.8 CE has demonstrated that visibility splays of 2.4m x 25m are achievable from the proposed vehicular access, as shown within CE Plan 9773-202 [*Site Access Visibility Splays*], enclosed within this *TN*. The appropriate visibility splay length has been informed by figures outlined within *Manual for Streets* for a 20mph road. Refer to Table 7.1 within *Manual for Streets*.
- 4.9 Vehicular access to 'Car Park – B' will be achieved via an existing dropped kerb vehicular access which currently provides vehicular access to residential dwellings to the southwest of the site.
- 4.10 It is important to note that as part of the proposals, an existing dropped kerb (which previously provided vehicular access to the public house car park) will be reinstated. Thus, the proposals do not increase the quantum of vehicular accesses along Stoney Lane. Notwithstanding this, the proposed residential development will facilitate a reduction in daily vehicular trips when compared with the existing uses on the site. Further detail is provided within Section 5.0 of this *TN*.
- 4.11 With regards to cycle parking, 2 No. cycle parking spaces are proposed for each of the residential units, located within the front/side garden for Flats A, B and C, and the rear gardens of Flat D and E. A further 4 No. cycle spaces are proposed for visitors, located within 'Car Park – B' at the south of the site. The proposed level of cycle parking is in accordance with Table 2 – Parking Standards of West Berkshire Council's *Cycle and Motorcycle Advice and Standards for New Development* document (November 2014).

- 4.12 In accordance with *Infrastructure for charging electric vehicles: Approved Document S* of building regs, 5 No. electric vehicle charging points are proposed, located within Car Park – A.
- 4.13 Refuse collection is proposed to occur on-street as per the existing situation with the neighbouring dwellings along Stoney Lane.

**5.0 VEHICULAR TRIP GENERATION**

**Existing Vehicular Trip Generation**

5.1 As previously alluded to, the existing site consists of a vacant two-storey building containing a public house and a residential flat. It is important to note that the site could feasibly reopen as a public house and a singular residential dwelling and thus it is deemed appropriate to compare the likely vehicular trip generation of the existing uses with the proposed development.

Public House

- 5.2 The TRICS 7.11.2 database has been interrogated in order to derive suitable weekday peak hour and daily vehicular trip rates for the existing public house. The ‘Pub/Restaurant’ sub category was used as the basis of the assessment, with sites located within Greater London, Northern Ireland and Republic of Ireland excluded from the analysis. Only sites situated within ‘Edge of Town’ and ‘Suburban Area’ locations were included within the analysis.
- 5.3 Details of the derived average weekday peak hour and daily vehicular trip rates are provided within Table 5.1 below, with the resultant vehicular trip generation, based on 177m<sup>2</sup> of Pub/Restaurant floorspace displayed within Table 5.2.

**Table 5.1: Vehicular Trip Rates for ‘Pub/Restaurant’ (per 100m<sup>2</sup> GFA)**

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.305	0.000	0.305
PM Peak (17:00-18:00)	2.477	1.511	3.988
Daily (08:00-24:00)	22.387	21.441	43.828

**Table 5.2: Vehicular Trip Generation for ‘Pub/Restaurant’ (177m<sup>2</sup> Floorspace)**

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	1	0	1
PM Peak (17:00-18:00)	4	3	7
Daily (08:00-24:00)	40	38	78

5.4 With reference to Table 5.2 above, it can be determined that the existing Public House could generate 1 No. and 7 No. two-way vehicular trips in the AM and PM peak hours respectively and 78 No. two-way vehicular trips daily.

Residential Dwelling

5.5 The TRICS 7.11.2 database has also been used to estimate the weekday peak hour and daily vehicular trips generated by the existing first floor residential dwelling. The ‘Flats Privately Owned’ sub category was used as the basis of the assessment, with sites located within Greater London, Northern Ireland and Republic of Ireland excluded from the analysis, along with surveys conducted during COVID-19 restrictions. Only sites situated within ‘Edge of Town’ and ‘Suburban Area’ locations were included within the analysis.

5.6 The derived average weekday and daily peak hour vehicular trip rates are displayed within Table 5.3 below, with the resultant vehicular trip generation based on 1 No. residential dwelling displayed within Table 5.4.

**Table 5.3: Vehicular Trip Rates for ‘Flats Privately Owned’ (per 1 dwelling)**

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.054	0.176	0.230
PM Peak (17:00-18:00)	0.162	0.084	0.246
Daily (07:00 – 19:00)	1.074	1.178	2.252

**Table 5.4: Vehicular Trip Generation for Existing Residential Dwelling (1 dwelling)**

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0	0	0
PM Peak (17:00-18:00)	0	0	0
Daily (07:00-19:00)	1	1	2

5.7 As shown within Table 5.4 above, the existing residential dwelling is estimated to have generated 2 vehicle trips per day, on average.

**Proposed Residential Vehicular Trip Generation**

5.8 To reiterate, the proposals consist of 5 No. residential dwellings (flats).

5.9 The TRICS derived ‘Flats Privately Owned’ weekday peak hour and daily vehicular trip rates, outlined within Table 5.3 above have been used again to estimate the weekday peak hour and daily vehicular trips generated by the proposed development. The resultant vehicular trip generation based on 5 No. residential dwellings is displayed within Table 5.5 below.

**Table 5.5: Vehicular Trip Generation for Proposed Residential Dwelling (5 dwellings)**

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0	1	1
PM Peak (17:00-18:00)	1	0	1
Daily (07:00-19:00)	5	6	11

5.10 As shown within Table 5.5 above, the proposed development is envisaged to generate 1 two-way vehicular trip in both the AM and PM peak hours, with 11 two-way vehicular trips envisaged to be generated daily (07:00-19:00).

**Net Change**

5.11 Table 5.6 below shows a comparison in peak hour and daily vehicular trip generation between the existing development and the proposed residential development.

**Table 5.5: Net Change in Vehicle Trips**

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Proposed Residential Development	0	1	1	0	5	6
Existing Public House + residential dwelling	1	0	4	3	37	36
Difference	-1	+1	-3	-3	-32	-30
Totals	0		-6		-69	

5.12 Table 5.5 indicates that the proposed residential development will facilitate a reduction in vehicular trips when compared with the existing public house in the PM peak hour (6 two-way vehicular trips) and daily (69 two-way vehicular trips).

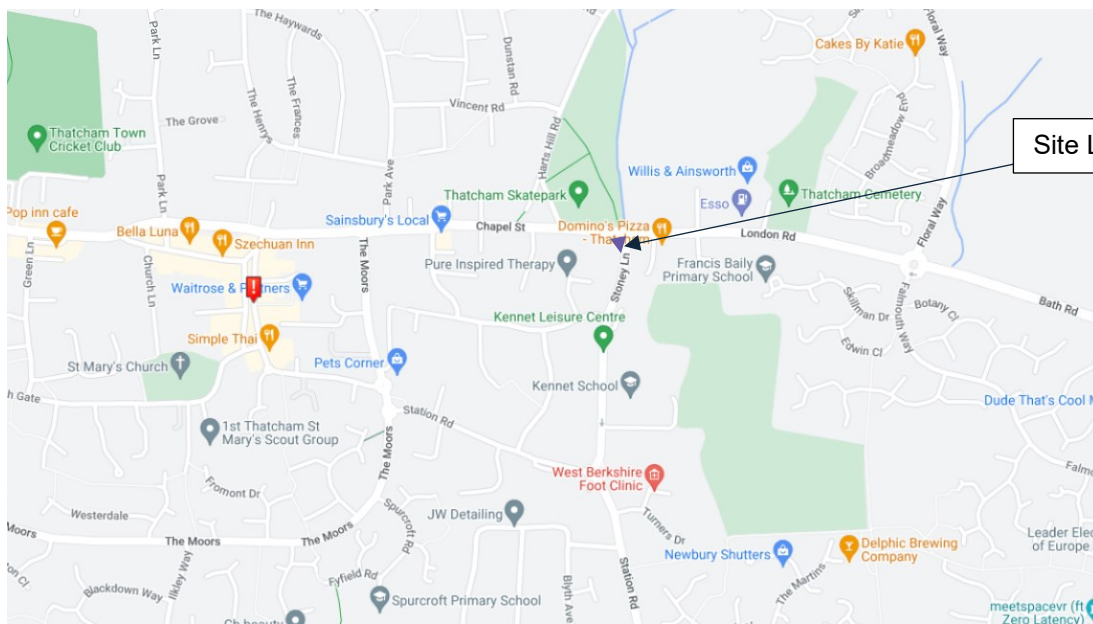
5.13 Accordingly, CE considers that the proposed development will not have an unacceptable impact on highway safety and the residual cumulative impacts on the road network will not be severe, and thus the proposed development is in accordance with Paragraph 115 of the National Planning Policy Framework (2023)

**6.0 PERSONAL INJURY ACCIDENT DATA**

6.1 CE has interpreted collision data from Crashmap in order to determine the number of incidents in the immediate vicinity of the site. Only serious and fatal incidents that occurred within the most recent three-year period available (2020-2022) were interrogated as part of the analysis.



6.2 With reference to Figure 6.1 below, one serious incident occurred within the study area during the aforementioned three-year period, approximately 750m west of the site, along The Broadway.



**Figure 6.1: Local Highway Network PIA Record**

(Source: Crashmap.co.uk)

6.3 No fatal collisions occurred within the study area and no serious or fatal accidents occurred along Stoney Lane which will facilitate vehicular access to the development, or the A4 Chapel Street located along the site's northern boundary.

6.4 It is important to note that the proposed residential development is predicted to result in a reduction in daily vehicular traffic when compared to its existing uses on the site. Refer to Table 5.5 above.

6.5 Therefore, CE has concluded that there are no highway or safety reasons to preclude the development as proposed.

Cole Easdon Consultants Limited

July 2024

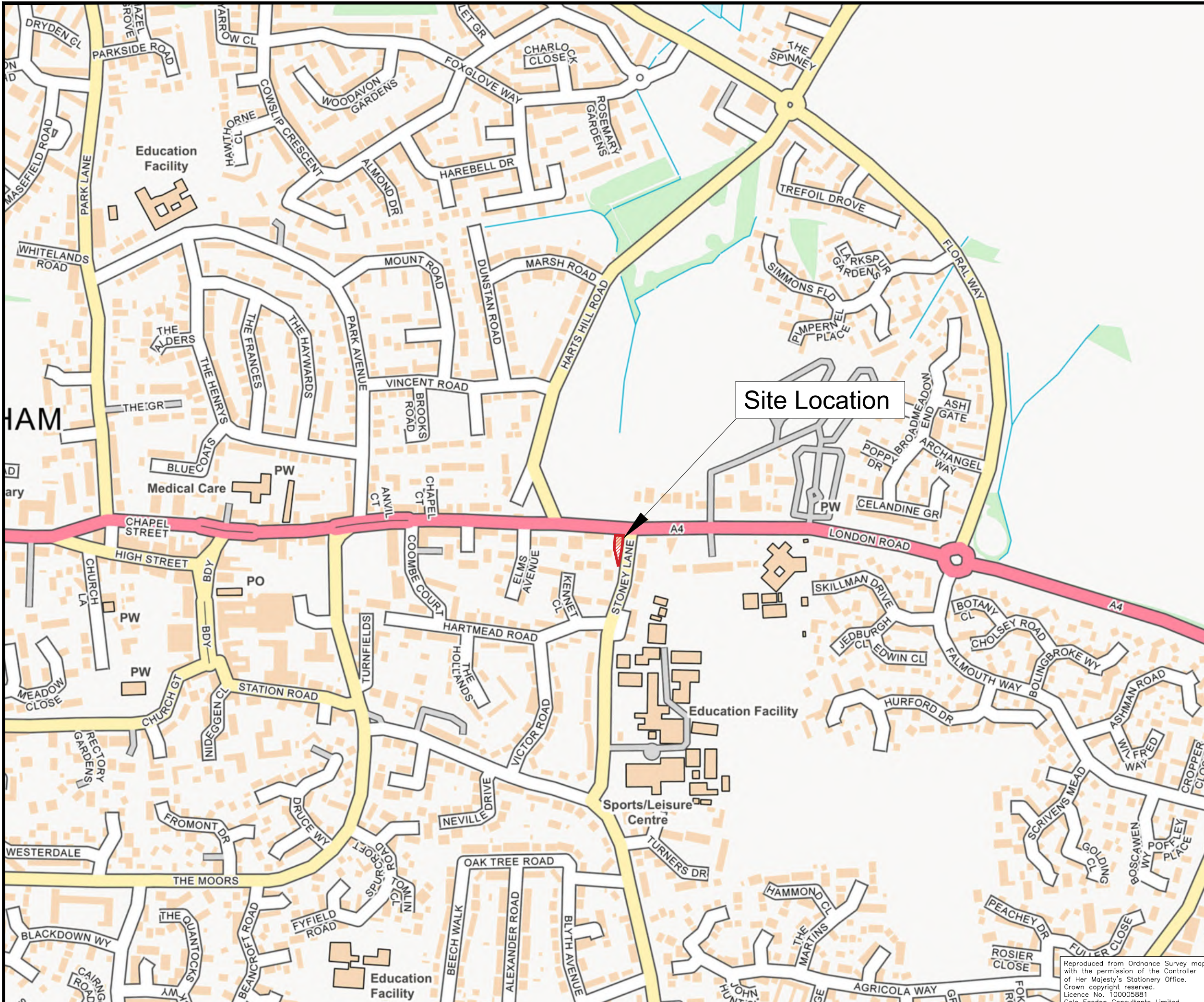
**Enclosures**

- CE Plan 9773-201 Site Location Plan
- CE Plan 9773-202 Site Access Visibility Splay
- CE Plan 9773-203 Swept Path Analysis – Car Park A
- CE Plan 9773-203 Swept Path Analysis – Car Park B
- CE Plan 9773-204 Swept Path Analysis – Proposed Vehicular Access
- Drawing No. JS/SP/1546/2/09 Proposed Site Plan (by JS Surveying & Design Services Limited)
- TRICS 7.11.2 Output

The methodology adopted and the sources of information used by Cole Easdon Consultants Limited (CE) in providing its services are outlined within this Report. Any information provided by third parties and referred to herein has not been checked or verified by CE, unless otherwise expressly stated within this Report. This Report was checked and approved on the date shown in the Title Block and the Report (including its base information, adopted parameters and assessment methodology) is therefore valid on this date. Circumstances, regulations, assessment methodology and professional standards do change which could subsequently affect the validity of this Report.

All intellectual property rights in or arising out of or in connection with this Report are owned by CE. The Report has been prepared for the Client named on the title block who has a licence to copy and use this Report only for the purposes for which it was prepared and provided. The licence to use and copy this Report is subject to other Terms & Conditions agreed between CE and the Client. This document cannot be assigned or transferred to any third party and no third party may rely upon this document nor shall CE have any liability to any third party for the contents of this Report without the express written agreement of both CE and the Client.

# Enclosures



© Copyright



01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Client  
Sandstones Estates Ltd

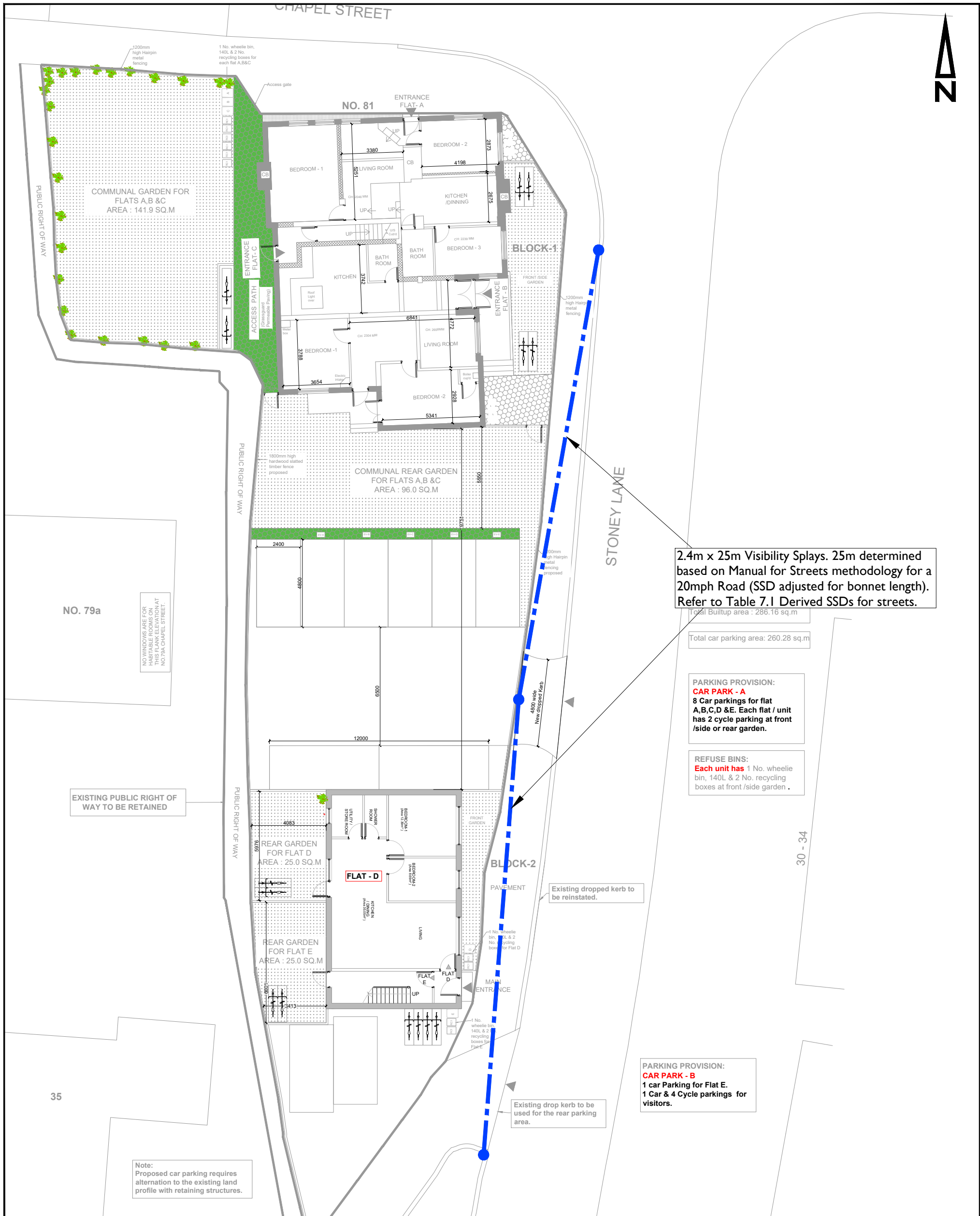
Job Title  
Proposed Residential Development,  
The Plough Inn, Chapel Street,  
Thatcham, West Berkshire

Drawing Title  
Site Location Plan

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
**CONSTRUCTION AT CLIENT / CONTRACTOR RISK**					
Designed by	Drawn by	Checked by			
-	JN	DH			
Date	Scale				
April 2024	1:5000 (A3)				

Reproduced from Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence No. 100005881 Cole Easdon Consultants Limited

Dwg No.	Rev.
9773-201	-



2.4m x 25m Visibility Splays. 25m determined based on Manual for Streets methodology for a 20mph Road (SSD adjusted for bonnet length). Refer to Table 7.1 Derived SSDs for streets.

Total Builtup area : 286.16 sq.m  
Total car parking area: 260.28 sq.m

**PARKING PROVISION:**  
**CAR PARK - A**  
8 Car parkings for flat A,B,C,D & E. Each flat / unit has 2 cycle parking at front /side or rear garden.

**REFUSE BINS:**  
Each unit has 1 No. wheelie bin, 140L & 2 No. recycling boxes at front /side garden .

**PARKING PROVISION:**  
**CAR PARK - B**  
1 car Parking for Flat E.  
1 Car & 4 Cycle parkings for visitors.

EXISTING PUBLIC RIGHT OF WAY TO BE RETAINED

Note:  
Proposed car parking requires alternation to the existing land profile with retaining structures.

Drawing Reference

Drawing No.	Drawing Title	Revision	Date	Company
JS/SP/1546 /3/09	Proposed Site Plan	-	July 2024	JS Surveying & Design Services Limited

Reproduced from Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence No. 100005881 Cole Easdon Consultants Limited

© Copyright

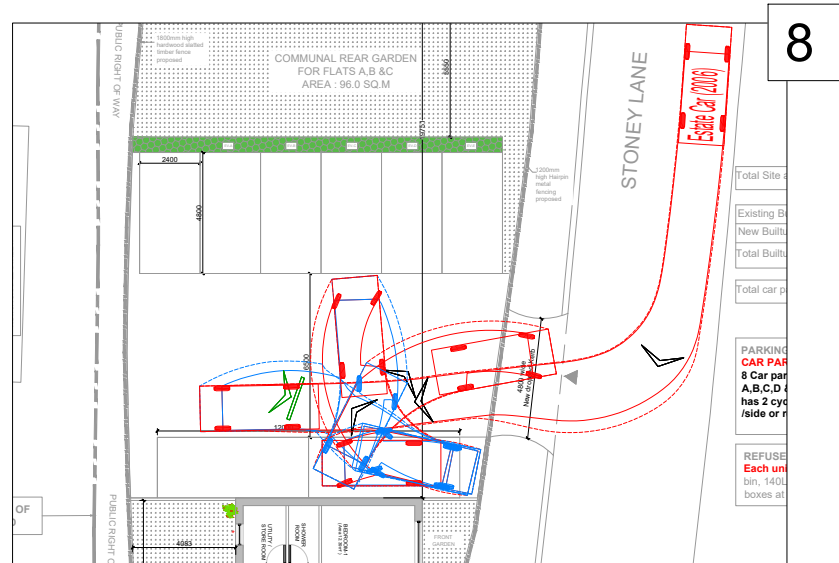
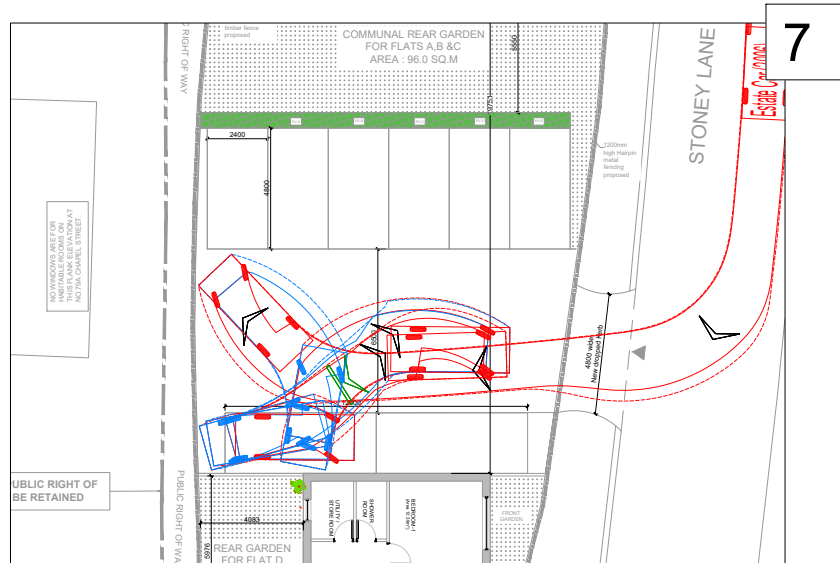
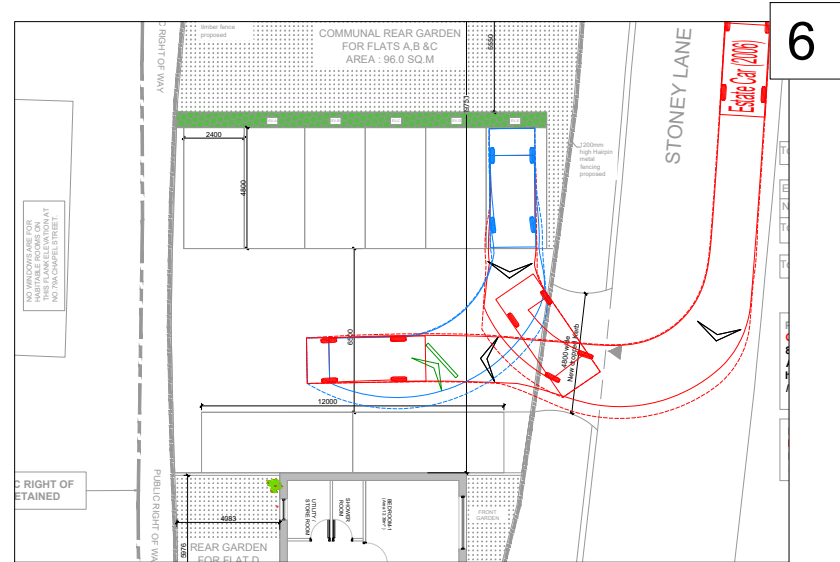
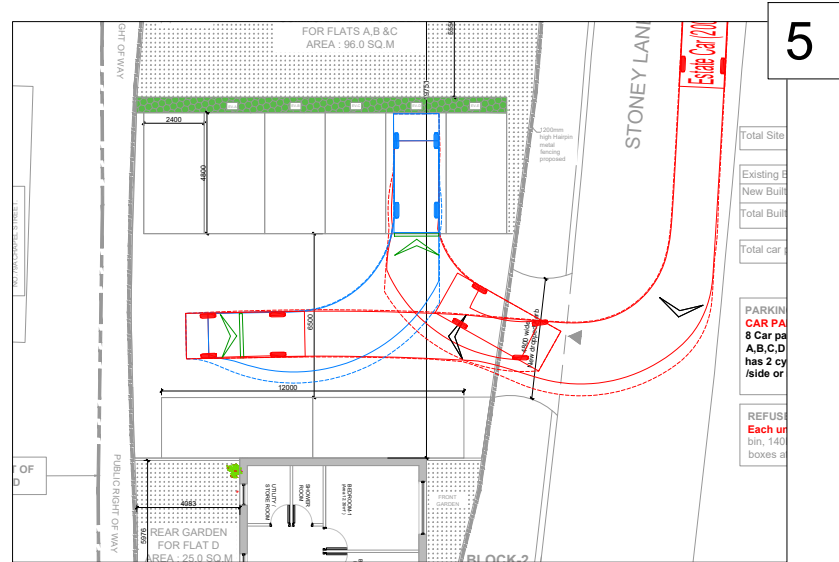
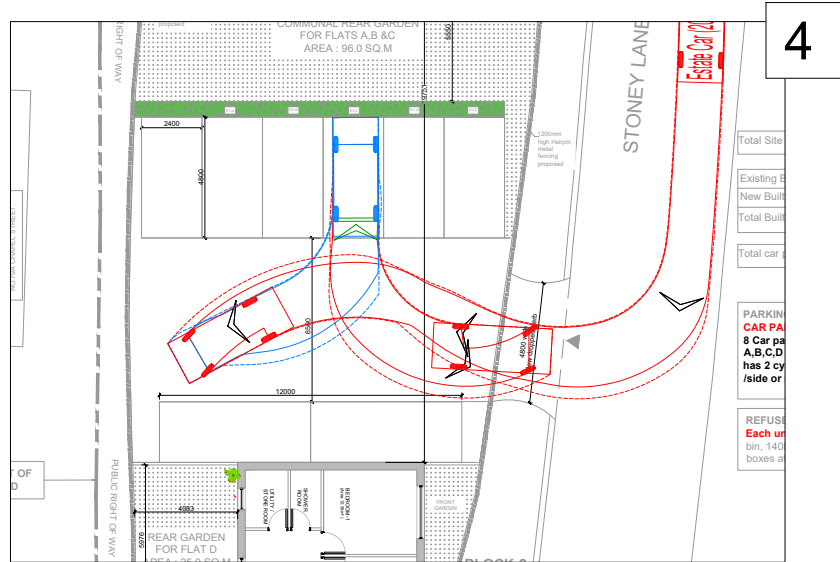
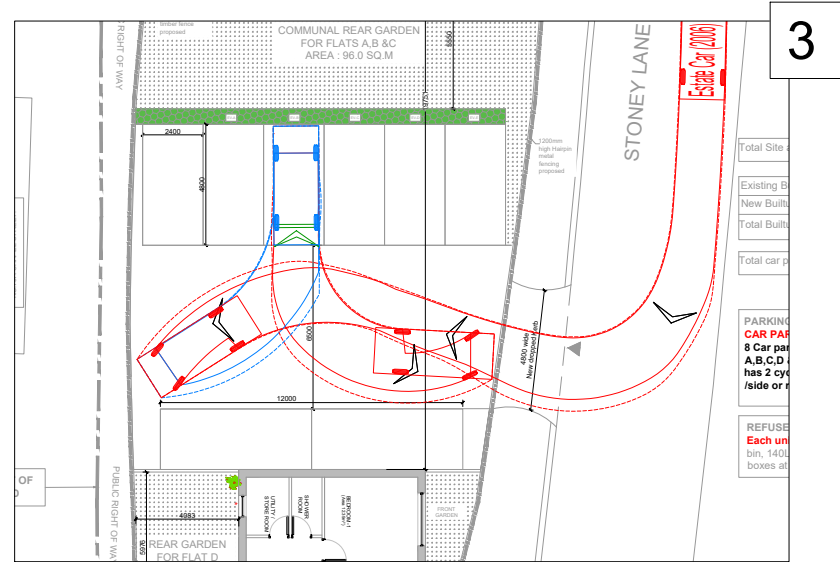
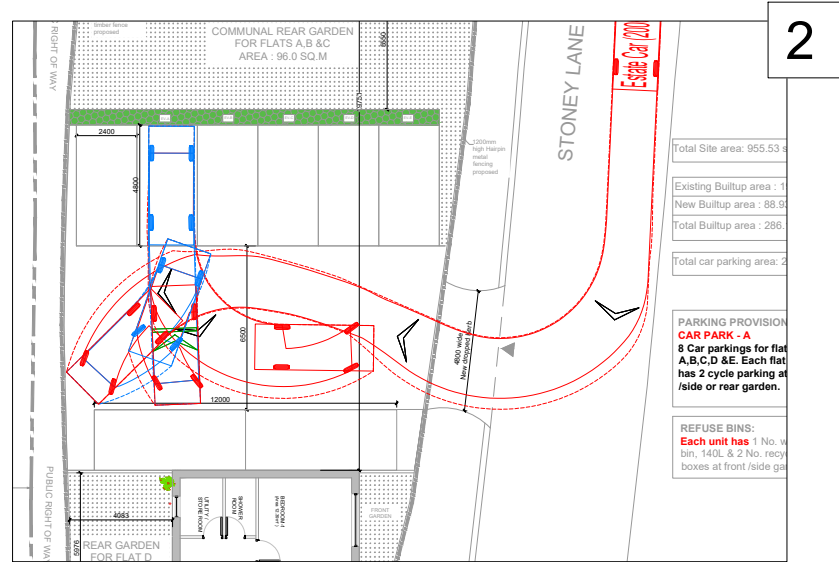
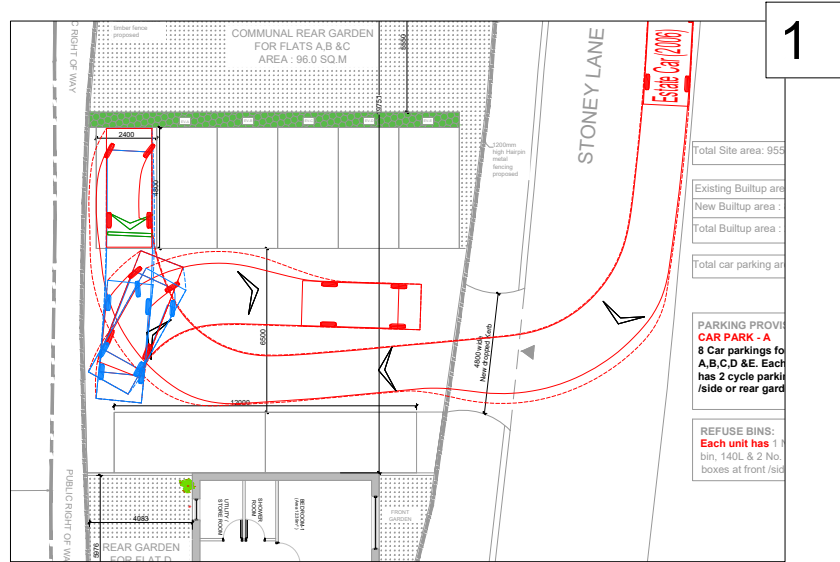
01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Job Title:  
**Proposed Residential Development The Plough Inn, Chapel Street, Thatcham, West Berkshire**

Drawing Title:  
**Site Access Visibility Splays**

Drawing Status:	
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT
	FOR PLANNING
	FOR TENDER
	FOR APPROVAL
	FOR CONSTRUCTION
	AS BUILT

Client: <b>Sandstones Estates Ltd</b>		
Drawn By <b>JN</b>	Date Drawn <b>June 2024</b>	Scale <b>1:200 (A3)</b>
Checked By <b>DH</b>	Drawing No. <b>9773-202</b>	Revision <b>-</b>



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Reproduced from Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence No. 100005881 Cole Easdon Consultants Limited

Drawing Reference				
Drawing No.	Drawing Title	Revision	Date	Company
JS/SP/1546/3/09	Proposed Site Plan	-	July 2024	JS Surveying & Design Services Limited

© Copyright

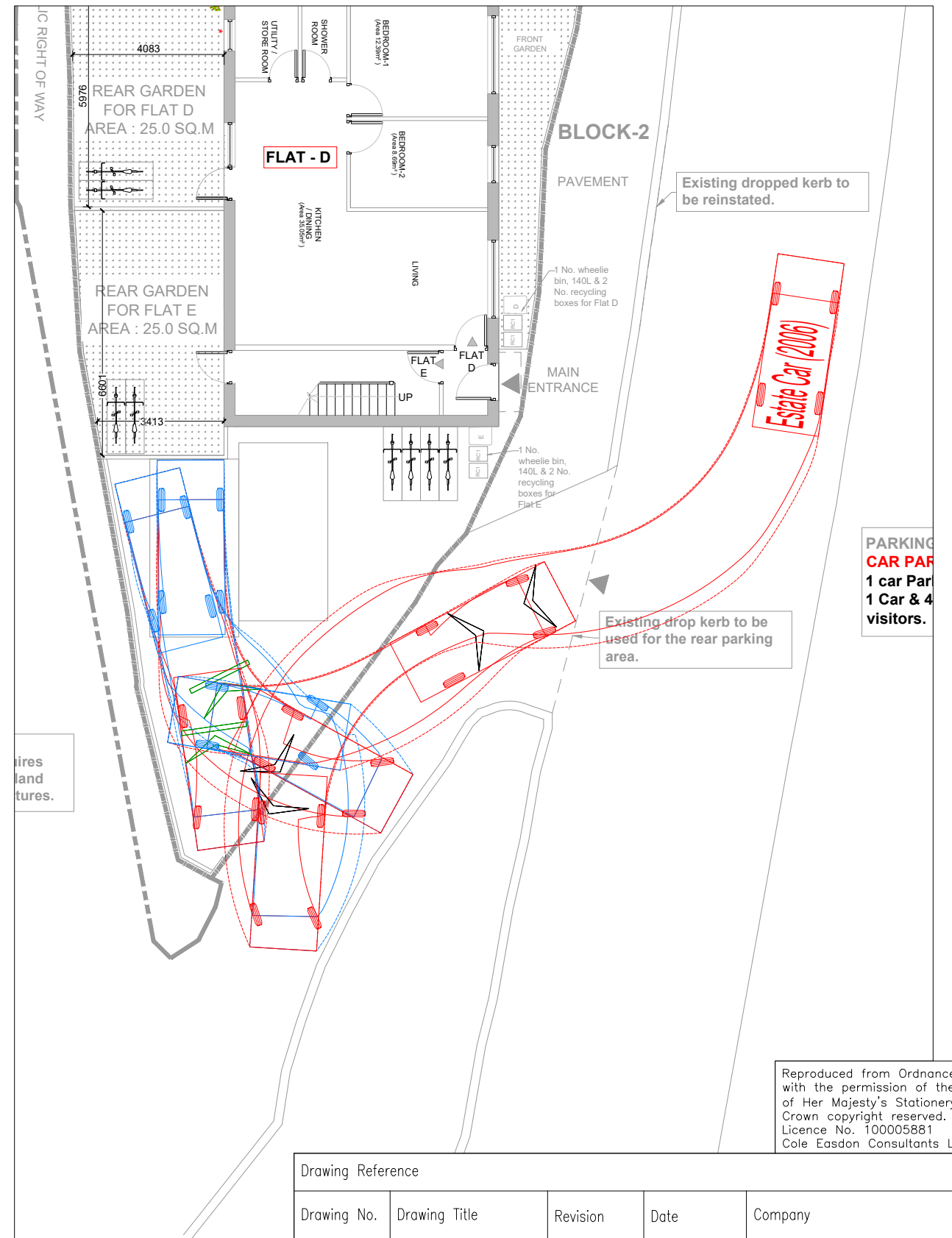
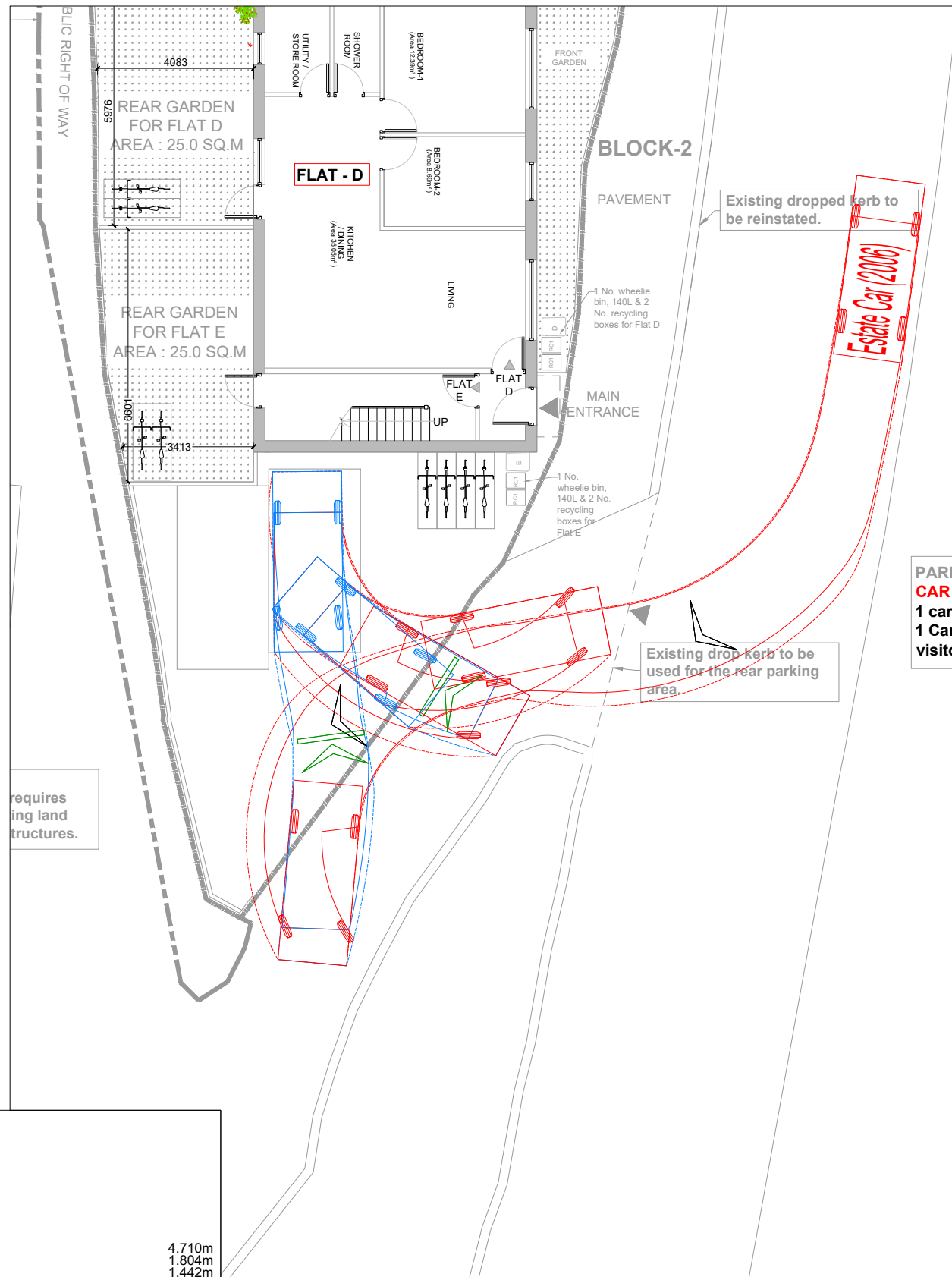
01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

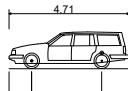
Job Title:  
**Proposed Residential Development, The Plough Inn, Chapel Street, Thatcham, West Berkshire**

Drawing Title:  
**Swept Path Analysis - Car Park A**

Drawing Status:	
FOR COMMENT	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR APPROVAL	<input type="checkbox"/>
FOR CONSTRUCTION	<input type="checkbox"/>
AS BUILT	<input type="checkbox"/>

Client: <b>Sandstones Estates Ltd</b>		
Drawn By JN	Date Drawn July 2023	Scale 1:300 (A3)
Checked By DH	Drawing No. 9773-203	Revision -



	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Reproduced from Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence No. 100005881 Cole Easdon Consultants Limited

Drawing Reference				
Drawing No.	Drawing Title	Revision	Date	Company
JS/SP/1546 /3/09	Proposed Site Plan	-	July 2024	JS Surveying & Design Services Limited

© Copyright



01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

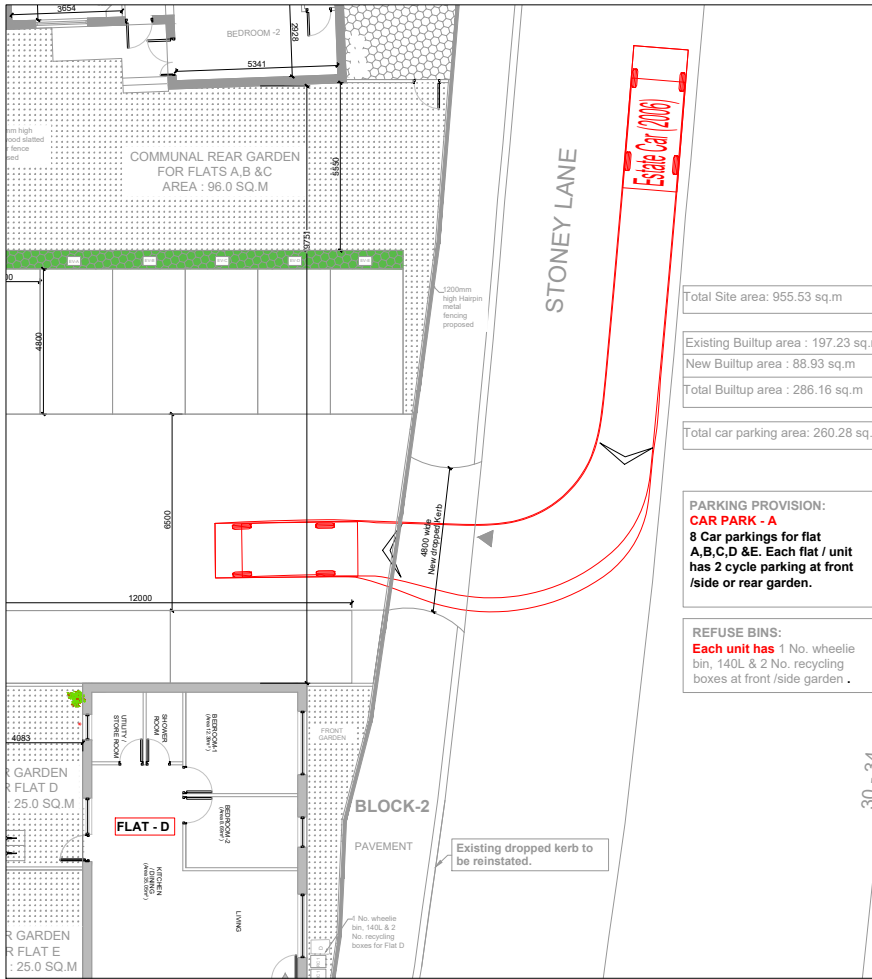
Job Title:  
**Proposed Residential Development, The Plough Inn, Chapel Street, Thatcham, West Berkshire**

Drawing Title:  
**Swept Path Analysis - Car Park B**

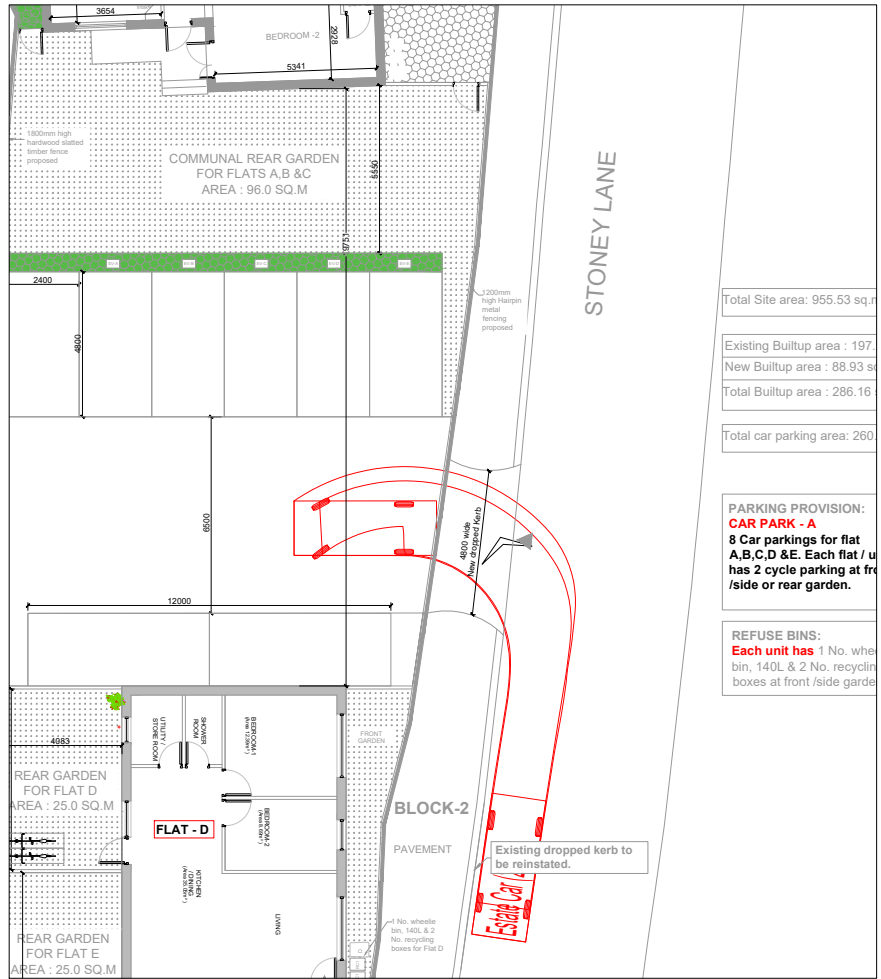
Drawing Status:	
FOR COMMENT	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR APPROVAL	<input type="checkbox"/>
FOR CONSTRUCTION	<input type="checkbox"/>
AS BUILT	<input type="checkbox"/>

Client:  
**Sandstones Estates Ltd**

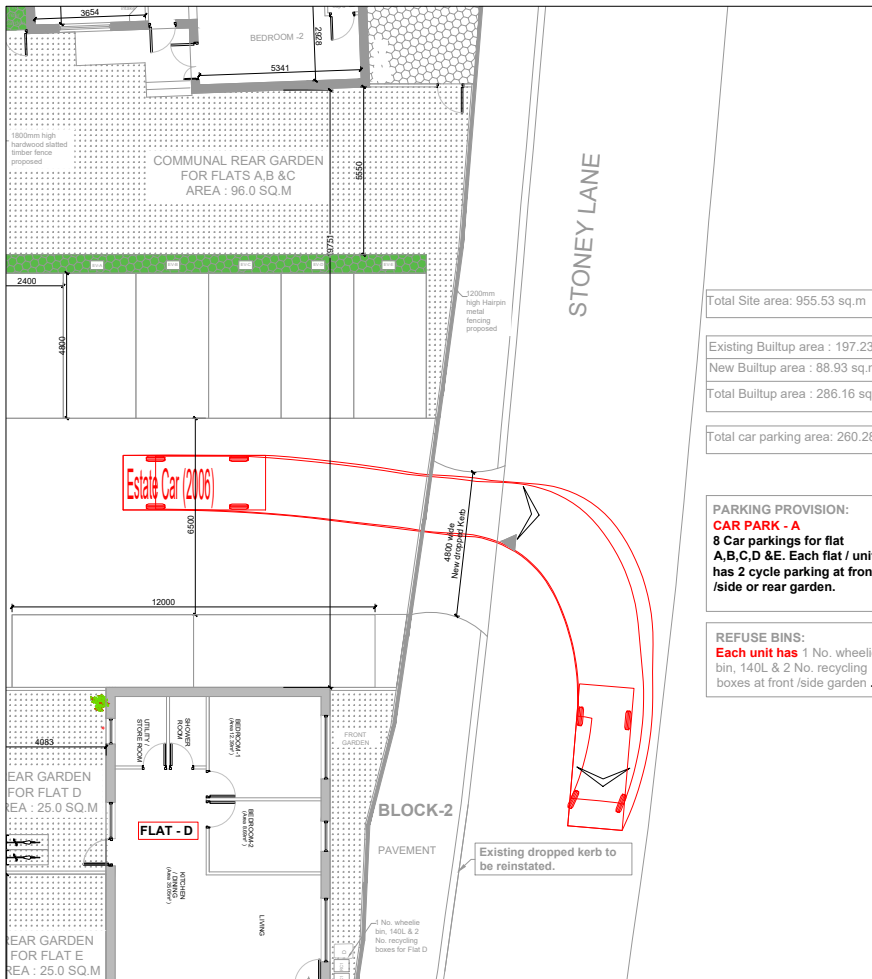
Drawn By	Date Drawn	Scale
JN	July 2023	1:150 (A3)
Checked By	Drawing No.	Revision
DH	9773-203	-



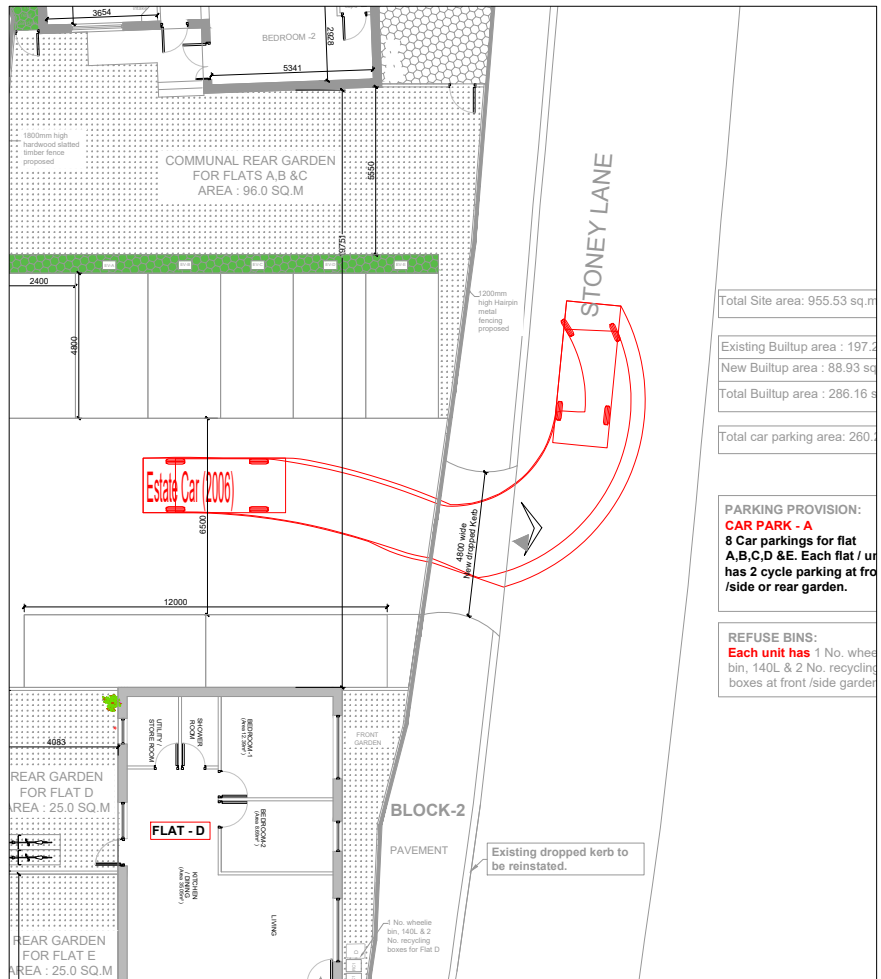
Swept Path Analysis - Estate Car entering Car Park A (southbound)



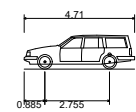
Swept Path Analysis - Estate Car entering Car Park A (northbound)



Swept Path Analysis - Estate Car egressing Car Park A (southbound)



Swept Path Analysis - Estate Car egressing Car Park A (northbound)



Drawing Reference				
Drawing No.	Drawing Title	Revision	Date	Company
JS/SP/1546/3/09	Proposed Site Plan	-	July 2024	JS Surveying & Design Services Limited

Reproduced from Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence No. 100005881 Cole Easdon Consultants Limited

© Copyright

01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

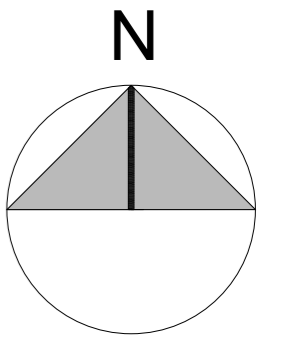
Job Title:  
**Proposed Residential Development, The Plough Inn, Chapel Street, Thatcham, West Berkshire**

Drawing Title:  
**Swept Path Analysis - Proposed Vehicular Access**

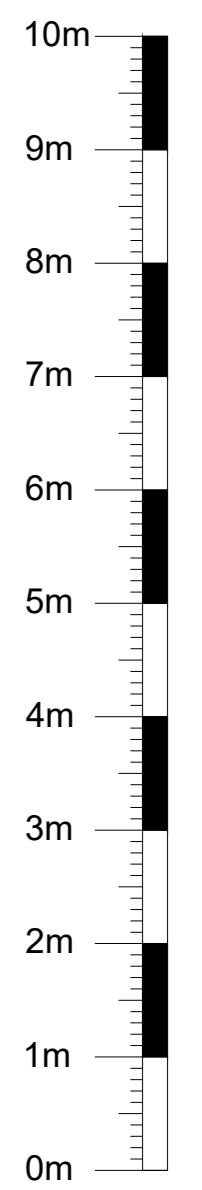
Drawing Status:	
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	
FOR COMMENT	
FOR PLANNING	<input checked="" type="checkbox"/>
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Client: <b>Sandstones Estates Ltd</b>		
Drawn By <b>JN</b>	Date Drawn <b>July 2024</b>	Scale <b>1:250 (A3)</b>
Checked By <b>DH</b>	Drawing No. <b>9773-204</b>	Revision <b>-</b>



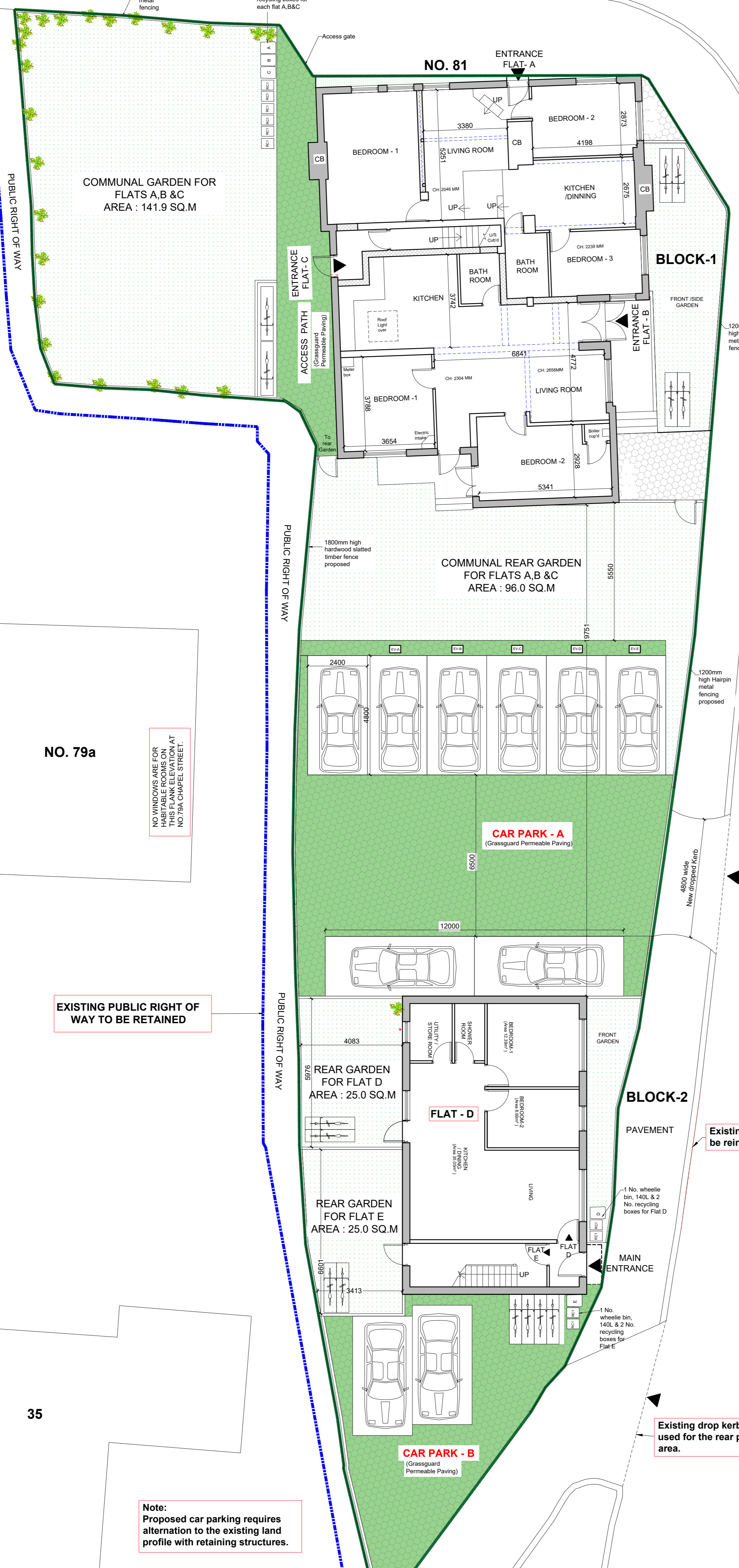


METRES @ 1:100



CHAPEL STREET

STONEY LANE



Total Site area : 955.53 sq.m  
 Existing Builtup area : 197.23 sq.m  
 New Builtup area : 88.93 sq.m  
 Total Builtup area : 286.16 sq.m  
 Total car parking area : 260.28 sq.m

**PARKING PROVISION:**  
**CAR PARK - A**  
 8 Car parkings for flat A,B,C,D & E. Each flat / unit has 2 cycle parking at front /side or rear garden.

**REFUSE BINS:**  
 Each unit has 1 No. wheelie bin, 140L & 2 No. recycling boxes at front /side garden .

**PARKING PROVISION:**  
**CAR PARK - B**  
 1 car Parking for Flat E.  
 1 Car & 4 Cycle parkings for visitors.

EXISTING PUBLIC RIGHT OF WAY TO BE RETAINED

Existing dropped kerb to be reinstated.

Existing drop kerb to be used for the rear parking area.

Note:  
 Proposed car parking requires alteration to the existing land profile with retaining structures.

PROPOSED SITE PLAN  
 SCALE 1:100

REV	DATE	COMMENT	DRN

**JS Surveying & Design Services Limited**  
 110 GOODMAYES ROAD, ILFORD, ESSEX IG3 9UZ TEL: 020 8590 2248 E.mail: info@jssd.co.uk

**PLANNING ISSUE**

SITE ADDRESS: THE PLOUGH INN, 81 CHAPEL STREET, THATCHAM RG18 4JS

SUBJECT: PROPOSED SITE PLAN

DRAWING NO: JS/SP/1546/3/09

SCALE: 1:100 @ A1 DATE: JULY 2024

DRAWN BY: SA CHECKED BY: JS

REV:

Calculation Reference: AUDIT-228601-240725-0744

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HF HERTFORDSHIRE	2 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 215 (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	5 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
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	8
No Sub Category	3

*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	11 days - Selected
Servicing vehicles Excluded	6 days - Selected

## Secondary Filtering selection:

Use Class:

C3 13 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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	4 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	8 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	2 days
No	11 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	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BH-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	71 26/09/17	BRIGHTON & HOVE	<i>Survey Type: MANUAL</i>
2	CA-03-C-03 BLOCKS OF FLATS CROMWELL ROAD CAMBRIDGE  Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: <i>Survey date: MONDAY</i>	82 18/09/17	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	DY-03-C-03 BLOCKS OF FLATS CAESAR STREET DERBY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	30 25/09/19	DERBY	<i>Survey Type: MANUAL</i>
4	HF-03-C-06 BLOCKS OF FLATS FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	26 08/06/23	HERTFORDSHI RE	<i>Survey Type: MANUAL</i>
5	HF-03-C-08 BLOCKS OF FLATS HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	22 06/06/23	HERTFORDSHI RE	<i>Survey Type: MANUAL</i>
6	MS-03-C-02 BLOCKS OF FLATS SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	184 13/11/18	MERSEYSI DE	<i>Survey Type: MANUAL</i>
7	MS-03-C-03 BLOCK OF FLATS MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	9 13/11/18	MERSEYSI DE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 <i>Survey date: MONDAY 18/11/19</i>	MIXED FLATS & HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
9	NG-03-C-01 LAWRENCE WAY NOTTINGHAM  Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 <i>Survey date: TUESDAY 08/11/16</i>	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM	<i>Survey Type: MANUAL</i>
10	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM  Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 <i>Survey date: WEDNESDAY 09/11/16</i>	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM	<i>Survey Type: MANUAL</i>
11	SH-03-C-01 ABBEY FOREGATE SHREWSBURY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 47 <i>Survey date: MONDAY 19/06/23</i>	BLOCK OF FLATS	SHROPSHIRE	<i>Survey Type: MANUAL</i>
12	SH-03-C-02 ABBEY FOREGATE SHREWSBURY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 <i>Survey date: FRIDAY 16/06/23</i>	BLOCKS OF FLATS	TYNE & WEAR	<i>Survey Type: MANUAL</i>
13	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: FRIDAY 15/10/21</i>	BLOCKS OF FLATS	TYNE & WEAR	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-C-04	COVID-19 Restrictions
SR-03-C-03	COVID-19 Restrictions

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	62	0.046	13	62	0.159	13	62	0.205
08:00 - 09:00	13	62	0.054	13	62	0.176	13	62	0.230
09:00 - 10:00	13	62	0.081	13	62	0.110	13	62	0.191
10:00 - 11:00	13	62	0.077	13	62	0.096	13	62	0.173
11:00 - 12:00	13	62	0.064	13	62	0.082	13	62	0.146
12:00 - 13:00	13	62	0.085	13	62	0.089	13	62	0.174
13:00 - 14:00	13	62	0.074	13	62	0.094	13	62	0.168
14:00 - 15:00	13	62	0.072	13	62	0.074	13	62	0.146
15:00 - 16:00	13	62	0.121	13	62	0.064	13	62	0.185
16:00 - 17:00	13	62	0.114	13	62	0.081	13	62	0.195
17:00 - 18:00	13	62	0.162	13	62	0.084	13	62	0.246
18:00 - 19:00	13	62	0.124	13	62	0.069	13	62	0.193
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.074			1.178			2.252

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	9 - 184 (units: )
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-228601-240725-0732

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
Category : C - PUB/RESTAURANT  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	RE READING	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	DH DURHAM	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: Gross floor area  
 Actual Range: 200 to 2000 (units: sqm)  
 Range Selected by User: 112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

*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:

Tuesday 5 days  
 Thursday 2 days  
 Friday 3 days

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

Selected survey types:

Manual count 10 days  
 Directional ATC Count 0 days

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

Selected Locations:

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

*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:

Industrial Zone 1  
 Commercial Zone 1  
 Residential Zone 2  
 Retail Zone 2  
 Out of Town 1  
 High Street 1  
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
 Servicing vehicles Excluded 4 days - Selected

## Secondary Filtering selection:

Use Class:

Sui Generis 10 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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

100,001 to 125,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No	10 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-06-C-02 HIGH STREET CAMBRIDGE CHESTERTON Suburban Area (PPS6 Out of Centre) High Street Total Gross floor area: <i>Survey date: TUESDAY</i>	PUB/RESTAURANT      348 sqm 20/06/23	CAMBRI DGESHI RE         <i>Survey Type: MANUAL</i>
2	DH-06-C-02 STADIUM WAY BISHOP AUCKLAND TINDALE Edge of Town Retail Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	PUB/RESTAURANT      450 sqm 31/03/17	DURHAM         <i>Survey Type: MANUAL</i>
3	DR-06-C-01 HERTEN WAY DONCASTER  Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: <i>Survey date: THURSDAY</i>	BREWERS FAYRE      2000 sqm 23/09/21	DONCASTER         <i>Survey Type: MANUAL</i>
4	HC-06-C-04 APOLLO RISE FARNBOROUGH COVE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	PUB/RESTAURANT      615 sqm 11/06/19	HAMPSHIRE         <i>Survey Type: MANUAL</i>
5	HC-06-C-06 SHETLAND ROAD BASINGSTOKE  Edge of Town Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	PUB/RESTAURANT      652 sqm 10/09/21	HAMPSHIRE         <i>Survey Type: MANUAL</i>
6	LN-06-C-01 CRUSADER ROAD LINCOLN NEW BOULTHAM Edge of Town Retail Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	FLAMING GRILL      760 sqm 10/10/17	LINCOLNSHIRE         <i>Survey Type: MANUAL</i>
7	NM-06-C-01 BEDFORD ROAD NORTHAMPTON BRACKMILLS Edge of Town Commercial Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	PUB/RESTAURANT      620 sqm 11/11/16	WEST NORTHAMPTONSHIRE         <i>Survey Type: MANUAL</i>
8	RE-06-C-01 SOUTHCOTE LANE READING  Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	BEEFEATER      520 sqm 04/05/23	READING         <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	WK-06-C-02	PUB/RESTAURANT	WARWICKSHIRE
	POSEIDON WAY		
	ROYAL LEAMINGTON SPA		
	HEATHCOTE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	982 sqm	
	Survey date: <i>TUESDAY</i>	<i>22/11/22</i>	<i>Survey Type: MANUAL</i>
10	WM-06-C-02	PUB/RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: <i>TUESDAY</i>	<i>22/11/16</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 177 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00	1	982	0.305	0.541	1	982	0.000	0.000	1	982	0.305	0.541
09:00 - 10:00	1	982	0.305	0.541	1	982	0.000	0.000	1	982	0.305	0.541
10:00 - 11:00	7	592	0.531	0.939	7	592	0.145	0.256	7	592	0.676	1.195
11:00 - 12:00	10	715	1.749	3.096	10	715	0.714	1.263	10	715	2.463	4.359
12:00 - 13:00	10	715	2.561	4.532	10	715	0.826	1.461	10	715	3.387	5.993
13:00 - 14:00	10	715	1.973	3.492	10	715	1.833	3.244	10	715	3.806	6.736
14:00 - 15:00	10	715	1.175	2.080	10	715	2.267	4.012	10	715	3.442	6.092
15:00 - 16:00	10	715	1.413	2.501	10	715	1.119	1.981	10	715	2.532	4.482
16:00 - 17:00	10	715	2.071	3.665	10	715	1.105	1.956	10	715	3.176	5.621
17:00 - 18:00	10	715	2.477	4.384	10	715	1.511	2.675	10	715	3.988	7.059
18:00 - 19:00	10	715	2.798	4.953	10	715	2.211	3.913	10	715	5.009	8.866
19:00 - 20:00	10	715	2.365	4.185	10	715	2.854	5.052	10	715	5.219	9.237
20:00 - 21:00	10	715	1.497	2.650	10	715	2.756	4.879	10	715	4.253	7.529
21:00 - 22:00	10	715	0.812	1.436	10	715	1.917	3.393	10	715	2.729	4.829
22:00 - 23:00	10	715	0.252	0.446	10	715	1.693	2.997	10	715	1.945	3.443
23:00 - 24:00	7	554	0.103	0.183	7	554	0.490	0.868	7	554	0.593	1.051
Total Rates:			22.387	39.624			21.441	37.950			43.828	77.574

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	200 - 2000 (units: sqm)
Survey date date range:	01/01/16 - 16/10/23
Number of weekdays (Monday-Friday):	10
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.