OCTOBER 2023

Transport Statement

Anyards Road, Cobham

ICENI PROJECTS LIMITED ON BEHALF OF SHANLY HOMES

Iceni Projects Limited on behalf of

Shanly Homes

October 2023

Iceni Projects
Birmingham: The Colmore Building, 20 Colmore Circus Queensway, Birmingham B4 6AT
Edinburgh: 11 Alva Street, Edinburgh, EH2 4PH
Glasgow: 177 West George Street, Glasgow, G2 2LB
London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH
Manchester: This is the Space, 68 Quay Street, Manchester, M3 3EJ

t: 020 3640 8508 **| w:** iceniprojects.com | **e:** mail@iceniprojects.com
linkedin: linkedin.com/company/iceni-projects | **twitter**: @iceniprojects

CONTENTS

APPENDICES

1. INTRODUCTION

1.1 Iceni Projects has been instructed by Shanly Homes ('the Applicant') to provide a Transport Statement (TS) for the proposed redevelopment of the Anyards Road site in Cobham, Surrey ('the Site'). This TS supports an outline planning application for a residential development on a brownfield site. The development will include both houses and apartments.

1.2 The Site falls within the jurisdiction of Elmbridge Borough Council (EBC) and is indicatively shown in **Figure 1.1.**

Figure 1.1 – Indicative Site Location

1.3 The planning application for Anyards Road seeks planning permission for the following description of development:

Outline Application for the demolition of the existing buildings and the erection of 26 residential dwellings, with layout, scale, access, and appearance for consideration, leaving landscaping as a reserved matter at Anyards Road, Cobham

Report Structure

1.4 This TS has been prepared in accordance with DfT's guidance with a view to aligning the planning application and proposed development with the current national, regional and local guidance and policies. The report is structured as follows:

- **Section 2** provides a summary of the existing site conditions, incorporating a description of the existing site use, walking and cycling facilities, public transport accessibility and the local highway network;
- **Section 3** provides an overview of relevant national, regional and local policies and outlines how the proposed development accords with these;
- **Section 4** provides a description of the development proposals, including access, parking, servicing and refuse collection arrangements;
- **Section 5** includes an assessment of the trip generation associated with the site; and
- **Section 6** provides a summary and draws conclusions.

2. THE SITE AND SURROUNDING AREA

Site Location

2.1 The site is located to the rear of properties on Anyards Road and Copse Road in the northern part of Cobham. A plan showing the site location was included in Figure 1-1.

The Existing Site

2.2 The existing site is made up of hardstanding and a number of disused garages. At present the garages are fenced off and none are in use. Access is available from both Anyards Road and Copse Road.

2.3 A series of photos showing access points into the Site are shown below.

Figure 2.1 – Site Access Photos (Photo 1 – Anyards Road, Photo 2 – Copse Road)

Walking and Cycling

Walking

2.4 The two existing access points to the Site also act as pedestrian access points. These are accessible using the footways available on both sides of Anyards Road and Copse Road. All roads in the area have footways of an appropriate width.

2.5 The key walking routes to and from the Site are likely to be towards Cobham Village Centre, the Sainsburys superstore and the train station. Cobham Village Centre is approximately a 7-minute walk from the Site and is all along Anyards Road.

2.6 The onward route to the train station (approximately 34 minute walk from the Site), following on from Anyards Road uses the footways through the Village Centre before using a narrow footway alongside Mill Road. Safe walking is only possible on one side of the road here before the footway remerges to provide adequate width on both sides along the A245. Once the route then turns onto Tilt Road there are then footways on at least one side of the carriageway all the way through to the station, with Tilt Road and Bray Road predominantly being low trafficked with slow speeds.

2.7 The route towards Sainsbury's uses a crossing on the A307 Portsmouth Road to the west of the Site. Coveham Crescent, Wyndham Avenue and Molesworth Road then all have footways that lead into the Sainsbury's Car Park.

Cycling

2.8 There is limited physical cycle infrastructure surrounding the site, however all roads are suitable for cyclists.

2.9 At Cobham and Stoke D'Abernon station there is a bike storage unit with space for 88 spaces indicating that residents will be able to easily cycle to and from the station if required.

Local Amenities

2.10 Table 2.1 sets out details of approximate distances between the Site and local amenities and public transport facilities, for both future visitors and staff at the development. This illustrates that there are a number of facilities within walking and cycle distance of the Site.

2.11 Whilst there isn't a need for local amenities to the extent of a residential development it still indicates a high level of accessibility and that there are numerous supplementary uses nearby for employees to make use of before or after work or during breaks without needing to drive to them.

Table 2.1 - Local Amenities and Public Transport Facilities

Local Amenity / Public Transport Facility	Distance	Walking Time	Cycling Time
Public Transport Facility			
Portsmouth Road Bus Stops	160m	2 minutes	1 minute
Cobham and Stoke D'Abernon Station	2.7km	34 minutes	9 minutes
Local Amenity			
Cobham Free School Juniors	230m	3 minutes	1 minutes
Cobham Day Surgery	400m	5 minutes	3 minutes
Village Centre	500m	6 minutes	2 minutes

Village Hall	500m	6 minutes	1 minute
Waitrose	600m	7 minutes	2 minutes
St Andrew's Primary School	750m	10 minutes	4 minutes
Sainsburys	950m	12 minutes	4 minutes
Cobham Free School (Secondary)	1.3km	16 minutes	6 mins
Open Space			
Anyards Road Recreation Ground	500m	6 minutes	1 minutes

Public Transport Accessibility

2.12 Public transport is available close to the site with buses accessible from Portsmouth Road to the northwest of the Site. These stops serve the following routes.

Table 2.2 - Local Bus Services

Bus Stop	Service	From	To	Frequency
Portsmouth Road – Free School Opp and Adj.	C3	Purley Way Collonades	Bromley North Station	Every 10 – 13 minutes
	862	Elmers End	Purley Station	Every 10 – 13 minutes
	715			

Rail Services

2.13 The closest station to the Site is Cobham and Stoke D'Abernon Station, which is approximately 2.7km walk from the Site (24 minutes) or approximately 9 minutes by cycle, or 15 minutes by bus allowing for the walk to and from the bus stop at either end of the journey. Walking routes to the stations includes roads with footways and pedestrian crossings.

2.14 The Station is served by South Western Railway. Services from this station operate between Guildford and London Waterloo. These trains also call at stations such as Surbiton, Wimbledon (Thameslink, South Western Railway, District Line and Tram Services), Clapham Junction (London Overground, South Western Railway and Southern services) and Vauxhall (Victoria Line). In the other direction the train also calls at a number of smaller towns and villages in Surrey before reaching Guildford. In the AM peak hour there are two trains per hour that call at Cobham and Stoke D'Abernon in each direction.

2.15 **Table 2.3** shows the journey times towards each of the rail destinations outlined above.

Table 2.3 - Rail Journey Times

Destination	AM Peak Hour Journey Time	Destination	AM Peak Hour Journey Time
Rail			
Surbiton	17 minutes	Clapham Junction	34 minutes
Guildford	26 minutes	Vauxhall	39 minutes
Wimbledon	26 minutes	London Waterloo	46 minutes

Buses

2.16 There are a number of bus services that serve stops within close proximity of the Site on Portsmouth Road and within the Town Centre. A summary of the bus services available from the stops close to the Site, are provided in **Table 2.4**.

Table 2.4 - Local Bus Services

Bus Stop	Service	From	To	Frequency
A307 Portsmouth Road (Anyards Road and Free School Stops)	715	Purley Way Collonades	Bromley North Station	Every 10 – 13 minutes
	862	Elmers End	Purley Station	Every 10 – 13 minutes
	C3			

2.17 Table 2.4 highlights the number of buses available in close proximity to the Site.

Highway Network

2.18 The Site is located to the rear of properties on Anyards Road and Copse Road, there are two vehicle access points into the Site with one access point on each of these roads. Copse Road is a residential road that leads further into the residential area before linking back onto the Portsmouth Road. Anyards Road is also a residential road but one that links with Cobham Town Centre as well as providing a gateway into the town from the A307 Portsmouth Road. Both Anyards Road and Copse Road are used as an entrance point into Cobham with Copse Road providing a popular exit route out onto the Portsmouth Road.

2.19 The High Street to the south of Anyards Road then provides the main retail area of the town but also links southwards out of the town towards the station, Stoke D'Abernon and Leatherhead. The A307 Portsmouth Road then links north east towards Esher and north west towards the A3. From the A3 there is then good access towards the M25, into central London and towards Guildford.

2.20 Both access junctions are priority junctions located between residential units. The access points currently serve garages that are no longer in use but previously provided up to 40 car parking spaces

in the form of garages. These garages are no longer fit for purpose due to their size and have seen their usage reduced over time up until the point Shanly bought the site.

2.21 A review of collisions surrounding the site was undertaken using Crashmap, which records data of all collisions. A review of the most recent 5-year period was undertaken to determine whether there were any serious or fatal collisions surrounding the site and whether there were any patterns that could be observed within any collisions that have occurred.

2.22 Crashmap indicated there were two serious collisions across the most recent 5 year period available. One of these collisions was at the junction between Anyards Road and Copse Road, the other was along the A307 Portsmouth Road to the north of the Site. These collisions both included 2 vehicles and only had one casualty. Neither of the collisions involved any pedestrians or cyclists. As such it is concluded that there is no existing highway safety issue surrounding the Site.

Parking Surveys

2.23 Parking surveys have been undertaken to establish existing capacity on the surrounding roads. Parking beats were undertaken on two consecutive weeknights as well as on a weekday morning to determine parking stress in the area.

2.24 The table below highlights the parking stress on each of the four roads within 200m of the site as per the Lambeth Parking Methodology.

Table 2.5 – Parking Survey Results

Road Name	No. of spaces available	Beat 1 (April 19th 05:00)		Beat 2 (April 20th 05:00)		Beat 3 (April 20th 10:00)		Average No. of Cars Parked	Average Parking Stress (%)
		No. of cars	Parking stress (%)	No. of cars	Parking stress (%)	No. of cars	Parking stress (%)		
Anyards Road	41	38	93%	37	90%	32	78%	36	87%
Copse Road	38	43	113%	44	116%	41	108%	43	112%
Leigh Road	29	32	110%	32	110%	29	100%	31	107%
Old Common Road	29	22	76%	23	79%	19	66%	21	74%
Total	137	135	99%	136	99%	121	88%	131	95%

2.25 A street is generally considered to be “stressed” one parking stress reaches 85 – 90%. In this case it indicates that there is a very high level of on street parking in the surrounding area, highlighting the

importance of needing to ensure a suitable provision of parking is to be provided on site to prevent overspill.

Summary

2.26 In summary, the site is located close to numerous local facilities and public transport infrastructure with good access to active and sustainable travel networks. The town centre being within 20 minutes walking distance indicates this site is well located in the Cobham neighbourhood.

3. TRANSPORT POLICY

3.1 The proposed development is subject to both national and local planning policy guidance with respect to transportation and its impact upon the local environment and surrounding infrastructure. A review of these policies has therefore been undertaken in this section.

3.2 The following policy documents have been reviewed:

- The National Planning Policy Framework (NPPF)
- The National Planning Policy Guidance (NPPG)
- Surrey Local Transport Plan (2022)
- Healthy Streets for Surrey Design Code (2023)
- Draft Elmbridge Local Plan (2023)

National Planning Policy Framework 2023

3.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan, and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

3.4 The NPPF was adopted in March 2012, however, a number of revised versions have since been published. The latest revised version was published on 5th September 2023 and therefore replaces the previous versions.

3.5 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 102

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 154

New development should be planned for in ways that:

b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

3.6 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered "severe", and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

3.7 The Site is in a sustainable location, with an excellent level of opportunity to travel by modes such as rail, bus, cycling and walking. The development proposals ensure that this is encouraged as detailed throughout the TS and accompanying Framework Travel Plan (FTP). The proposals therefore follow the advice provided within the NPPF in regard to transport.

3.8 As a result of the NPPF being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy.

3.9 Whilst no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access, as stated below.

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.

Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to from part of a longer journey by public transport.

3.10 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

National Planning Practice Guidance (NPPG)

3.11 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

3.12 This TS follows the advice provided within the NPPG and accords with providing the information which should be included as part of an assessment.

Surrey Local Transport Plan

3.13 The Surrey Local Transport Plan is the 4th Local Transport Plan. The LTP 4 sets out Surrey's vision for the next ten years. The report was adopted in 2022 and aims to significantly reduce carbon emissions from transport to meet Surrey's commitment to net zero emissions by 2050.

3.14 The main objectives of the plan are:

- Net zero carbon emissions
- Sustainable growth
- Well-connected communities
- Clean air and excellent quality of life.

3.15 The overarching method to meet these objectives is to implement the following avoid, shift, improve principles:

- **Avoid** unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.
- **Shift** travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.
- **Improve** the energy efficiency of vehicles and operational efficiency of roads through technology improvements.

3.16 These are the principles that have been carried through into the development proposals.

Healthy Streets for Surrey Design Code

3.17 The Healthy Streets for Surrey Design Code was issued Summer 2023 and sets out design guidance for all new developments in Surrey. Some of the key design advice relating to this development include on turning heads, parking, surface treatment and access design. The design code also provides guidance on street hierarchies and typologies that have been applied to the development proposals.

Vehicular, electric vehicle and cycle parking guidance for new developments – Surrey County Council

Cycle parking standards are set out by Surrey County Council in the above document. They state that for all 1 and 2 bed units there should be 1 cycle space per unit and for all 3 and 4 bed units there should be 2 cycle parking spaces.

Car parking standards are set out as per the table below.

Table 3.1 – SCC Car Parking Standards

Type of Unit	SCC Edge of Centre Standard
1 and 2 bed flats	1 Space per Unit
1 and 2 bed houses	1 Space per Unit
3 bed houses	1+ Space per Unit (where space permits it may be appropriate to consider increased provision)
4+ bed houses	2+ Space per Unit (where space permits it may be appropriate to consider increased provision)

For Electric Vehicle Charging the SCC standards state that there should be one fast charging socket per flat or house.

Draft Elmbridge Local Plan (2023)

3.18 The Elmbridge Draft Local Plan was approved at committee in July 2023. The draft plan is proposed to promote sustainable home building and improved walking and cycling infrastructure, but it also sets out a vision for an Elmbridge with vibrant high streets, flexible workspace, accessible transport options and welcoming hospitality. Whilst it is acknowledged that this plan is yet to be adopted, it is hoped that the development proposals will align with the new plan to create a residential development with good transport links.

Summary

3.19 In summary, the proposed development will accord with the policies encouraging sustainable travel by providing appropriate cycle parking facilities and end of journey facilities.

3.20 It is shown throughout the TS that the proposed development accords with national, regional and local planning policy.

4. PROPOSED DEVELOPMENT

4.1 The Proposed Development is a redevelopment of a brownfield site to provide 26 residential units. The previous garages and residential unit on site are to be demolished with a mixture of flats and houses provided in place.

4.2 The table below sets out the mix of housing to be provided on site, which has then been used to calculate trip rates referenced in **Chapter 5**.

Table 4.1 – Existing and Proposed Floor Areas

Land Use	No of units
Apartments	15
Houses	11
Total	26

4.3 The proposed plans are included at **Appendix A1**for reference.

Access

Walking & Cycling

4.4 Pedestrian access to the Site is to be via either access point. Both access points on Copse Road and Anyards Road will lead to a shared surface which will provide access for all modes towards the flats and houses. The shared surface will prioritise pedestrians and cycles with different surfacing to alert drivers to the fact they are sharing the surface and encourage slow speeds, with the desire of making the environment safer and more attractive for pedestrians and cyclists than if a narrow footway was provided.

4.5 A walk / cycle route through the site is also available to ensure residents in each ‘parcel’ can move freely and access the site through either access point. This adds permeability and also ensures that routes to all amenities in Cobham are direct and reduces unnecessary distance.

Cycle Parking

4.6 Cycle parking for each house is provided within the curtilage of each property. It is expected that all bikes will be stored in either garages or gardens. For the apartments a sheltered and secure cycle storage area is provided on the ground floor of the building. A small number of short stay spaces are also to be provided for visitors outside the entrance to the apartment building.

4.7 To align with SCC policy, each 1 and 2 bedroom unit is provided with one space, whilst the three bedroom units are provided with 2.

Car Parking

4.8 A total of 39 car parking spaces are provided for the site. This includes four visitor parking bays and at least one EV charging space per unit, as well as the reprovision of the parking space for 53 Copse Road.

4.9 All parking is provided within the site outside of properties. A small number of unallocated visitor bays (4) are also provided to align with SCC standards. This is also envisaged to alleviate any issues with parking on the surrounding streets. Swept Path Analysis of spaces is shown in **Appendix A2.**

Figure 4.1 – Car Parking Locations (Spaces shown in blue with visitor bays in green)

Deliveries, Servicing and Refuse collection

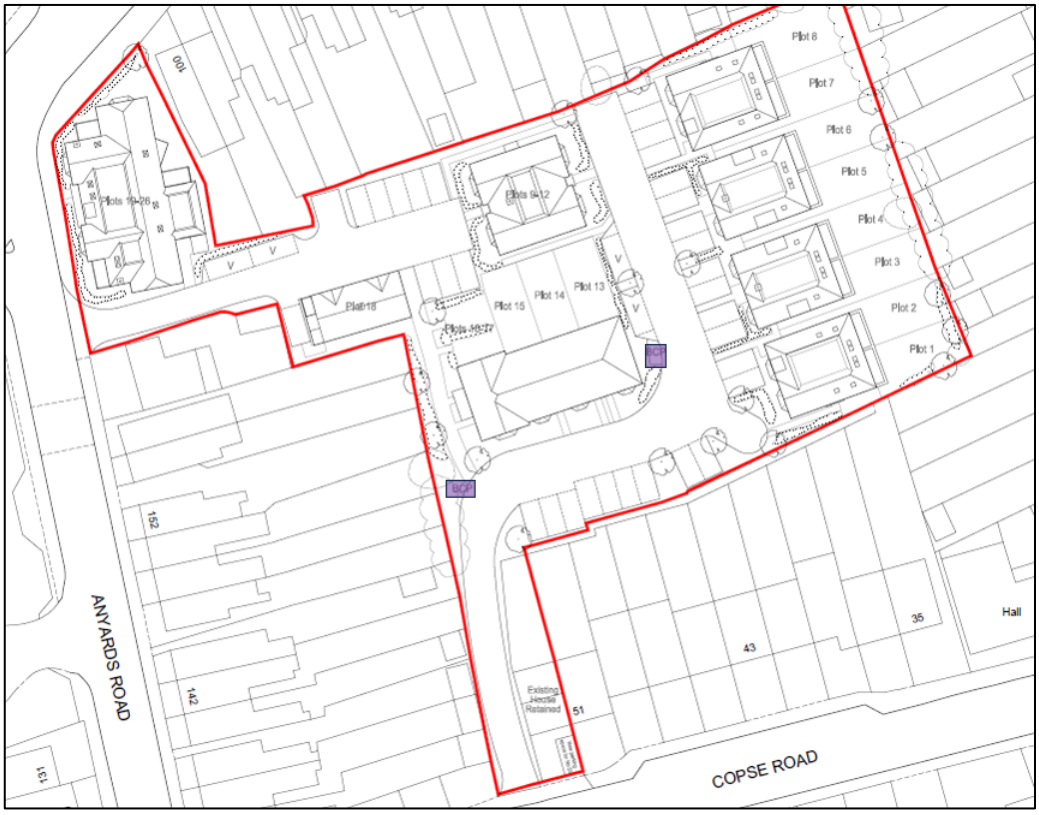
4.10 All deliveries and servicing vehicles will be able to utilise both access points into the site. Smaller vehicles will be able to make use of the unallocated visitor parking bays before turning and leaving the site. Larger vehicles will service informally from the street as per usual across the country.

4.11 For the apartments on Anyards Road, refuse collection vehicles will take place on street in the same way as the existing Anyards Road collection. All other refuse will be collected from within the Site via the Copse Road access point.

4.12 The existing arrangement whereby bins for houses on Copse Road are collected within the site will be maintained and a communal bin store provided to cater for it. In addition, there is a communal collection point for the residents of the apartment blocks that don't border Anyards Road and the 11 houses to make collection more efficient. This will be provided in the centre of the site, where access by the refuse vehicle is possible.

4.13 As per the Healthy Streets for Surrey Design Guidance, the turning head provided within the Site, has been kept to a minimum to avoid over providing space.

Figure 4.2 – Site Layout Plan extract showing Bin Collection Points in Purple



4.14 A swept path drawing of the refuse vehicle accessing the development is provided in **Appendix A2**

Emergency Access

4.15 Access for a fire tender can be accommodated via both access points. Vehicles will be able to enter from the entrance closest to the incident, before turning and exiting through the same access point. This is the same as the existing situation and applies to smaller emergency service vehicles such as ambulances or police vehicles. Swept Path Analysis showing this is included in **Appendix A2.**

5. TRIP GENERATION

5.1 This chapter sets out the anticipated impact to be generated by the development on the surrounding transport networks. The assessment uses TRICS data to calculate the proposed number of trips to and from the site in the peak period before concluding what impact this will have.

5.2 Whilst the site contains garages that have varying levels of use and a bungalow that is still lived in, for the purpose of this assessment, it is assumed that the site is empty and that there are no existing trips to and from the site.

Proposed Trip Generation

5.3 The proposed trip generation has been calculated using TRICS person trip rates, these trip rates are contained in **Appendix A3** Trip rates have been obtained for both flats and houses in the south east, with sites selected based on being on the edge of town centre with no more than 100 units to find similar sites.

5.4 The trip generation is based on the proposed 26 units made up of 11 houses and 15 flats. Separate trip rates have been obtained for the flats and houses.

5.5 The person trip rates obtained for these uses are shown in **Table 5.1**.

Table 5.1 - Proposed Person Trip Rates

Person Trip Rates	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
Land Use	Arr	Dep	2-way	Arr	Dep	2-way
Flats	0.113	0.784	0.897	0.485	0.182	0.667
Houses	0.211	0.749	0.96	0.597	0.28	0.877

5.6 **Table 5.2** indicates the number of trips by land use based on the floor areas above.

Table 5.2 - Proposed Person Trips

Person Trips	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
Land Use	Arr	Dep	2-way	Arr	Dep	2-way
Flats	2	12	13	7	3	10
Houses	2	8	11	7	3	10

Total	**4**	**20**	**24**	**14**	**6**	**20**

Mode Shares

5.7 Mode shares for both flats and houses mode shares have been taken from the 2011 Census Data for method of travel to work for the Middle Super Output Area Elmbridge 017 which covers Cobham. 2011 data has been used as opposed to 2021 data as the 2021 data is affected by covid and therefore would not fully represent that number of trips by each mode.

Table 5.3 – Total Trips by Mode

Restaurant Trips by Mode		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
Mode	Mode Share	Arr	Dep	2-way	Arr	Dep	2-way
Underground / Tram	1%	0	0	0	0	0	0
Train	18%	1	4	4	3	1	4
Bus	1%	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0
Motorbike	1%	0	0	0	0	0	0
Car driver	63%	3	13	16	9	4	13
Car passenger	3%	0	1	1	0	0	1
Cycling	2%	0	0	0	0	0	0
Walking	12%	1	2	3	2	1	2
Total	**100%**	**4**	**20**	**24**	**14**	**6**	**20**

5.8 As can be seen in **Table 5.3** there is expected to be an increase in the number of car trips to and from the site, with an additional 16 vehicles in the AM peak. This equates to approximately one vehicle trip every four minutes to and from the site within the peak period, which is not anticipated to have a significant effect on existing traffic.

5.9 Further to this, as the car parking is split over two access points, the number of trips is likely to be diluted even further, with some accessing the network on Anyards Road and some from Copse Road. Based on the number of parking spaces in each portion of the development it would then reduce the number of car trips by access to the following.

Table 5.4 – Vehicle Trips by Access

Access Point	No of Spaces	Proportion	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
			Arr	Dep	2-way	Arr	Dep	2-way
Anyards Road	15	36%	1	4	6	3	1	4
Copse Road	27	64%	2	8	10	6	2	8
Total	42	100%	3	13	16	9	4	13

5.10 There is also an increase in the number of people walking to and from the Site, which is likely to generate positive impacts and also likely to encourage others in the area to do the same, particularly given the proximity to the Town Centre and local amenities. There is not anticipated to be any cycle trips from the site according to the census data but, it is expected that there will be considering the cycle provision included with each unit. In fact, both the train station and town centre are both within reasonable cycle distance and cycles are likely to play a large part in people's ability to commute by train.

6. SUMMARY & CONCLUSION

6.1 This TS has been produced on behalf of Shanley Homes ('the Applicant') in support of the proposed redevelopment of the Anyards Road site in Cobham. The site is included within the current Local Plan and is allocated for 35 units. These proposals are for 26 residential units made up of 15 apartments and 11 houses.

6.2 A review of the Site's existing conditions demonstrates its sustainable location due to the proximity to the town centre and local amenities, while also being well served by buses and within reasonable walking and cycling distance of the train station. The Site is also well connected by road with good links to the A3 and M25.

6.3 The proposed development will accord with the policies encouraging sustainable travel by providing appropriate cycle parking facilities, promoting walking and cycling ahead of car journeys through a shared space approach and will seek to meet the parking standards set to avoid encouraging car usage.

6.4 Access will be retained from both Copse Road and Anyards Road with no through route between the two parcels except for pedestrians and cycles.

6.5 The vehicular trip generation will be negligible, with any increases to walking and cycling viewed as a positive for the surrounding area. As such, the impacts cannot be considered as 'severe' in the context of the NPPF.

6.6 Overall, the provision of cycle parking combined with a reduction in car parking provides significant benefit compared to the current use in encouraging sustainable travel to the site.

A1. PROPOSED SITE LAYOUT PLANS

*	**	***
Rev	Date	Description

SHANLY HOMES

Project

Land off Anyards Road
Cobham

Planning

Drawing

Site layout

Date	Scale @ A3	Drawn
03.10.23	1:500	CE

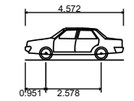
Drawing number	Revision
1409/Pln/101	-

A2. SWEPT PATH ANALYSIS

MEDIUM SIZED CARS ENTERING PROPOSED PARKING BAYS

NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

SITE LAYOUT REVIEW

(MEDIUM SIZED CAR - ENTERING PARKING BAYS)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.1	F

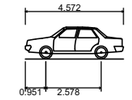
MEDIUM SIZED CARS EXITING PROPOSED PARKING BAYS

CAR EXITING THESE BAYS WILL DRIVE STRAIGHT AND TURN WITHIN THE INTERNAL CAR PARKING AREA IN ORDER TO EXIT.

NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

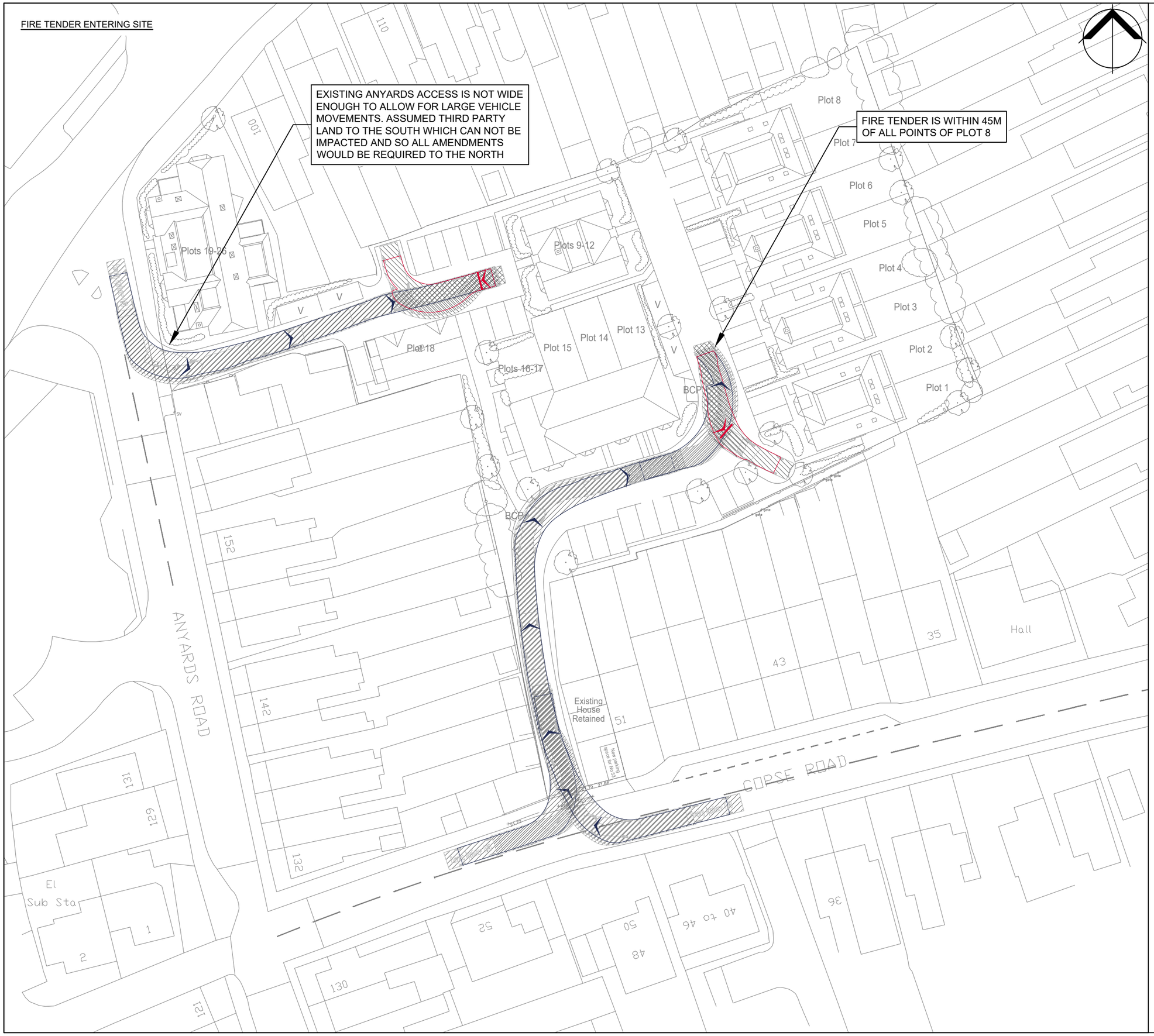
SITE LAYOUT REVIEW

(MEDIUM SIZED CAR - EXITING PARKING BAYS)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.2	F

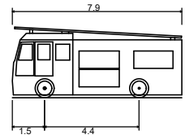
FIRE TENDER ENTERING SITE



NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Pumping Appliance (WM)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

SITE LAYOUT REVIEW

(FIRE TENDER - ENTERING SITE)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

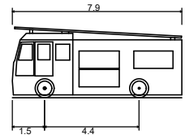
SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.3	F

FIRE TENDER EXITING SITE

NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Pumping Appliance (WM)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

SITE LAYOUT REVIEW

(FIRE TENDER - EXITING SITE)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

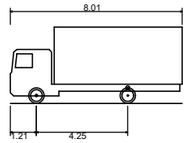
SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.4	F

DELIVERY VEHICLE ENTERING SITE

NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



7.5t Box Van (WM)	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

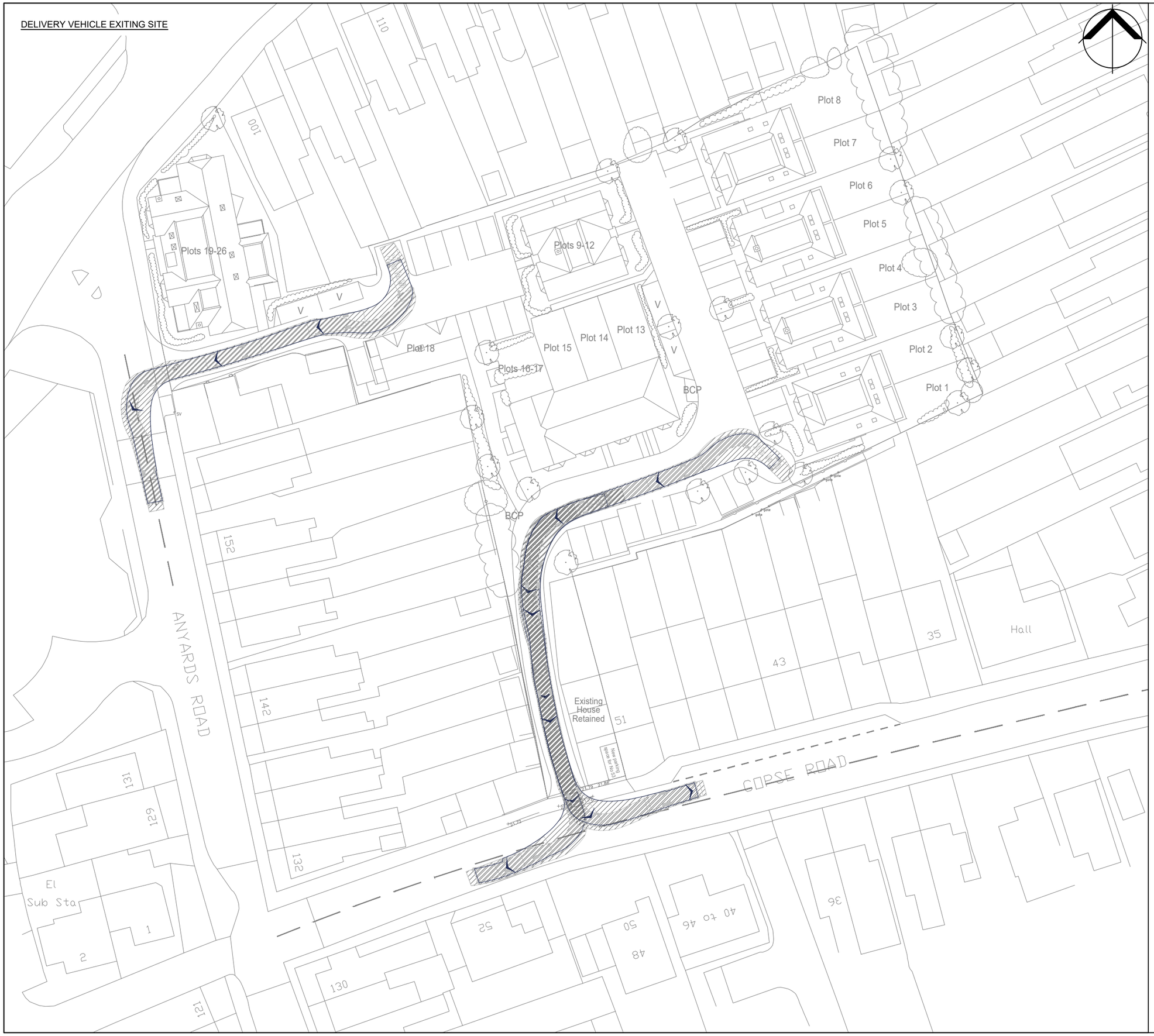
SITE LAYOUT REVIEW

(DELIVERY VEHICLE - ENTERING SITE)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.5	F

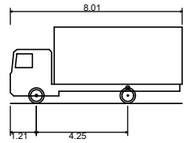
DELIVERY VEHICLE EXITING SITE



NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



7.5t Box Van (WM)

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

SITE LAYOUT REVIEW

(DELIVERY VEHICLE - EXITING SITE)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.6	F

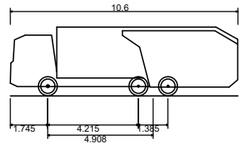
REFUSE VEHICLE EXITING SITE

REFUSE FOR THIS BLOCK WILL NEED TO BE COLLECTED KERB SIDE AS PER THE EXISTING SITUATION

NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Elmbridge Refuse Vehicle (WM)	
Overall Length	10.600m
Overall Width	2.520m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

SITE LAYOUT REVIEW

(REFUSE VEHICLE - ENTERING SITE)

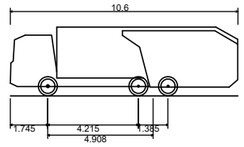
DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.7	F

REFUSE VEHICLE EXITING SITE

NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANYARDS ROAD_COBHAM - SITE LAYOUT (1) SUPPLIED BY SHANLY HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Elmbridge Refuse Vehicle (WM)	
Overall Length	10.600m
Overall Width	2.520m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	13.10.2023	REVISED LAYOUT	AKC	MJB	ME
E	09.10.2023	REVISED LAYOUT	AKC	MJB	ME
D	28.09.2023	REVISED LAYOUT	AKC	MJB	ME
C	01.09.2023	REVISED LAYOUT	AKC	MJB	ME
B	06.06.2023	REVISED LAYOUT	AKC	MJB	ME
A	04.05.2023	REVISED LAYOUT AND MINOR AMENDMENTS	AP	MJB	ME

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

SHANLY HOMES

PROJECT

ANYARDS ROAD

TITLE

SITE LAYOUT REVIEW

(REFUSE VEHICLE - EXITING SITE)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB 27.04.2023	ME 27.04.2023

SCALE @ A3	DATE	
1 : 500	27.04.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T020	03.8	F

A3. TRICS OUTPUTS

Calculation Reference: AUDIT-751001-230725-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 99 (units:)
Range Selected by User: 8 to 100 (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: 01/01/15 to 01/03/23

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	1 days
Tuesday	3 days
Wednesday	7 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	14 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	1
Edge of Town	13

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

Selected Location Sub Categories:

Residential Zone	14

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

Secondary Filtering selection:

Use Class:

C3	14 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:

5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	1 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	1 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	13 days
No	1 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	14 days

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

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

LIST OF SITES relevant to selection parameters

1 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY 22/06/22 Survey Type: MANUAL

2 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

3 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

4 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

5 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

6 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 16/11/21 Survey Type: MANUAL

7 HC-03-A-30 TERRACED HOUSES HAMPSHIRE
MEUDON AVENUE
FARNBOROUGH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 31
Survey date: FRIDAY 14/10/22 Survey Type: MANUAL

8 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY 07/10/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone	TERRACED HOUSES	HERTFORDSHIRE
	Total No of Dwellings:	8	
	Survey date: TUESDAY	*08/06/21*	*Survey Type: MANUAL*
10	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone	MIXED HOUSES & FLATS	KENT
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	*09/06/21*	*Survey Type: MANUAL*
11	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone	MIXED HOUSES	MEDWAY
	Total No of Dwellings:	19	
	Survey date: MONDAY	*06/06/22*	*Survey Type: MANUAL*
12	SC-03-A-07 FOLLY HILL FARNHAM Edge of Town Residential Zone	MIXED HOUSES	SURREY
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	*11/05/22*	*Survey Type: MANUAL*
13	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone	MIXED HOUSES	WEST SUSSEX
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	*07/11/18*	*Survey Type: MANUAL*
14	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone	MIXED HOUSES & FLATS	WEST SUSSEX
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	*01/03/23*	*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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.56

	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	14	51	0.117	14	51	0.345	14	51	0.462
08:00 - 09:00	14	51	0.149	14	51	0.375	14	51	0.524
09:00 - 10:00	14	51	0.179	14	51	0.176	14	51	0.355
10:00 - 11:00	14	51	0.137	14	51	0.189	14	51	0.326
11:00 - 12:00	14	51	0.141	14	51	0.149	14	51	0.290
12:00 - 13:00	14	51	0.156	14	51	0.170	14	51	0.326
13:00 - 14:00	14	51	0.208	14	51	0.203	14	51	0.411
14:00 - 15:00	14	51	0.158	14	51	0.200	14	51	0.358
15:00 - 16:00	14	51	0.296	14	51	0.190	14	51	0.486
16:00 - 17:00	14	51	0.272	14	51	0.173	14	51	0.445
17:00 - 18:00	14	51	0.379	14	51	0.173	14	51	0.552
18:00 - 19:00	14	51	0.304	14	51	0.145	14	51	0.449
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.496			2.488			4.984

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:	8 - 99 (units:)
Survey date date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.56

	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	14	51	0.152	14	51	0.515	14	51	0.667
08:00 - 09:00	14	51	0.211	14	51	0.749	14	51	0.960
09:00 - 10:00	14	51	0.254	14	51	0.269	14	51	0.523
10:00 - 11:00	14	51	0.190	14	51	0.280	14	51	0.470
11:00 - 12:00	14	51	0.206	14	51	0.225	14	51	0.431
12:00 - 13:00	14	51	0.220	14	51	0.251	14	51	0.471
13:00 - 14:00	14	51	0.290	14	51	0.285	14	51	0.575
14:00 - 15:00	14	51	0.225	14	51	0.275	14	51	0.500
15:00 - 16:00	14	51	0.587	14	51	0.303	14	51	0.890
16:00 - 17:00	14	51	0.462	14	51	0.279	14	51	0.741
17:00 - 18:00	14	51	0.597	14	51	0.280	14	51	0.877
18:00 - 19:00	14	51	0.458	14	51	0.220	14	51	0.678
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.852			3.931			7.783

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

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

Calculation Reference: AUDIT-751001-230725-0713

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	1 days
	HF	HERTFORDSHIRE	3 days
	PO	PORTSMOUTH	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: 22 to 91 (units:)
Range Selected by User: 6 to 100 (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: 01/01/15 to 11/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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	3
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	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	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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:

20,001 to 25,000	2 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:

50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	4 days
No	1 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	5 days

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

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

LIST OF SITES relevant to selection parameters

1 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*

2 HF-03-C-01 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

3 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*

4 HF-03-C-05 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: MONDAY *07/06/21* *Survey Type: MANUAL*

5 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*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 2.60

	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	5	58	0.045	5	58	0.168	5	58	0.213
08:00 - 09:00	5	58	0.041	5	58	0.244	5	58	0.285
09:00 - 10:00	5	58	0.079	5	58	0.110	5	58	0.189
10:00 - 11:00	5	58	0.069	5	58	0.089	5	58	0.158
11:00 - 12:00	5	58	0.058	5	58	0.076	5	58	0.134
12:00 - 13:00	5	58	0.134	5	58	0.134	5	58	0.268
13:00 - 14:00	5	58	0.096	5	58	0.072	5	58	0.168
14:00 - 15:00	5	58	0.055	5	58	0.069	5	58	0.124
15:00 - 16:00	5	58	0.096	5	58	0.045	5	58	0.141
16:00 - 17:00	5	58	0.141	5	58	0.055	5	58	0.196
17:00 - 18:00	5	58	0.165	5	58	0.058	5	58	0.223
18:00 - 19:00	5	58	0.179	5	58	0.103	5	58	0.282
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.158			1.223			2.381

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:	22 - 91 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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): 2.60

	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	5	58	0.082	5	58	0.495	5	58	0.577
08:00 - 09:00	5	58	0.113	5	58	0.784	5	58	0.897
09:00 - 10:00	5	58	0.165	5	58	0.285	5	58	0.450
10:00 - 11:00	5	58	0.165	5	58	0.172	5	58	0.337
11:00 - 12:00	5	58	0.124	5	58	0.137	5	58	0.261
12:00 - 13:00	5	58	0.296	5	58	0.289	5	58	0.585
13:00 - 14:00	5	58	0.261	5	58	0.172	5	58	0.433
14:00 - 15:00	5	58	0.151	5	58	0.162	5	58	0.313
15:00 - 16:00	5	58	0.323	5	58	0.117	5	58	0.440
16:00 - 17:00	5	58	0.385	5	58	0.162	5	58	0.547
17:00 - 18:00	5	58	0.485	5	58	0.182	5	58	0.667
18:00 - 19:00	5	58	0.471	5	58	0.220	5	58	0.691
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.021			3.177			6.198

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.*