planning
transport
design
environment
infrastructure
land

Transport Statement

Heath Buildings, High Street, Oxshott

CLIENT: Heath Buildings Ltd.

JANUARY 2024
AH/32861

Planning. Inspiring. Delivering.

Maidstone
01622 776226

Gatwick
01293 221320

London
020 3005 9725

www.dhaplanning.co.uk

CONTENTS

Appendices

1 INTRODUCTION

1.1 OVERVIEW

1.1.1 DHA has been commissioned by Heath Buildings Ltd. to provide transport planning advice in relation to the proposed demolition of the Heath Buildings and the development of a new building which will contain four retail units on the ground floor and nine flats in the three storeys above.

1.1.2 This Transport Statement (TS) has been produced in accordance with the National Planning Practice Guidance (March 2014). Following this introduction, the TS is structured as follows:

Section 2 summarises the existing transport conditions local to the site;

Section 3 sets out the development proposals;

Section 4 provides an assessment of transport policy;

Section 5 looks at forecast trip generation; and

Section 6 provides a summary and conclusion.

1.1.3 Pre-application scoping discussions have previously been undertaken with Surrey County Council. The scoping correspondence is included at **Appendix A**.

1.2 VISION OF THE DEVELOPMENT

1.2.1 With reference to the Department for Transport (DfT) Circular 01/2022, the vision of the development is to capitalise upon the sustainable location of the site and deliver an exemplar scheme which positively facilitates active and sustainable travel choices and makes a meaningful contribution to supporting infrastructure both on- and off-site.

2 EXISTING TRANSPORT CONDITIONS

2.1 THE EXISTING SITE

2.1.1 The site is located to the west of High Street, within the village of Oxshott, approximately 4.4 kilometres north west of Leatherhead. The location of the site in local context is shown in Figure 2-1 below.

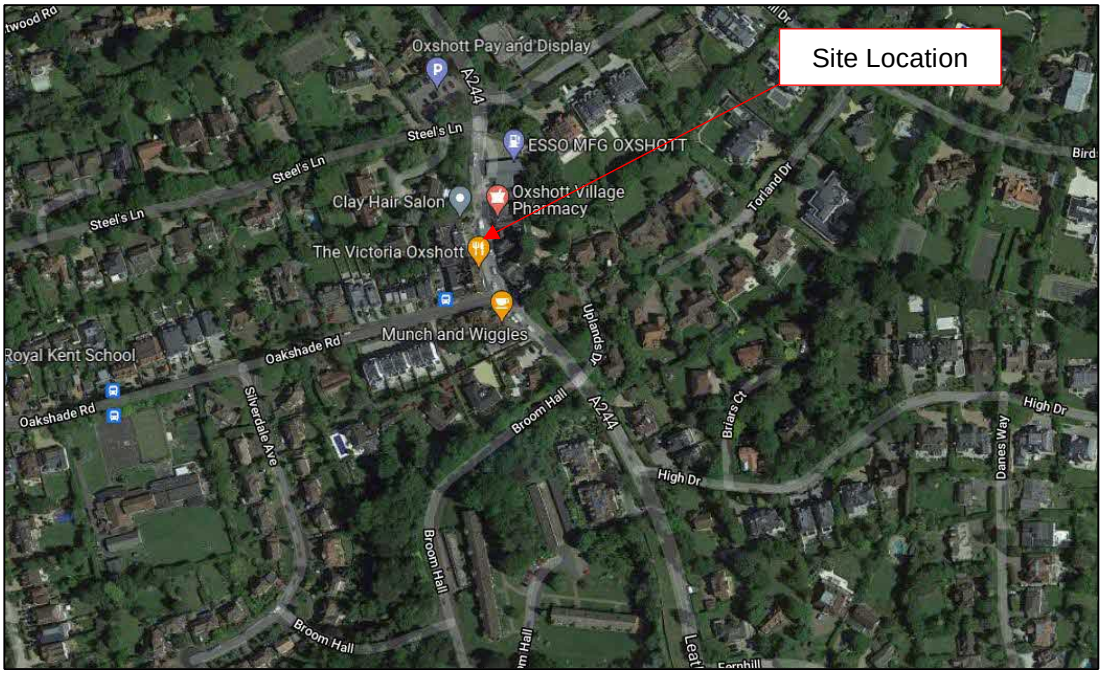


FIGURE 2-1: SITE LOCATION PLAN (COURTESY OF GOOGLE MAPS)

2.1.2 The site is currently occupied by the Heath Buildings which have five retail units on the ground floor, one of which is divided into two smaller units and five flats above on the first floor. It is noted that all of the flats have been vacant for some time.

2.1.3 Unit 1 contains a florist (45.59sqm) and a vape shape (11.62sqm), unit 2 is currently vacant (77.26sqm), unit 3 is a tile and bathroom shop (74sqm), unit 4 is a gym (152.4sqm) and unit 5 is a hairdressers (130.4sqm). It is noted that units 3-5 have access to a basement area as well as the ground floor.

2.1.4 The site is bound to the north and west by residential dwellings, to the east by High Street and to the south by further retail units. It is noted that there is a pay and display car park to the north west of the site on Steel's Lane which is used by existing customers.

2.1.5 Vehicular access to the site is achieved to the south via a dropped kerb arrangement on Oakshade Road. This access point serves the retail units which front onto High Street and a parking area which currently accommodates up to

eight spaces and is associated with the retail units. In terms of visibility it is noted that adequate visibility can be achieved for the expected speeds on Oakshade Road which bounds the site.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 High Street, the A244, routes in a general north / south alignment past the site, measures between 5.5 and six metres in width and is subject to a 30mph speed limit. To the north High Street provides a connection with the A3 via Warren Lane and Copsem Lane.

2.2.2 Just to the south of the site High Street connects with Oakshade Road at a priority junction. Beyond this High Street provides a connection with the A243 and the M25 at Junction 9 via Leatherhead Road and Oxshott Road. It is noted that the A243 provides a route towards Leatherhead town centre via the A245.

2.2.3 Oakshade Road measures approximately six metres in width, routes in a general east / west alignment and is subject to a 30mph speed limit. To the west Oakshade Road provides a connection to Steel's Lane.

2.2.4 Parking restrictions are enforced on High Street, with double yellow lines to the east and single yellow lines to the west of the carriageway. It is however noted that a loading bay is present at the frontage of the site on High Street.

2.3 WALKING AND CYCLING INFRASTRUCTURE

2.3.1 Footways are provided on either side of High Street and these vary in width between 1.5 and 2.5 metres. Footways are also present on Oakshade Road and all other residential roads near to the site. Street lighting is provided on High Street and Oakshade Road to aid pedestrian movements during the hours of darkness.

2.3.2 In terms of crossing points, it is noted that a crossing with dropped kerbs and tactile paving is present at the jucntion which connects Oakshade Road and High Street. It is also ntoed that there is a signalsied crossing point approximately 55 metres north of this junction.

2.3.3 There are no Public Rights of Way within the close proximity of the site, which is to be expected given that the site is located in the centre of Oxshott.

2.3.4 There are no cycle routes near to the site, however there are cycle routes through Oxshott Heath which is located to the north.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

2.4.1 A set of flag and post bus stops are located on Oakshade Road, approximately a 75 metre walk to the south west of the site frontage. The bus services stopping at these stops are summarised in Table 2-1 below.

SERVICE NO.	ROUTE	FREQUENCY OF SERVICE		
		Mon-Fri	Saturday	Sunday
408	Epsom - Cobham	6-7 per day	No Service	No Service
513	Cobham - Kingston	1-2 per day	No Service	No Service
862	Oxshott - Leatherhead	One per day	No Service	No Service

TABLE 2-1: LOCAL BUS SERVICES

2.4.2 The nearest railway station is Oxshott railway station, which is located approximately 850 metres (an 11 minute walk or a three minute cycle) to the north west of the site. This station provides access to London Waterloo and Guildford at a frequency of two to three services per hour in both directions throughout the week.

2.5 SITE ACCESSIBILITY

2.5.1 The site enjoys access to a number of local facilities and services which are within a reasonable walk distance. These include a school, local shops, a post office, takeaway and public transport links. A summary of the walking distance to a selection of local amenities (measuring along walking routes and not taken 'as the crow flies') is provided in Table 2-2 below. Please note that these details are taken from the proposed pedestrian access on High Street.

LOCAL SERVICE/FACILITY	WALK DISTANCE	WALK TIME
Pharmacy	>80 metres	1 Minute
Public House	>80 metres	1 Minute
Restaurant	>80 metres	1 Minute
Post Office	>80 metres	1 Minute
Takeaway	>80 metres	1 Minute
Butchers	>80 metres	1 Minute
Café	>80 metres	1 Minute
Bus Stops	100 metres	1 Minute
Primary School	550 metres	7 minutes
Doctors Surgery	650 metres	8 minutes

TABLE 2-2 : ACCESS TO LOCAL FACILITIES ON FOOT

2.5.2 The walk times provided above are based on a walk speed of 80 metres per minute, a figure which is widely used to estimate walk times and used within the London based Public Transport Accessibility Level (PTAL) analysis. It aims to

provide a typical average value that estimates it takes five minutes to walk 400 metres, 10 minutes to walk 800 metres and so on.

2.5.3 Given the details outlined above it is noted that the proposed development site provides the opportunity for everyday trips to take place without a high reliance on car travel. Future residents of the site will be able to purchase groceries, take their children to school and access local shops without the need to use private transport.

2.5.4 In addition to this, although some residents will clearly need to travel to other locations in the course of a typical working day, which cannot be reached on foot (employment further afield for example), it is noted that there is the potential for these trips to be made by public transport. As noted above, bus services can be accessed on Oakshade Road and the train station is located to the north west.

2.5.5 It is concluded that the development site is well located in terms of sustainable transport access and would afford future residents a choice as to the mode of transport they use to access everyday services, amenities and facilities.

2.6 ROAD SAFETY

2.6.1 Personal Injury Accident (PIA) data has been sourced from Sussex Safer Roads Partnership for the area surrounding the proposal site for the latest five-year period from 1st July 2017 to 30th June 2022.

2.6.2 In total, four incidents were recorded, one of which was classified as 'Slight' in severity and three as 'Serious'. Two of the incidents occurred in light, dry and fine conditions, one occurred in light, wet and rainy conditions and one occurred in dark, wet and fine conditions.

2.6.3 The first incident occurred on 13th August 2017 on High Street at the junction with High Drive. This incident occurred when a vehicle failed to stop for stationary traffic, colliding first with the rear of a second vehicle and then an oncoming cyclist. This incident was deemed to be serious.

2.6.4 The second incident occurred on 6th June 2018 on High Street at the junction with Birds Hill Rise. This incident occurred when a vehicle failed to stop for stationary traffic and collided with the rear of a second vehicle. This incident was deemed to be slight in severity.

2.6.5 The third incident occurred on 19th March 2021 on High Street within close proximity to the junction with High Drive. This incident occurred when a vehicle attempted to overtake a cyclist, however the vehicle had to swerve to avoid another oncoming vehicle and in doing so collided with the cyclist. This incident was deemed to be serious.

2.6.6 The final incident occurred on 27th September 2021 on Warren Lane approximately 120 metres north west of the Birds Hill Rise junction. This incident occurred when a vehicle failed to stop for stationary traffic and collided with the rear of a second vehicle. This incident was deemed to be serious.

2.6.7 It is noted that the above incidents show little pattern with regard to their causation, with the majority if not all occurring due to human error and none occurring in close proximity to the site access. As such, it is not considered that the proposed development will exacerbate the existing highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

3.1.1 The proposals comprise the demolition of the existing Heath Buildings and the development of a new four storey building which will contain parking and a resident's gym at lower ground floor, four retail units on the ground floor and nine flats spread across the first, second and third floors (8no. two beds and 1no. three bed).

3.1.2 It is noted that all four retail units will have a combined floor area of 375.5sqm. The proposed layout can be found attached at **Appendix B**.

3.2 ACCESS

3.2.1 Access into the site will continue to be achieved via the existing dropped kerb arrangement on Oakshade Road. This access will continue to serve the existing retail units to the south of the site as well as serving the parking on the lower ground floor which will be accessed via an entrance ramp.

3.2.2 It is considered that this access is suitable to serve the proposals given that there will not be a significant intensification of use and given that adequate visibility is achievable from this existing access.

3.2.3 Pedestrian access to the retail units will be achieved from the front of the site on High Street, as per the current time. Pedestrian access to the residential dwellings will be achieved via an access on the High Street.

3.3 PARKING

3.3.1 The proposals will provide a total of ten parking spaces, all of which will be for the residential dwellings. It is considered that further visitor parking and parking for the retail units can be accommodated in the pay and display car park to the north of the site on Steel's Lane. It is noted that parking for the existing retail units does not currently take place on site and therefore parking off site is an existing situation.

3.3.2 The proposals will also provide a minimum of two cycle parking spaces per dwelling with a secure cycle storage unit to the rear of the site and also storage lockers within the basement parking area. It is noted that four cycle parking spaces are already present at the frontage of the current retail units.

3.4 BUS STOP IMPROVEMENTS

3.4.1 It was requested by the Highways Officer at the pre application stage that the two local bus stops be provided with raised bus stop kerbs and therefore these

will be provided as part of the proposals. These amendments will help improve the existing stops for current and future residents of the village.

3.5 SERVICING

3.5.1 Vehicle swept path analysis has been completed for the site layout. This assumes a typical larger car and shows that the site can be accessed easily and safely. Bins will be located to the rear of the site and collected from on street as per the current time. The vehicle swept path diagrams are included at **Appendix C**. It is noted that there is adequate visibility on the ramp into the underground carpark to allow vehicles to wait for oncoming vehicles.

3.6 CONSTRUCTION TRAFFIC

3.6.1 Wheel washing equipment will be provided as necessary for the construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation.

3.6.2 Third party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with the construction access arrangements at all times.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2023)

4.1.1 The NPPF has recently been updated and 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 developments can be produced. The NPPF is a material consideration in planning decisions.

4.1.2 Paragraph 115 states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe*". It then goes on to note that 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".*

Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

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

4.1.3 Paragraph 117 further states that: "*All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.*"

4.2 PLANNING PRACTICE GUIDANCE (PPG)

4.2.1 The PPG was established in 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled '*Travel Plans, Transport Assessments and Statements in Decision-Taking*'. This provides general guidance on the process of producing these documents.

4.2.2 With regard to the purpose of a Transport Assessment or Statement it is noted that:-

> "*The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.*"

4.3 DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

> "*..act in a manner which conforms to the principles of sustainable development. In this context the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system.*"

4.3.2 The Circular further advises at Paragraph 12 that:-

> "*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*"
>
> "*Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth.*

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

"Where a Transport Assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

4.4 SURREY COUNTY COUNCIL LOCAL TRANSPORT PLAN 2022-2032 (LTP4)

4.4.1 SCC has the following vision for its current LTP:-

"A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance both the built and natural environments."

4.4.2 Four objectives are defined to help guide LTP4 in delivering this vision:-

1. *"enabling a greener future;*
2. *growing a sustainable economy, so that everyone can benefit;*
3. *empowering communities;*
4. *tackling health inequality."*

4.4.3 One of the LTP4 policy areas is 'Planning for Place', which includes measures that: "*ensure that new development is focussed around sustainable mobility options."*

4.5 ELMBRIDGE CORE STRATEGY

4.5.1 The Core Strategy was adopted by Elmbridge Borough Council in 2011 and sets out the vision for the District up to 2026. The objective of the Core Strategy in relation to transport is:

"To reduce people's reliance on driving, by directing new development to sustainable locations, promoting attractive and convenient alternatives to using the private car and, in so doing, reducing congestion and pollution caused by traffic."

4.6 PARKING STANDARDS

4.6.1 Parking standards are set out in the Elmbridge Borough Council Parking Supplementary Planning Document (2020), based on the land use and

development quantum. The maximum parking standards for residential developments in '*Suburban*' locations are set out below:

One bed units – one space per unit;

Two bed units – 1.5 spaces per unit; and

Three bed units – two spaces per unit.

4.6.2 It is noted that no specific parking standards are referenced for visitor parking, it is however considered that for flatted developments visitor parking could be accommodated in a local car park.

4.6.3 With respect to cycle parking the standards note that for one and two bed dwellings one space should be provided and for three or more bed units two spaces are necessary.

4.6.4 With respect to the standards for 'A1 Retail' it is noted that a maximum of one space per 25sqm could be provided. However, a 25 percent reduction could be applied for a '*Local Centre*' location. It is also noted that a minimum of one cycle parking space per 300sqm should be provided.

Building Regulations 2010 – Part S

4.6.5 Approved Document S of The Building Regulations outlines the infrastructure required for the charging of EVs. Requirement S1 outlines the guidance for the erection of new residential buildings: -

"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."

4.7 POLICY COMPLIANCE SUMMARY

4.7.1 The proposed development has been found to comply with all levels of transport planning policy. The site is located within the village centre within a short walking distance of a number of facilities and a pair of bus stops. It is also noted that the local station is a short walk from the site or can be accessed on the bus. In

addition to this it is considered that further services and facilities can be accessed within a short drive from the site in Leatherhead.

4.7.2 The PIA data for the latest five year study period has shown that only four incidents have been recorded, with the majority if not all as a result of human error. It is therefore considered that there are no existing safety concerns that could be exacerbated by the proposals.

4.7.3 Based on the above standards the residential element could provide a maximum of 14 car parking spaces and should provide a minimum of ten cycle parking spaces. The proposals will provide ten parking spaces and a minimum of 20 cycle parking spaces, which is compliant with the standards. It is considered that any visitor parking can be accommodated in the public car park just to the north of the site.

4.7.4 Based on the above standards a maximum of 16 car parking spaces could be provided and a minimum of one cycle parking space should be provided for the retail element. There are four existing cycle parking spaces at the frontage of the site which will be retained for the retail units and no onsite parking is proposed. It is considered that this is acceptable given the proximity of the site to a pay and display car park.

4.7.5 It is noted that the proposed development will not have an impact on the surrounding highway network as shown in the next section of this report. Therefore, the proposed development is not expected to cause 'severe' residual impacts, as per the policy outlined within the NPPF.

5 TRIP GENERATION AND DISTRIBUTION

5.1 OVERVIEW

5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip attraction as a result of the demolition of the existing building which contains five retail units on the ground floor (491sqm) and five flats on the first floor and the development of a new building containing four retail units on the ground floor (375.5sqm) and nine residential units on the first, second and third floors. The proposed development trip generation is offset against the potential trip attraction of the existing retail units and flats.

5.2 EXISTING VEHICLE TRIP ATTRACTION

Retail

5.2.1 An assessment of the TRICS trip rate database has been completed to identify the trips that could be attracted to the existing retail units. The use type that provided the most representative survey sites is '*01– Retail / I– Shopping Centre – Local Shops*', and therefore this has been used for the trip assessment.

5.2.2 Sites under this use type were examined for England, Scotland and Wales, excluding Greater London. Only sites within ''*Suburban Area*' *and* '*Edge of Town*' locations were considered in order to provide a representative assessment of trips. The resulting trip rates are summarised in Table 5-1 below, while the full TRICS data is included at **Appendix D**.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	7.450	7.249	14.699
17:00-18:00	11.146	11.433	22.579
07:00-19:00	130.063	130.093	260.156

TABLE 5-1: TRICS VEHICLE TRIP RATES – LOCAL SHOPS (TRIPS PER 100SQM)

5.2.3 The above vehicle trip rates have been factored to represent the existing retail units. The outcome is shown in Table 5-2 below. Please note that any errors are due to rounding in MS Excel.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	37	36	72
17:00-18:00	55	56	111
07:00-19:00	639	639	1278

TABLE 5-2: EXISTING VEHICLE TRIPS – LOCAL SHOPS (491SQM)

5.2.4 This shows that the existing retail units could attract 72 vehicle trips in the morning peak hour and up to 111 vehicle trips in the evening peak hour. A total of 1,278 vehicle trips could be expected across a 12 hour day, which equates to approximately 107 trips per hour on average.

Residential

5.2.5 An assessment of the TRICS trip rate database has also been completed to identify the trips that could be generated by the five existing residential dwellings. The use type that provided the most representative survey sites is *'03 – Residential / C– Flats Privately Owned',* and therefore this has been used for the trip assessment.

5.2.6 Sites under this use type were examined for England, Scotland and Wales, excluding Greater London. Only sites within '*Suburban Area*' and '*Edge of Town*' locations were considered in order to provide a representative assessment of trips. The resulting trip rates are summarised in Table 5-3 below, while the full TRICS data is included at **Appendix E**.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	0.087	0.206	0.293
17:00-18:00	0.206	0.105	0.311
07:00-19:00	1.360	1.426	2.786

TABLE 5-3: TRICS VEHICLE TRIP RATES – FLATS PRIVATELY OWNED (TRIPS PER DWELLING)

5.2.7 The above vehicle trip rates have been factored to represent the existing flats. The outcome is shown in Table 5-4 below. Please note that any errors are due to rounding in MS Excel.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	0	1	1
17:00-18:00	1	1	2
07:00-19:00	7	7	14

TABLE 5-4: EXISTING VEHICLE TRIPS –PRIVATELY OWNED FLATS (FIVE FLATS)

5.2.8 This shows that the existing flats could generate one vehicle trip in the morning peak hour and two vehicle trips in the evening peak hour. A total of 14 vehicle trips could be expected across a 12 hour day, which equates to approximately one trip per hour on average.

Total Trips

5.2.9 The total trip attraction of the existing development has been calculated by adding the contents of Table 5-2 to Table 5-4, the results of which can be seen in Table 5-5 below.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	37	37	74
17:00-18:00	56	57	112
07:00-19:00	646	646	1292

TABLE 5-5: TOTAL EXISTING VEHICLE TRIPS (FIVE FLATS AND 491SQM OF RETAIL)

5.2.10 It is noted that the existing development has the potential to attract up to 74 vehicle trips in the morning peak hour and 112 vehicle trips in the evening peak hour. The proposed site could attract a total of 1,292 vehicle trips across a 12 hour day, which equates to approximately 108 vehicle trips per hour.

5.3 PROPOSED VEHICLE TRIP ATTRACTION

Retail

5.3.1 The above trip rates in Table 5-1 have also been factored to represent the level of trips that are likely to be attracted to the new retail units. The resulting trips are summarised below in Table 5-6.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	28	27	55
17:00-18:00	42	43	85
Total	488	488	977

TABLE 5-6: PROPOSED VEHICLE TRIPS – LOCAL SHOPS (375.5SQM)

5.3.2 Table 5-6 demonstrates that the proposed retail units have the potential to attract up to 55 vehicle trips in the morning peak hour and 85 vehicle trips in the evening peak hour. The proposals could attract a total of 977 vehicle trips across a 12 hour day.

Residential

5.3.3 The above trip rates in Table 5-3 have also been factored to represent the level of trips that are likely to be generated by the nine flats proposed. The resulting trips are summarised below in Table 5-7.

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	1	2	3
17:00-18:00	2	1	3
Total	12	13	25

TABLE 5-7: PROPOSED VEHICLE TRIPS –PRIVATE OWNED FLATS (NINE FLATS)

5.3.4 Table 5-7 demonstrates that the nine flats have the potential to generate three vehicle trips in the morning peak hour and three vehicle trips in the evening peak hour. The proposals could attract a total of 25 vehicle trips across a 12 hour day, approximately two trips per hour on average.

Total Trips

5.3.5 The total trip attraction for the proposed development has been calculated by adding the contents of Table 5-6 to Table 5-7, the results of which can be seen in Table 5-8 below.

TIME	ARRIVALS	DEPARTURES	TOTAL
0800-0900	29	29	58
1700-1800	44	44	88
Daily	501	501	1002

TABLE 5-8: TOTAL PROPOSED VEHICLE TRIPS (NINE FLATS AND 375.5SQM OF RETAIL)

5.3.6 It is noted that the proposed development has the potential to attract up to 58 vehicle trips in the morning peak hour and 88 vehicle trips in the evening peak hour. The proposed site could attract a total of 1,002 vehicle trips across a 12 hour day, which equates to approximately 84 vehicle trips per hour. It is however noted that many of these trips will in fact be pass by trips.

5.4 RESIDUAL VEHICLE TRIP ATTRACTION

5.4.1 The residual trip attraction has been calculated by subtracting the potential trips attracted to the existing site from those likely to be attracted by the proposed scheme. The results of this exercise are summarised in Table 5-9 below.

TIME	ARRIVALS	DEPARTURES	TOTAL
0800-0900	-8	-8	-16
1700-1800	-12	-13	-25
Daily	-145	-145	-290

TABLE 5-9: RESIDUAL VEHICLE TRIPS

5.4.2 It is noted that when compared with the existing use of the site, the development proposals would result in a reduction of 16 vehicle movements during the morning peak hour and a reduction of 25 vehicle movements during the evening peak hour. There will likely be a total reduction of 290 vehicle movements per day, approximately 24 movements per hour across a 12 hour day.

5.4.3 Although there will be an increase in residential units, there will also be a reduction in the floor area of the retail units which has resulted in a reduction in trips. It is however noted that the retail units are likely to attract similar levels of trips to the existing units. It is however noted that even if consideration was just

given to the residential element that the increase in vehicle movements would be minimal.

5.4.4 Given the reduction in vehicle movements during the peak hours and across the day, it is considered that the proposals would not result in 'severe' residual impacts on the local highway network as per paragraph 115 of the NPPF.

6 SUMMARY AND CONCLUSION

6.1.1 This Transport Statement has been prepared on behalf of Heath Buildings Ltd. in relation to the proposed redevelopment of the Heath Buildings, High Street, Oxshott.

6.1.2 The proposals comprise the demolition of the existing Heath Buildings and the development of a new four storey building which will contain parking and a resident's gym at lower ground floor, four retail units on the ground floor and nine flats spread across the first, second and thirds floors.

6.1.3 It is noted that the proposals include 8no two bed units, 1no. three bed unit and four retail units with a combined floor area of 375.5 sqm.

6.1.4 Access into the site will continue to be achieved via the existing dropped kerb arrangement on Oakshade Road. This access will continue to serve the existing retail units to the south of the site as well as serving the parking on the lower ground floor which will be accessed via an entrance ramp.

6.1.5 Pedestrian access to the retail units will be achieved from the front of the on High Street, as per the current time. Pedestrian access to the residential dwellings will also be achieved via an access on the High Street.

6.1.6 The proposals will provide a total of ten parking spaces, all of which will be for the residential dwellings. It is considered that visitor parking and parking for the retail units can be accommodated in the pay and display car park to the north of the site on Steel's Lane.

6.1.7 The proposals will also provide a minimum of two cycle parking spaces per dwellings with a secure cycle storage unit to the rear of the site and also in cycle storage lockers within the basement parking area. Four existing cycle parking spaces are provided at the frontage of the site on High Street which can be used by the retail units.

6.1.8 The proposed development is seen to comply with all levels of transport planning policy. It is noted that the site is located in the village centre with a number of facilities within a short walking distance of the site and also a set of bus stops and a railway station in close proximity to the site. In addition to this further services and facilities can be accessed within a short drive of the site within Leatherhead.

6.1.9 A road safety analysis has been completed which identified four incidents within the last five year study period. It is noted that the majority if not all occurred due to human error and none occurred in close proximity to the site access. As such, it is not considered that the proposed development will exacerbate the existing highway safety record.

6.1.10 Vehicle swept path analysis has been completed for the site layout. This assumes a typical larger car and shows that the site can be accessed easily and safely. Bins will be located to the rear of the site and collected from on street as per the current time.

6.1.11 It is noted that when compared with the existing use of the site, the development proposals would result in a reduction of 16 vehicle movements during the morning peak hour and a reduction of 25 vehicle movements during the evening peak hour. There will likely be a total reduction of 290 vehicle movements per day, approximately 24 movements per hour across a 12 hour day.

6.1.12 It is therefore concluded that the proposals should not result in any detrimental impacts in transport terms and therefore there should be no sound transport based objections to the proposals.

APPENDIX
A

Email: [redacted]
Office: 01622 776226
Mobile: [redacted]

From: Gemma Ruff [redacted] **On Behalf Of** TDP Elmbridge/EAI/SCC
Sent: 24 February 2022 09:52
To: Adam Huckstepp [redacted]>
Subject: FW: Heath Buildings, Oxshott

[External email - This message originated from outside DHA –prior to opening any attachments or opening links, please ensure their authenticity with the sender]
Dear Adam,

My colleague Tim has passed on your email.

Are you looking for us to provide formal pre application advice? If so this would incur a fee as set out on our webpage: Charging for transport development pre-application advice - Surrey County Council (surreycc.gov.uk) . To calculate the required fee please could you advise on the gross floor area of the commercial units.

Alternatively if you are not looking for our formal pre application advice please find high level comments below:

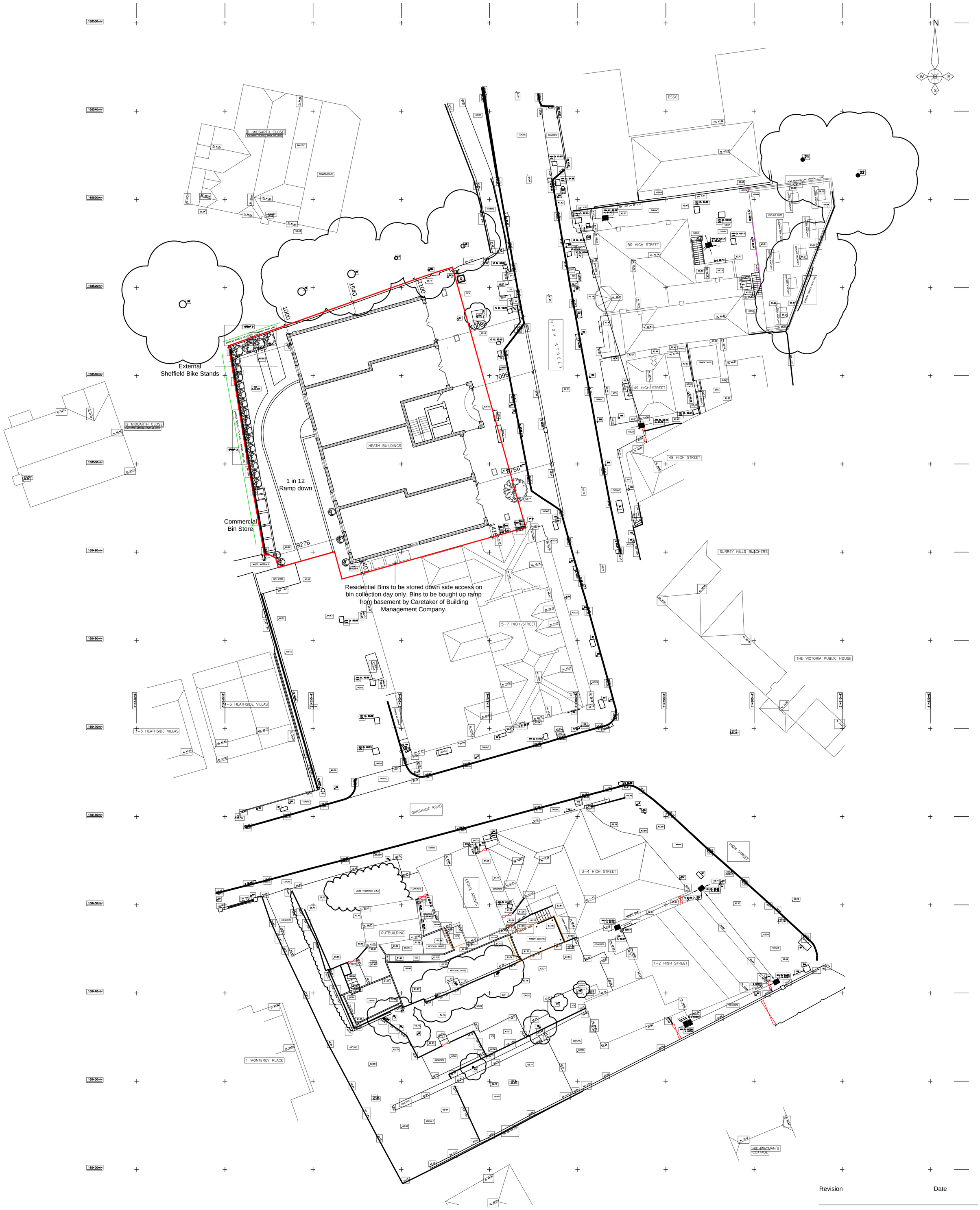
- Scope of the TS is reasonable
- Planning application would need to provide details of proposed refuse collection
- Visibility splays would need to be demonstrated from any proposed access
- Details of management of car parking should be provided
- Review cycle parking –this should be accessible for all, and in a convenient location. It may not be appropriate for this to be accessed via a ramp to the car park.
- Please review our Good Practice Guide available at the following link: Transport Development Planning Good Practice Guide - Surrey County Council (surreycc.gov.uk)

Kind Regards,

Gemma Ruff

Senior Transport Development Planning Officer
Transport Development Planning
Surrey County Council

APPENDIX
B



PROPOSED SITE PLAN

0 2 4 6 8 10

1:200

Scale Bar

Revision Date

Project

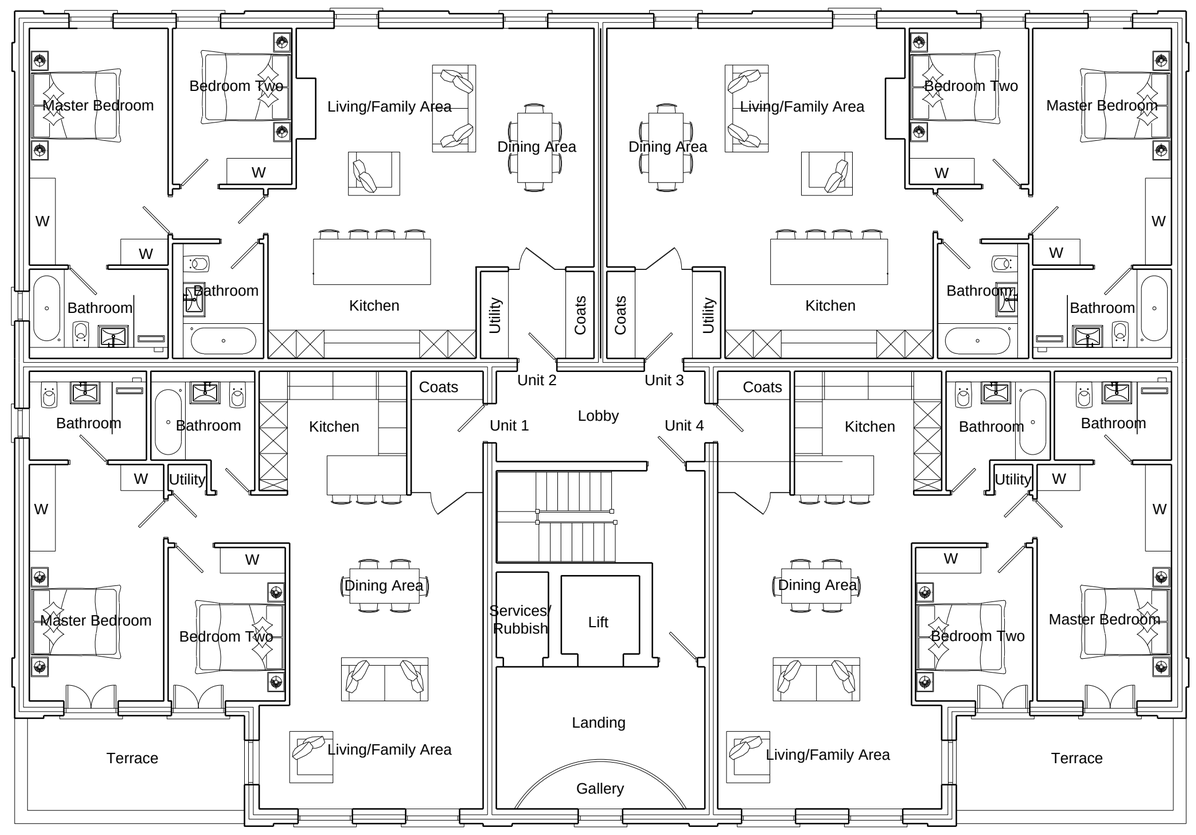
Heath Buildings,
High Street,
Oxshott,
Surrey.

Title

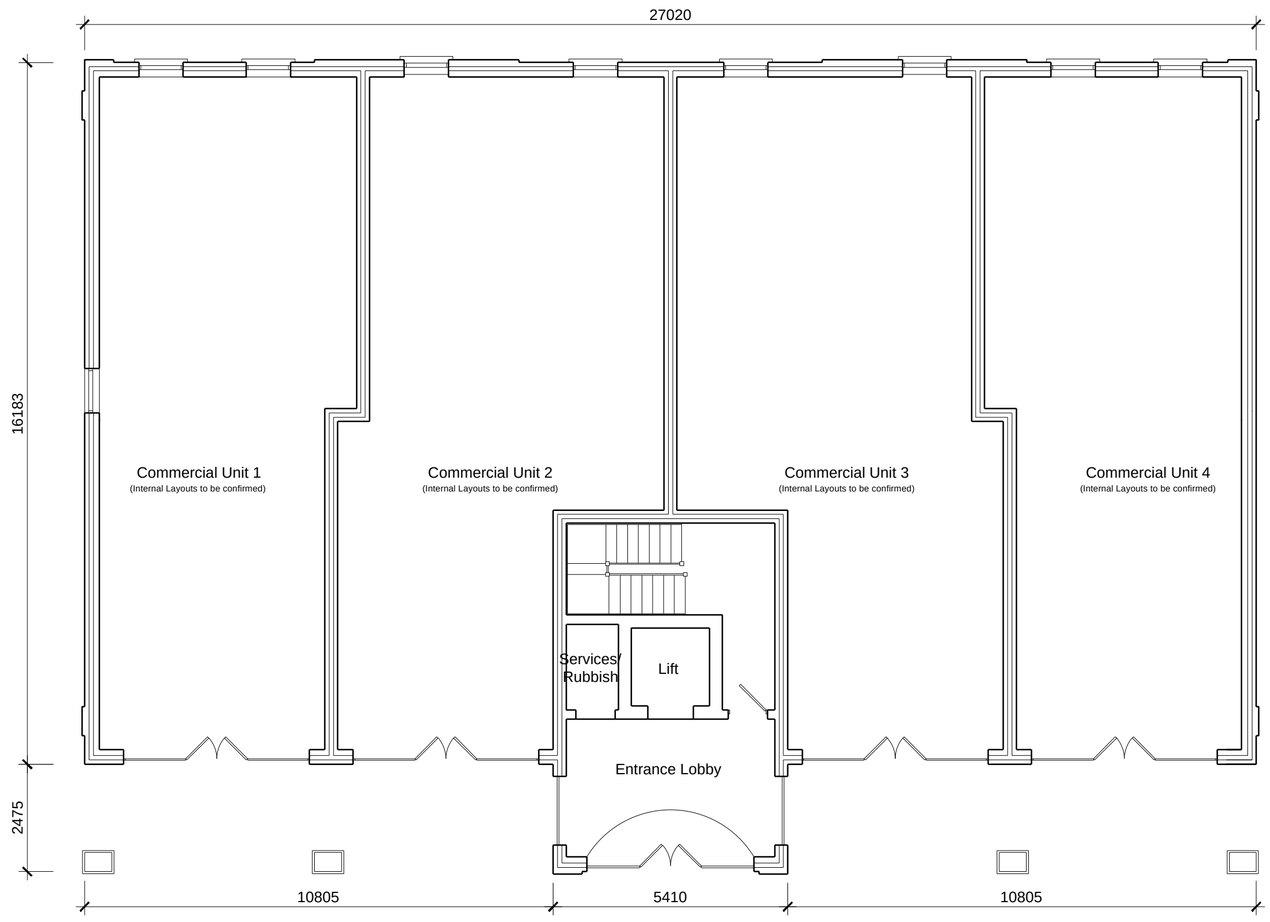
Proposed Site Plan

Scale	Drwg No	Date
1:200@A1	**HBL/04F**	Dec 2023

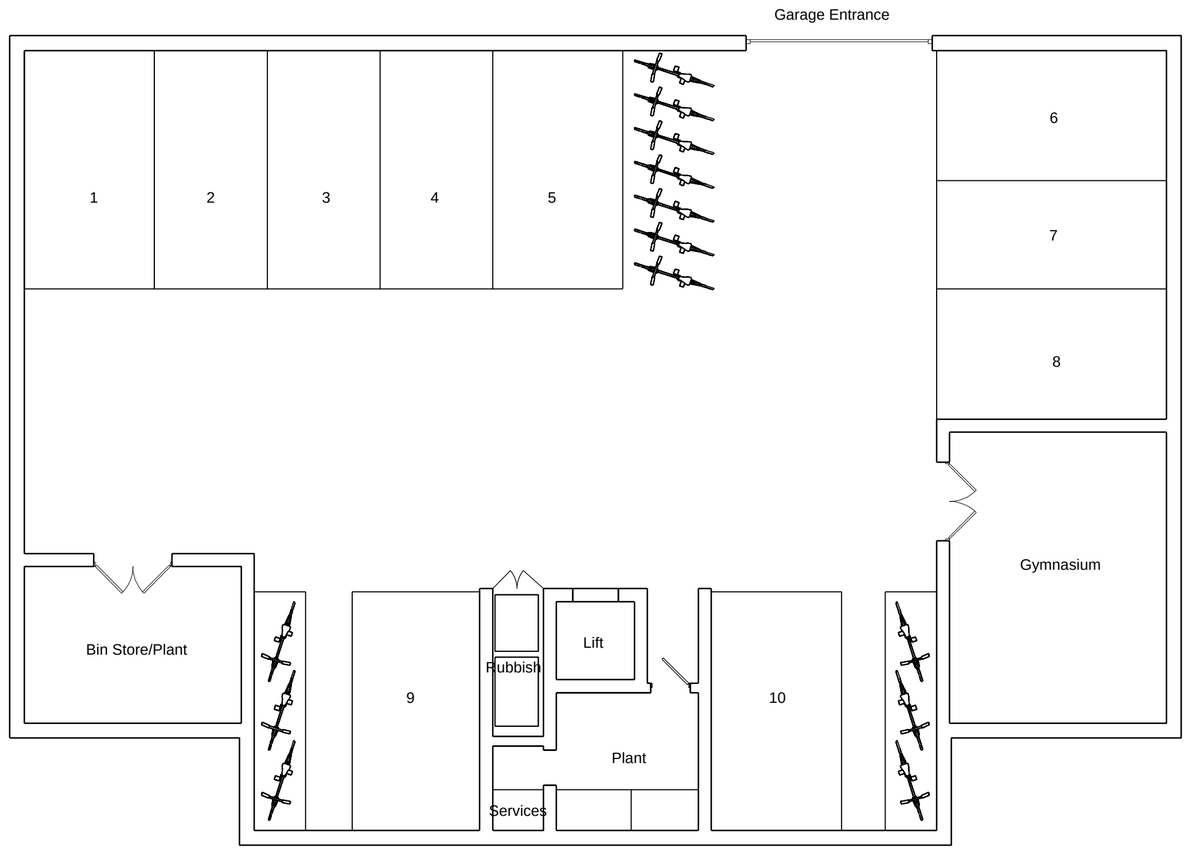
WOLSEY HOUSE DESIGNS



First Floor Level



Ground Floor Level



Lower Ground/Basement Level

0 1 2 3 4 5
METRES

1 : 100

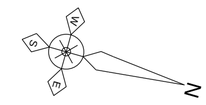
Revision Date

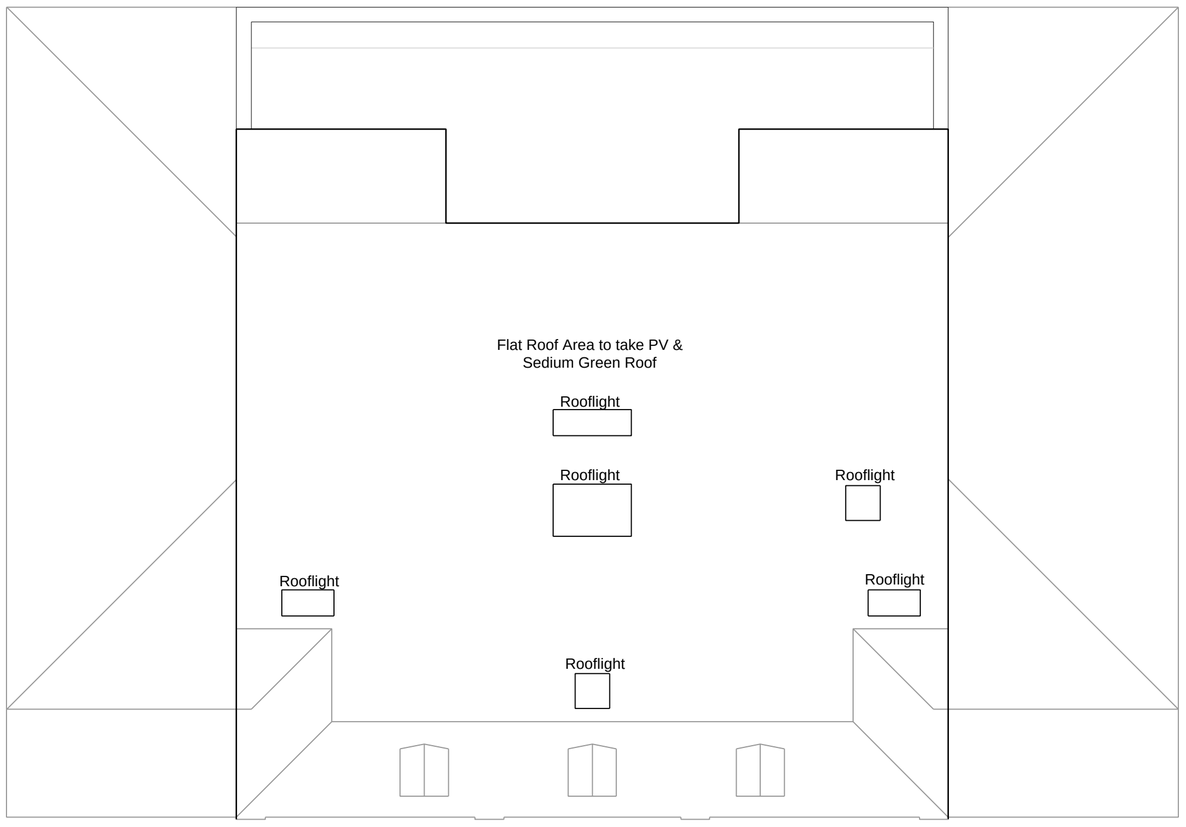
Project
Heath Buildings,
High Street,
Oxshott,
Surrey.

Title
Proposed Floor Plans
Sheet 1

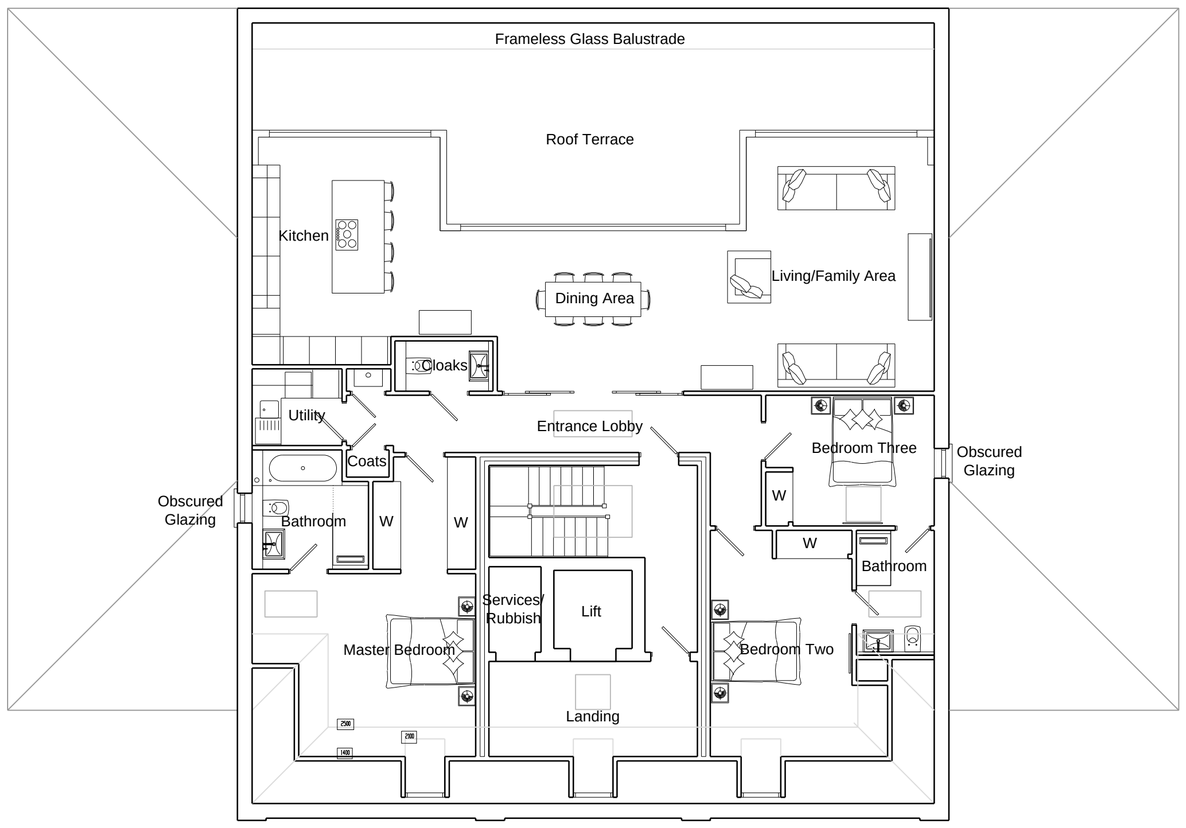
Scale	Drwg No	Date
1:100@A1	**HBL/02F**	Dec 2023

WOLSEY HOUSE DESIGNS

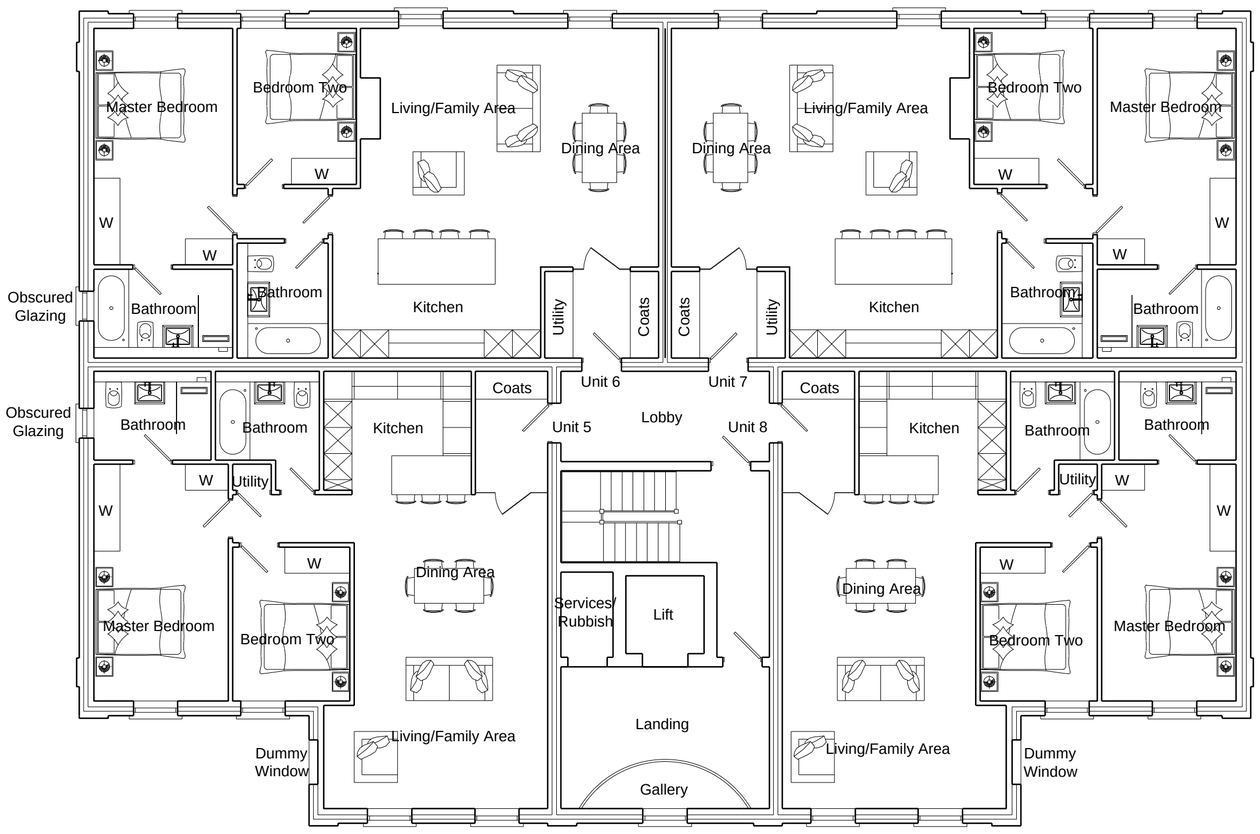




Roof Plan



Third Floor Level



Second Floor Level

0 1 2 3 4 5
METRES

1 : 100

Revision Date

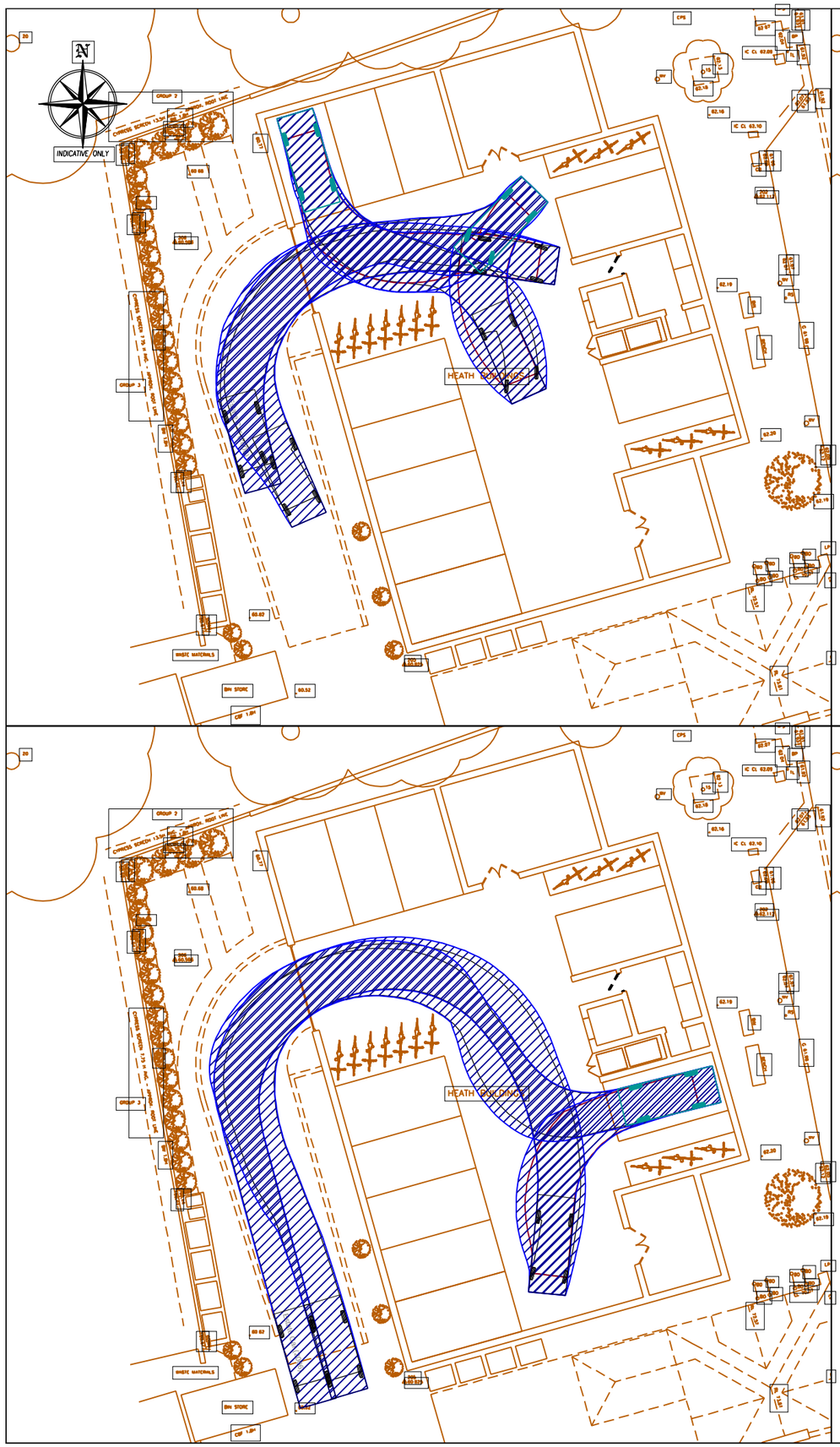
Project
Heath Buildings,
High Street,
Oxshott,
Surrey.

Title
Proposed Floor Plans
Sheet 2

Scale	Drwg No	Date
1:100@A1	**HBL/03F**	Dec 2023

WOLSEY HOUSE DESIGNS

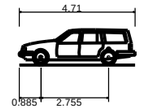
APPENDIX
C



DO NOT SCALE

Notes:

- This drawing has been prepared in accordance with the scope of DHA's appointment with its client and is subject to the terms and conditions of that appointment. DHA accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
- If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
- Where applicable Ordnance Survey (c) Crown Copyright 2022 All rights reserved. Licence Number 100031961.
- Drawing based on Proposed Layout Plan provided by Wolsey Designs on 19th December 2023



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

REV	DATE	BY	DESCRIPTION	CHK	APD
P2	02.01.24	MM	Amended Layout	JM	JM
P1	16.02.23	MM	First Issue	JM	CS

client

HEATH BUILDINGS

project

HEATH BULDINGS, OXSHOTT

title

VEHICLE SWEPT PATH ANALYSIS
ESTATE CAR

project	drwg	rev
16640	T-01	P2

Drawn	Checked	Approved	scale @ A3	date
MM	JM	JM	1:250	02.01.24

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3

APPENDIX
D

Calculation Reference: AUDIT-704001-220218-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
11	SCOTLAND		
	SR	STIRLING	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: 375 to 1115 (units: sqm)
Range Selected by User: 210 to 84009 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 25/04/21

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	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	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:

Suburban Area (PPS6 Out of Centre)	2
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:

Residential Zone	5

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:

n/a	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
20,001 to 25,000	3 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
100,001 to 125,000	1 days
125,001 to 250,000	1 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:

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

Yes	1 days
No	4 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.

LIST OF SITES relevant to selection parameters

1	EX-01-I-02	LOCAL SHOPS		ESSEX
	QUEENS ROAD			
	BRAINTREE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		375 sqm	
	Survey date: FRIDAY		08/07/16	Survey Type: MANUAL
2	HF-01-I-02	LOCAL SHOPS		HERTFORDSHIRE
	BROADWATER CRESCENT			
	STEVENAGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1115 sqm	
	Survey date: FRIDAY		28/06/19	Survey Type: MANUAL
3	LE-01-I-02	LOCAL SHOPS		LEICESTERSHIRE
	RYDER ROAD			
	LEICESTER			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		550 sqm	
	Survey date: TUESDAY		28/10/14	Survey Type: MANUAL
4	SH-01-I-02	LOCAL SHOPS		SHROPSHIRE
	WREKIN DRIVE			
	TELFORD			
	DONNINGTON			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		900 sqm	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL
5	SR-01-I-02	LOCAL SHOPS		STIRLING
	ALLOA ROAD			
	STIRLING			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		550 sqm	
	Survey date: THURSDAY		26/06/14	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	698	7.135	5	698	6.762	5	698	13.897
08:00 - 09:00	5	698	7.450	5	698	7.249	5	698	14.699
09:00 - 10:00	5	698	7.335	5	698	7.249	5	698	14.584
10:00 - 11:00	5	698	7.908	5	698	7.393	5	698	15.301
11:00 - 12:00	5	698	8.166	5	698	8.338	5	698	16.504
12:00 - 13:00	5	698	11.347	5	698	10.745	5	698	22.092
13:00 - 14:00	5	698	9.742	5	698	9.628	5	698	19.370
14:00 - 15:00	5	698	8.797	5	698	8.510	5	698	17.307
15:00 - 16:00	5	698	8.653	5	698	8.825	5	698	17.478
16:00 - 17:00	5	698	10.229	5	698	10.172	5	698	20.401
17:00 - 18:00	5	698	11.146	5	698	11.433	5	698	22.579
18:00 - 19:00	5	698	10.229	5	698	10.745	5	698	20.974
19:00 - 20:00	5	698	9.255	5	698	8.883	5	698	18.138
20:00 - 21:00	5	698	6.332	5	698	6.819	5	698	13.151
21:00 - 22:00	5	698	4.097	5	698	5.100	5	698	9.197
22:00 - 23:00	1	1115	2.242	1	1115	2.242	1	1115	4.484
23:00 - 24:00									
Total Rates:			130.063			130.093			260.156

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:	375 - 1115 (units: sqm)
Survey date date range:	01/01/13 - 25/04/21
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.

APPENDIX
E

Calculation Reference: AUDIT-704001-220218-0236

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	2 days
11	SCOTLAND		
	SR	STIRLING	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: 14 to 82 (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: 01/01/13 to 23/06/21

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	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 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:

Suburban Area (PPS6 Out of Centre)	4
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:

Residential Zone	8
No Sub Category	1

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	9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	4 days
20,001 to 25,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
125,001 to 250,000	3 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	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	7 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	9 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 CB-03-C-02 BLOCK OF FLATS CUMBRIA
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total No of Dwellings: 35
Survey date: WEDNESDAY 11/06/14 Survey Type: MANUAL

2 CB-03-C-03 FLATS & BUNGALOWS CUMBRIA
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY 09/06/14 Survey Type: MANUAL

3 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY 28/03/14 Survey Type: MANUAL

4 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

5 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

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

7 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY 13/05/14 Survey Type: MANUAL

8 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY 03/12/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SR-03-C-03	BLOCK OF FLATS & TERRACED	STIRLING
	KERSEBONNY ROAD		
	STIRLING		
	CAMBUSBARRON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: TUESDAY	01/09/20	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
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	38	0.038	9	38	0.142	9	38	0.180
08:00 - 09:00	9	38	0.087	9	38	0.206	9	38	0.293
09:00 - 10:00	9	38	0.102	9	38	0.119	9	38	0.221
10:00 - 11:00	9	38	0.087	9	38	0.110	9	38	0.197
11:00 - 12:00	9	38	0.087	9	38	0.093	9	38	0.180
12:00 - 13:00	9	38	0.122	9	38	0.102	9	38	0.224
13:00 - 14:00	9	38	0.102	9	38	0.113	9	38	0.215
14:00 - 15:00	9	38	0.099	9	38	0.122	9	38	0.221
15:00 - 16:00	9	38	0.134	9	38	0.087	9	38	0.221
16:00 - 17:00	9	38	0.145	9	38	0.108	9	38	0.253
17:00 - 18:00	9	38	0.206	9	38	0.105	9	38	0.311
18:00 - 19:00	9	38	0.151	9	38	0.119	9	38	0.270
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.360			1.426			2.786

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

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

Parameter summary

Trip rate parameter range selected:	14 - 82 (units:)
Survey date date range:	01/01/13 - 23/06/21
Number of weekdays (Monday-Friday):	9
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.