

Transport Statement

Arden House, West Street, Leighton Buzzard

Prepared for Arden House West

By YES Engineering Group Ltd

September 2018



Revision History

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Document Acceptance

Action	Name	Signed	Date
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on behalf of	YES Engineering Group L	td	

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1 Introduction

YES Engineering Group Limited has been instructed by Arden House West to prepare a Transport Statement (TS) to accompany a Notification of Change of use to provide 30 onebedroom flats at Arden House, West Street, Leighton Buzzard.

Figure 1.1 shows the location of the site from which it can be seen that it has a site frontage to West Street. The site is situated in Leighton Buzzard town centre.



Figure 1.1 – Location Plan

© OpenStreetMap contributors

The site lies within the administrative area of Central Bedfordshire Council (CBC) who is the planning and highway authority.

1.1 National Policy

The National Planning Policy Framework (2018)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.



Section 9 – Promoting Sustainable Transport, paragraph 102 of the framework details 'the need for transport issues to be considered at the early 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
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.' Considering development proposals, paragraph 108 states '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) 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.'

NPPF paragraph 109 states that '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.'

In the context of this guidance, 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
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'



NPPF paragraph 111 states all 'developments which generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement of transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance (October 2014)

The Department for Transport withdrew the document, 'Guidance on Transport Assessment' on 22nd October 2014. Emphasis is now placed on Planning Practice Guidance, 'Transport evidence bases in plan making and decision taking' where it is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan. This document says a robust transport evidence base can facilitate approval of the Local Plan and reduce costs and delays to the delivery of new development, thus reducing the burden on the public purse and private sector.

The Planning Practice Guidance states that Local planning authorities should also refer to the Department for Transport's Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'.

The Planning Practice Guidance will be updated following the publication of the NPPF in July 2018.

1.2 Local Policy

South Bedfordshire Local Plan

The South Bedfordshire Local Plan adopted in 2004 and a number of the policies are saved and still apply. The relevant saved transport policy relating to this development is set out below.

POLICY T10

When considering the provision of parking in new development the Local Planning Authority will assess the requirement based on the site's accessibility to non-car modes of transport, services, facilities and employment, and will apply adjustments to the current 1994 parking standards as set out in the following schedule.

Exceptions will only be made where there is evidence that restricting parking provision in the manner proposed will lead to unacceptable harm in terms of congestion, highway safety, visual amenity or the character of the area.

Central and other areas of high accessibility to services/facilities/employment opportunities by non-car transport modes.

Use Category	Maximum On-Site Car Parking Provision
Non Residential Uses	Provision on site will normally be limited to essential operational parking only
Residential	Provision at a rate no higher than 1 space per dwelling unit plus visitor parking at 1 space per 6 dwellings.



Note: Central areas and other areas of high accessibility referred to above will be defined as either:

- A. Town centres as proposed on the Proposals Maps or
- B. Sites in major radial public transport corridors (i.e. within 200m walking distance of bus routes into the town centres with at least a 30-minute service frequency)
- C. Sites within easy walking distance (500 metres) of a town centre.

All other areas (that is, those outside the areas listed in (A) to (C) above)

Use Category	Maximum On-Site Car Parking Provision
Non Residential	Provision at a level not exceeding 90% of current standards
Residential	Current standards except for reduction in visitor parking to 1 space per 5 dwellings
Affordable Housing	Provision at a rate no higher than 1 space per dwelling plus visitor parking at 1 space per 5 dwellings.

Reductions below these levels will be required for proposals which would have significant transport implications and where the findings of a Transport Assessment and/or Green Travel Plan demonstrate that a lower level of parking provision is appropriate because of high existing or potential accessibility. Developer contributions will be sought where the Transport Assessment shows them to be necessary to improve accessibility of the site by modes of transport other than the car in order to meet the transport needs of the proposed development.

Developments likely to give rise to high levels of visitor trip generation will not be permitted in areas of lower accessibility unless improvements to accessibility are made to comply with Policy T1.

Draft Local Plan

South Bedfordshire Council published their new Draft Local Plan in July 2017 for consultation. Chapter 15 of this document relates to transport and the policies are set out below:

Policy T1: Identifying Connectivity, Accessibility and Impacts on the Transport Network

Development will be required to evidence that there is sufficient capacity in the transport network to accommodate the increase in demand to travel as a result of the development.

In accordance with the thresholds given in the 'Travel Plan and Transport Assessment Guidance' developments must demonstrate their connectivity by a range of means of travel and ensure sites are accessible by realistic alternatives to the car.

The Central Bedfordshire and Luton Transport Model (CBLTM) will form the basis to any assessment of transport capacity requirements. Further bespoke capacity assessments may also be required to test specific local impacts.



Policy T2: Mitigation of Transport Impacts on the Network

Development will be required to evidence that sufficient mitigation measures are in place to alleviate any pressures that are demonstrated to occur.

All major development will demonstrate through the submission of a Transport Assessment and a Travel Plan how the proposals have sought to reduce the need to travel and how they have secured modal shifts towards more sustainable forms of transport.

This should be through an approach which first considers the ability to cater for walking and cycling, provide suitable public transport services, and make better use of existing highway capacity before considering the provision of additional roads.

Evidence must be provided in Transport Assessments to demonstrate:

- The principles established to give priority to pedestrians and other vulnerable road users in new developments, together with links to local service provision.
- Comprehensive and convenient pedestrian and cycle links to schools, local employment and service provision.
- Connectivity with existing walking and cycling networks

Suitable bus or rail service provision within 400 metres (bus) or 800 metres (rail) safe walking distance offering at least a half-hourly peak hour service to a variety of service centres and interchanges.

Where a Travel Plan is in place, the developer and/or user will provide an annual update on their action plan, reporting progress against agreed aims and targets for a minimum of 5 years post occupation.

The Council will also require, as appropriate, financial contributions towards sustainable travel infrastructure and/ or promotions where connectivity to existing infrastructure is not suitable.

Policy T3: Highway Safety & Design

Proposals for new development must not have a detrimental effect on highway safety, patterns of movement and the access needs of all people.

Development will be permitted where:

- The proposal is or will be well integrated with the existing transport network within and beyond the development itself; avoiding severance of communities as a result of measures to accommodate increased levels of traffic on the network;
- The proposal does not impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;
- The proposal retains or enhances existing footpaths and cycleway links;
- The proposal promotes walking and cycling permeability and ensure that linkages and publicly-accessible through routes are created to successfully integrate the development into wider networks;



- The development provides safe and convenient access in accordance with appropriate standards, that promote accessibility for all users and all modes of transport and includes designs, where appropriate, that incorporate low speeds;
- The proposal must avoid locations where the cumulative impacts of congestion is likely to remain severe following mitigation;
- The proposal must make adequate provision for loading and unloading, circulation, servicing and vehicle turning; and
- The proposal fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the impacts arising from the development.

Policy T4: Parking

Developers will be required to provide appropriate car parking for new residential developments in line with the Central Bedfordshire Council's Design Guide and Parking Strategy.

Parking for commercial developments must be provided in accordance with the standards set out in the Central Bedfordshire Council's Car Parking Strategy.

Provision for cycle parking must be in line with the standards in the Central Bedfordshire's guidance for cycle parking in new developments,

Provision of lorry parking facilities for all new industrial and commercial units, including quarries and waste management facilities must be made on site.

Proposals for lorry rest facilities will be supported in principle where they meet the identified commercial demand.

Policy T5: Development and Public Transport Interchanges

Developments within close proximity to bus and rail interchanges should provide enhanced access in order to encourage more public transport use, support the viability of services and enhance the vitality of the town centres in which they are located.

All major developments should promote connectivity to the transport interchange through Transport Assessments and Travel Plans. Typical measures may include current timetables, maps, equipment providing real time passenger information.

Contributions to improve interchange infrastructure and to promote links to the end user will be sought.

Development will not be permitted should it compromise the ability of the authority to fully utilise and expand interchanges as required.

Policy T6: Strategic Transport Improvements

The Central Bedfordshire and Luton Transport Model (CBLTM) will form the basis to any assessment of any strategic improvements.



The Council will seek to facilitate the delivery of the strategic transport schemes to provide increased capacity for growth or to mitigate the impact of development. Key strategic schemes include:

- East West Rail and supporting infrastructure
- Oxford to Cambridge Expressway
- A1 Route Enhancement
- A6 to M1 link road

Developments should support the delivery of strategic transport improvements including the safeguarding of routes where appropriate.

Contributions will be sought towards the provision of strategically important transport infrastructure projects and studies across Central Bedfordshire, including those delivered by delivery partners such as Network Rail and Highways England.

Policy T7: Ultra Low Emission Vehicles

The following new developments will be required to provide charging points to support the provision of Ultra Low Emissions Vehicles:

- Residential developments
- Supermarkets or retail areas
- Employment sites
- University sites

The provision of charging points will be negotiated on a case by case basis until standards are set out in the Local Transport Plan which will then be applied to all qualifying developments.

Policy T8: Management of Freight

Where a development will result in the movement of freight as part of its operations, Central Bedfordshire Council will:

- Require evidence that realistic alternatives to the movement of freight by road based haulage are not possible or practical.
- Ensure that developments forecast to generate significant freight movements are located where they deliver the greatest benefit for, businesses, and the least negative impact on the environment and local communities for example within industrial areas close to the Designated Road Freight Network.
- Ensure that sufficient land is provided for anticipated freight facilities associated with new developments including construction traffic.



• Ensure that proposals likely to generate freight sufficiently mitigate any forecast impacts on local communities and the environment through traffic management measures and developer contributions.

1.3 Scope of the Transport Statement

This Transport Statement structured in the following manner:

Section 2.0, The Site, Surrounding Area, and Alternative Modes of Transport: Describes the site and the local highway network. Considers the infrastructure and services available for occupants and visitors to the site travelling via alternative modes of transport to the private car.

Section 3.0, Development Proposals and Access Arrangements: Provides a summary of the planning application including access, parking and servicing arrangements.

Section 4.0, Trip Generation and Impact: Considers the level of traffic to be generated by the proposed use of the site and associated impact.

Section 5.0, Parking: Examines the level of car parking available for the development and ensures that the provision complies with policy.

Section 6.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.



2 THE SITE AND SURROUNDING AREA

2.1 Existing Development

The site contains an office building (B1 use class), Arden House, which has a floor area of 1,335m² (GFA) and 15 car parking spaces.

A Prior Notification of Change of Use application from offices to residential use (18 units comprising 5 one-bedroom and 13 two-bedroom flats) was submitted to Central Bedfordshire Council in 2016 (application reference CB/16/01187/PADO) and approval was granted. A copy of the decision notice is attached as **Appendix A**.

It is clear that residential development is acceptable in principle at the site.

2.2 Local Highway Network

West Street forms the northern boundary of Leighton Buzzard town centre inner core area. There is traffic calming in the form of raised tables at the junctions and zebra crossings at regular intervals to provide safe crossing points for pedestrians. Double yellow lines are applied to both sides of the carriageway prohibiting on-street parking and there are generous width footways on both sides of the road, which is usual in a town centre location.

West Street is subject to a 20mph speed limit (which is in place for the whole town centre area), and has street lighting. West Street is a bus route with the nearest bus stops close to Bridge Street.

Bassett Road meets the northern side West Street to the east of Arden House and Water Lane is located on the western side of Bassett Road leading to the rear of the Site providing access to the 22-space car park. Commercial development is located on the southern side of Water Lane and residential development to the north.

Water Lane is a cul-de-sac with a turning head for service vehicles at the western end of the road. Double yellow lines are applied to both sides of the carriageways of both Bassett Road and Water Lane prohibiting on-street parking.

There is a footpath/cycle link running alongside the River Ouzel that is accessed from the western end of Water lane.

2.3 Public Transport

As mentioned in Section 2.2 above, the nearest bus stops are situated on West Street near Bridge Street. There is another set of bus stops at the western end of the High Street approximately 160m from Arden House (2-minute walk). The bus stops provide access to some 15 bus routes operating in the area. The bus routes close to the site are shown in **Figure 2.1** and, a summary of the services are set out in **Table 2.1**.





Figure 2.1 – Leighton Buzzard Bus Routes

Table 2.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Monday – Friday	Saturday	Sunday
32	Leighton Buzzard High Street – Weston Avenue (Circular)	1	1	-
35/35A	Leighton Buzzard High Street – Clarence Road – Meadow Way	1	1	-
36A/36C	Leighton Buzzard – Linslade	1	1	-
43	Studham - Dunstable	2 per day (Tuesday and Thursday	-	-
47	Tingrith – Leighton Buzzard	2 per day (not Thursdays)	-	-
150/650	Alyesbury – Leighton Buzzard – Milton Keynes	1	1	1 every 2 hours
162	Stewkley/Edelsborough – Leighton Buzzard - Bletchley	1 per day (not Fridays)	1 per day (not Tuesday and Fridays)	-
165	Aylesbury – Leighton Buzzard	1 every 2 hours	1 every 2 hours	-
167	Ivinghoe – Leighton Buzzard	1 per day (Tuesdays only)	-	-
D1	Leighton Buzzard town service to Rail Station and Johnson Drive	2	2	-
F70/F77	Luton – Dunstable – Leighton Buzzard – Milton Keynes	2	2	1 every 2 hours



The development site is only 0.5 mile (800m) from Leighton Buzzard Railway Station which has West Midlands services to Birmingham New Street, London Euston, Milton Keynes Central and Northampton. The railway station is clearly accessible in a 10-minute walk of the site.

From the above it is apparent that the application site has an excellent level of accessibility by modes of transport other than the private car. There are bus stops located close to the site, providing frequent and reliable services to the surrounding areas. Leighton Buzzard Railway Station is also within a short walk providing access to several destinations. The public transport provision will encourage residents and their visitors to use an alternative mode to the private car.

2.4 Pedestrian and Cycle Access

The DfT reports `Cycling in Great Britain' and `Walking in Great Britain' contain tables showing the proportion of cycling journeys for a given length. The reports identify that, for the south east, 91% of walking and 55% of cycling journeys are less than 2 km as the crow flies. The reports also show that 99% of walking journeys are less than 4 km and 87% of cycling journeys are less than 5 km.

The site is in a town centre location, which means future residents can easily visit all facilities on foot. As previously mentioned, there are zebra crossings at regular locations on West Street providing safe crossing points for pedestrians walking to the town centre inner core area.

Arden House is close to the town centre and there is a cycle path adjacent to the River Ouzel from the western end of Water Lane. A map of cycle routes in the Leighton Buzzard area is attached as **Appendix B**.

2.5 Access to Local Facilities

Guidance from the Institution of Highways and Transportation (IHT) 'Providing Journeys on Foot' suggests 'desirable', 'acceptable' and 'preferred maximum' walking distances for different types of journeys as shown in **Table 2.2** below.

Criteria	Community/School	Elsewhere (other than town centre)
Desirable	500m	400m
Acceptable	1000m	500m
Preferred Maximum	2000m	1200m

Table 2.2 - Maximum Walking Distance

Leighton Buzzard town centre is located opposite the site providing an excellent choice of retail, employment and leisure activities. There is a Tesco superstore, an Aldi, a Waitrose, and a Morrisons a short walk away providing access to everyday goods.

All facilities fall comfortably within the walking thresholds set out in Table 2.2.



It is clear that the proposed development site is in a highly sustainable location.

2.6 2011 Census Data

The 2011 Census Data relating to car availability, type of dwelling, and method of travel to work was obtained for the lower output area in the vicinity of the site. Around 25% of the properties are one-bedroom and 30% of residents in the area do not own a car. It is therefore more likely that persons living in studio flats and one-bedroom accommodation are less likely to own a car. The Census Data is attached at **Appendix C**.

The method of travel to work for the lower output Ward is around 42% by car, 3% as car passenger, 7% by train, 2% by bus, 11% walk, and the remainder cycle or work from home.

It has been demonstrated that the development site is in a sustainable location and well placed for walking to work or use of public transport. It is therefore considered appropriate to ensure that there is not an over provision of car parking within the site.



3 DEVELOPMENT PROPOSALS AND ACCESS ARRANGEMENTS

It is the intention to provide 30 one-bedroom flats. The proposed layout of the development is shown on the architects drawing attached at **Appendix D**.

3.1 Access Arrangements

It is the intention to retain the vehicular access location into the site from Water Lane as shown on the site layout plan attached as **Appendix D**. Pedestrian only access will be provided directly onto West Street.

3.2 Servicing

It is proposed that refuse collection and servicing for the residential development will occur on-street on Water Lane and use the turning head at the western end of the road.

Bin storage areas will be provided close to the Water Lane site frontage as shown at **Appendix D** and residents will place their bins within the specific location on collection day to ensure they are within the 25m carry distance as detailed in Manual for Streets.

3.3 Parking

It is the intention to retain 20 car parking spaces for the 30 residential units. This is 0.7 spaces per dwelling, which accords with the 2011 census data set out in section 2.6 above where it is established that in this lower output area 30% of households do not own a car. As all the units are to be one-bedroom and therefore residents less likely to own a car, the parking provision is considered appropriate.

A cycle store providing space for 64 cycles will be provided on-site (**Appendix D**), which is in accordance with policy. The surrounding roads have extensive parking restrictions to prevent on-street parking occurring on-street from the development. It will be evident to future residents that parking provision on-site is restricted enabling the decision to be made whether to occupy the property if they own and run a car.

Car and cycle parking for the for development has been addressed in Section 5 of this Transport Statement.



4 TRIP GENERATION AND IMPACT

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning (from 08:00 to 09:00) and evening (from 17:00 to 18:00) peak periods.

4.1 Proposed Residential Use

It is the intention to provide a total of 30 one-bedroom flats at the site. The TRICS data was interrogated to find sites in a town centre location with on-site parking and similar car ownership levels. The peak hour trip rates have been reproduced below in **Table 4.1** and a copy of the data is contained at **Appendix E**.

	Arrivals (vehs)	Departures (vehs)	Total (vehs)
AM Peak Hour	0.019	0.047	0.066
PM Peak Hour	0.051	0.037	0.088

Table 4.1 - Peak Hour Vehicle Trip Generation - C3 Residential Use (per flat)

The trip rates in **Table 4.1** above have been applied to the 30 flats to be provided at the site. The resultant predicted traffic generation for the proposed use has been set out in **Table 4.2**.

Table 4.2 -	Predicted	Peak Hour	Vehicular	Movements	for C3	3 Residential	Use (30 flats)
									_

	Arrivals (vph)	Departures (vph)	Total (vph)
AM Peak Hour	1	1	2
PM Peak Hour	2	1	3

4.2 Impact

It can be seen from **Table 4.2** above that the development is anticipated to generate just 2 vehicle movements in the morning peak hour and 3 vehicle movements during the evening peak hour. The development will therefore have no adverse impact on the highway network as a consequence, particularly as the existing office use of the site is likely to generate a higher peak hour traffic generation in any event.



5 PARKING

Guidance on the level of car parking provision is set out in Central Bedfordshire Council's Parking Standards (Appendix F of the Local Transport Plan) covering the time period from April 2011 to March 2026. The Council's residential parking standards and B1 office parking standards are reproduced in **Table 5.1** below. It should be noted that residential parking is a minimum parking standard and office parking is a maximum parking standard.

Table 5.1 – Car Parking Standards

Residential Parking Standards	Office Parking Standards
1-bedroom – 1 space	
2-bedroom – 2 spaces	Stand Alone Office:
3-bedroom – 3 spaces	1 per 30m ² - urban zones
4+bedroom – 4 spaces	1 per 25m ² - rural zones
Visitor parking – 0.25 per dwelling	

5.1 Car Parking

The existing office development (1,335m²) would require up to 45 car parking spaces if applying current parking standards. This is some 30 more spaces than is provided on site.

As previously mentioned there are to be 30 one-bedroom flats at the site. Application of the standards presented in **Table 5.1** leads to a minimum requirement of 38 car parking spaces (30 residents and 8 visitor spaces) for the proposed residential development.

Appendix D shows 20 parking spaces are provided for the 30 residential properties at a ratio of 0.7 per unit, this is considered more an adequate given the location of the site and Census data showing 30% of households do not run a car.

It is also evident that the number of parking spaces at the offices is inadequate for the existing floor space so there will be a benefit in the change of use to 30 flats with respect to parking provision. It is clear that car parking provision is appropriate in this instance for the residential development.

In addition, as previously mentioned, this is a town centre location and the surrounding roads have extensive parking restrictions to prevent on-street parking occurring on-street from the development.

5.2 Cycle Parking

The cycle parking spaces required for the 30 one-bedroom flats is 60 cycle spaces comprising 30 residents' spaces and 30 visitor spaces, to accord with standards. It is proposed that a cycle store for 64 cycle spaces is erected on-site as shown in **Appendix D**, to enable storage of bicycles.



6 SUMMARY AND CONCLUSIONS

- a YES Engineering Group Limited has been instructed by Arden House West to prepare a Transport Statement (TS) to accompany a planning application for the proposed residential development (30 one-bedroom flats) at Arden House, West Street, Leighton Buzzard.
- **b** The development site is accessible to bus services, shops and local facilities on foot in Leighton Buzzard town centre and also a short walk to Leighton Buzzard Railway Station.
- **c** The proposed development of 30 dwellings is expected to generate just 2 vehicular movements in the morning peak hour and 3 traffic movements in the evening peak hour. It is therefore considered that there will be no adverse impact to the highway network.
- **d** The vehicular access to Water Lane and the existing car park is to be retained at the site. Refuse collection is to take place on-street on Water Lane utilising the turning area at the western end of the road.
- e The development is to be provided with 20 car parking spaces at a ratio of 0.7 per unit, reflecting the excellent access to public transport and facilities. The surrounding roads have extensive parking restrictions to prevent on-street parking occurring on-street from the development. This level of parking is considered to be more than adequate when considering the car ownership levels in the local area. The parking provision is also more in line with car parking standards than the current office use, which requires up to 45 car parking spaces.
- f Cycle parking will meet the appropriate standards.
- **g** Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development.



Appendices



Appendix A – Arden House Decision Notice (CB/16/01187/PADO)



Development Management

Central Bedfordshire Council

Priory House, Monks Walk Chicksands, Shefford Bedfordshire SG17 5TQ www.centralbedfordshire.gov.uk

Mr J Read Pentangle Design Group Suite 1 21 Bancroft Hitchin Herts SG5 1JW



Contact Andrew Horner Direct Dial 0300 300 4487 Email planning@centralbedfordshire.gov.uk Date 09 May 2016

Dear Mr Read,

Application No:CB/16/01187/PADOLocation:Arden House, West Street, Leighton Buzzard, LU7 1DDProposal:Prior Notification of Change of Use from Offices to 18 No. Flats with
parking.

NOTICE UNDER SCHEDULE 2, PART 3, CLASS O OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT (ENGLAND) ORDER 2015

NOTICE THAT PRIOR APRROVAL IS REQUIRED AND GRANTED

In this instance, the prior approval of the Local Planning Authority is required. The proposed change of use is considered acceptable having regard to the environmental impacts of the development and any environmental risks on the site. The prior approval of the Local Planning Authority is therefore granted.

The Council as Local Planning Authority hereby gives notice of its decision to **GRANT** prior approval for the development subject to the following conditions:

- 1 Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out in accordance with the details received 15th March 2016 and 7th April 2016 and hereby approved by the Local Planning Authority.
- 2 The development of the building for purposes within Class C3 (dwellinghouses) must be completed within a period of three years from the date of this prior approval.
- 3 Before development begins, a scheme for the secure parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

- 4 Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.
 - Reason: To ensure adequate off street parking during construction in the interests of road safety.
- 5 This approval relates only to the details shown on the submitted plans, numbers 3232 06, 3232 12, 3232 02A, 3232 10A, 3232 01, 3232 11, 3232 05, 3232 03 and 3232 04

Reason: To identify the approved plans and to avoid doubt.

INFORMATIVE NOTES TO APPLICANT:

1 The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

...

- Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments (www.cae.org.uk) Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

- 2 The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from The Street Works Co-ordinator, Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.
- 3 The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes July 2010".

Before commencing your project on site you are advised to contact the Council's Building Control Team who will be able to advise if you need to make an application for Building Regulations. The team can be contacted directly on 0300 300 8635 during office opening hours or by email to <u>building.control@centralbedfordshire.gov.uk</u> Further information on building control is available on our website at www.centralbedfordshire.gov.uk/building-control

Yours sincerely,

Andrew Davie

Andrew Davie Development Infrastructure Group Manager

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Appendix B – Leighton Buzzard Cycle Route Plan





Appendix C – 2011 Census Data



QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 23 April 2018]

population	All households; All cars or vans
units	Households
area type	2011 super output areas - lower layer
area name	E01017557 : Central Bedfordshire 021C
rural urban	Total

Cars	2011
All categories: Car or van availability	919
No cars or vans in household	281
1 car or van in household	414
2 cars or vans in household	189
3 cars or vans in household	28
4 or more cars or vans in household	7

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 24 April 2018]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01017557 : Central Bedfordshire 021C
rural urban	Total
Method of Travel to Work	2011
All categories: Method of travel to work	1,240
Work mainly at or from home	41
Underground, metro, light rail, tram	5
Train	91
Bus, minibus or coach	25
Taxi	4
Motorcycle, scooter or moped	4
Driving a car or van	519
Passenger in a car or van	37
Bicycle	8
On foot	131
Other method of travel to work	1
Not in employment	374

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D – Proposed Site Layout





020 7549 2133 www.gpadlondonltd.com



architecture & interior design

10000m

0

SITE PLAN _ Rev C



20000m	30000m

Appendix E – TRICS Data – Residential Development



CS 7.5.1 290318 B18.22 Ien House, West Street,	Database right of Leighton Buzzard	TRICS Consortiu	m Limited, 2018. All rights reserved	Wednesday 18/07/18 Page 1
Transport Services Limited	d 80 Ophir Road	West Sussex		Licence No: 460201
TRIP RATE CALCULA	ATION SELECTION	PARAMETERS:	Calculation Reference	e: AUDIT-460201-180718-0710
Land Use : 03 - R Category : C - FL VEHICLES	ESIDENTIAL ATS PRIVATELY OWI	NED		
Selected regions and a	areas:			
08 NORTH WEST GM GREATER	R MANCHESTER		2 days	
CB CUMBRIA	A		1 days	
This section displays t	the number of surve	y days per TRICS	® sub-region in the selected set	
Secondary Filtering	selection:			
This data displays the are included in the trip	chosen trip rate pai o rate calculation.	rameter and its se	elected range. Only sites that fall with	in the parameter range
Parameter: Actual Range: Range Selected by Use	Number of dw 20 to 154 (un er: 6 to 215 (unit	ellings its:) s:)		
Public Transport Provis	sion:		nclude all surveys	
Data Dapasi 0	1/01/10 to 26/00/1	7	5	
<i>Inis data displays the included in the trip rat</i>	tange of survey dat te calculation.	2 days	Surveys that were conducted within t	inis date range are
Fluay		T days		
This data displays the	number of selected	' surveys by day c	of the week.	
Selected survey types	<u>8</u>			
Manual count Directional ATC Count		3 days 0 days		
This data displays the up to the overall num are undertaking using	number of manual of ber of surveys in the machines.	classified surveys selected set. Ma	and the number of unclassified ATC s nual surveys are undertaken using sta	surveys, the total adding aff, whilst ATC surveys
<u>Selected Locations:</u> Town Centre		3		
This data displays the consist of Free Standi Not Known.	number of surveys , ing, Edge of Town, S	per main location Suburban Area, Ne	category within the selected set. The eighbourhood Centre, Edge of Town Co	e main location categories entre, Town Centre and
<u>Selected Location Sub</u> Built-Up Zone	<u>Categories:</u>	3		
This data displays the consist of Commercia Out of Town, High Str	number of surveys , Zone, Industrial Zo eet and No Sub Cate	per location sub- ne, Development egory.	category within the selected set. The Zone, Residential Zone, Retail Zone,	location sub-categories Built-Up Zone, Village,
Secondary Filtering	selection:			

<u>Use Class:</u> C3

3 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®.

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Yes Transport Services Limited	80 Ophir Road West Sussex	Licence No: 460201
Secondary Filtering se	election (Cont.):	
Population within 1 mile		
25,001 to 50,000	2 3 days	
This data displays the p	umbar of colocted curveys within stated 1 mile radii of population	
	under of selected surveys within stated 1-thile fault of population.	
Population within 5 mile	<u>S.'</u>	
75,001 to 100,000	1 days	
500,001 or More	2 days	
This data displays the nu	umber of selected surveys within stated 5-mile radii of population.	
Car ownershin within 5 i	miles	
0.6 to 1.0	2 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.

<u>*Travel Plan:*</u> No

3 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

3 days

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

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Yes Transport	Services Limited	80 Ophir Road	West Su	ssex		Licence No: 460201
<u> </u>	OF SITES relevant	to selection parar	neters			
1	CB-03-C-01 KING STREET	BLOCK OF FL	_ATS		CUMBRI A	
2	CARLISLE Town Centre Built-Up Zone Total Number of d <i>Survey dat</i> GM-03-C-02	wellings: <i>te: THURSDAY</i> BLOCK OF FL	_ATS	40 <i>12/06/14</i>	<i>Survey Type: MAN</i> GREATER MANCHEST	<i>UAL</i> FER
3	WHITWORTH STR MANCHESTER Town Centre Built-Up Zone Total Number of d <i>Survey da</i> . GM-03-C-03	EET W. wellings: <i>te: THURSDAY</i> BLOCK OF FL	ATS	154 <i>13/10/11</i>	<i>Survey Type: MAN</i> GREATER MANCHEST	<i>UAL</i> IFR
5	FAIRFIELD STREE MANCHESTER Town Centre Built-Up Zone Total Number of d Survey day	wellings: <i>te: FRIDAY</i>		20 <i>14/10/11</i>	Survey Type: MAN	UAL

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 VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	71	0.014	3	71	0.037	3	71	0.051
08:00 - 09:00	3	71	0.019	3	71	0.047	3	71	0.066
09:00 - 10:00	3	71	0.014	3	71	0.014	3	71	0.028
10:00 - 11:00	3	71	0.019	3	71	0.028	3	71	0.047
11:00 - 12:00	3	71	0.023	3	71	0.019	3	71	0.042
12:00 - 13:00	3	71	0.019	3	71	0.019	3	71	0.038
13:00 - 14:00	3	71	0.037	3	71	0.042	3	71	0.079
14:00 - 15:00	3	71	0.019	3	71	0.023	3	71	0.042
15:00 - 16:00	3	71	0.019	3	71	0.019	3	71	0.038
16:00 - 17:00	3	71	0.061	3	71	0.023	3	71	0.084
17:00 - 18:00	3	71	0.051	3	71	0.037	3	71	0.088
18:00 - 19:00	3	71	0.047	3	71	0.033	3	71	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.341			0.683

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.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	3
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 TAXIS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	71	0.005	3	71	0.005	3	71	0.010
08:00 - 09:00	3	71	0.000	3	71	0.005	3	71	0.005
09:00 - 10:00	3	71	0.000	3	71	0.000	3	71	0.000
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.005	3	71	0.005	3	71	0.010
12:00 - 13:00	3	71	0.005	3	71	0.005	3	71	0.010
13:00 - 14:00	3	71	0.005	3	71	0.005	3	71	0.010
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.005	3	71	0.000	3	71	0.005
17:00 - 18:00	3	71	0.005	3	71	0.000	3	71	0.005
18:00 - 19:00	3	71	0.000	3	71	0.005	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 26/09/1
Number of weekdays (Monday-Friday):	3
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 OGVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	71	0.000	3	71	0.000	3	71	0.000
08:00 - 09:00	3	71	0.000	3	71	0.000	3	71	0.000
09:00 - 10:00	3	71	0.000	3	71	0.000	3	71	0.000
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.000	3	71	0.000
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.000	3	71	0.000	3	71	0.000
18:00 - 19:00	3	71	0.000	3	71	0.000	3	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		·	0.000			0.000			0.000

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.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 26/09/1
Number of weekdays (Monday-Friday):	3
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 PSVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	71	0.000	3	71	0.000	3	71	0.000
08:00 - 09:00	3	71	0.000	3	71	0.000	3	71	0.000
09:00 - 10:00	3	71	0.000	3	71	0.000	3	71	0.000
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.000	3	71	0.000
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.000	3	71	0.000	3	71	0.000
18:00 - 19:00	3	71	0.000	3	71	0.000	3	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 26/09/1
Number of weekdays (Monday-Friday):	3
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 CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	71	0.000	3	71	0.005	3	71	0.005
08:00 - 09:00	3	71	0.000	3	71	0.009	3	71	0.009
09:00 - 10:00	3	71	0.005	3	71	0.009	3	71	0.014
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.014	3	71	0.014
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.019	3	71	0.000	3	71	0.019
18:00 - 19:00	3	71	0.005	3	71	0.000	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.037			0.066

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.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 26/09/1
Number of weekdays (Monday-Friday):	3
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.