planning
transport
design
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Transport Statement for Jones Homes (Southern) Limited
Land at Folders Lane, Burgess Hill

July 2019
PL/MD/13839

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1 Introduction

1.1.1 DHA has been commissioned by Jones Homes (Southern) Limited to provide transport planning advice in relation to the proposed residential development on Land at Folders Lane, Burgess Hill, West Sussex.

1.1.2 This assessment has been produced in accordance with the National Planning Practice Guidance (2014) and the West Sussex County Council Transport Assessment Methodology (June 2007). Following this introduction, the Transport Assessment (TA) is structured as follows:-

- Section 2 summarises the existing site and its location;
- Section 3 provides assessment of transport planning policy;
- Section 4 considers the total travel demand with respect to the proposals;
- Section 5 provides a Travel Plan Statement for the site;
- Section 6 provides an assessment of access by sustainable modes;
- Section 7 reviews the highway and environmental traffic impact; and
- Section 8 provides a summary and conclusion.

1.1.3 Pre-application scoping has been undertaken with West Sussex County Council (WSCC) Highways. A copy of the associated correspondence is included at **Appendix A.**

2 Existing Conditions

2.1 Overview

2.1.1 The site is located to the south of Folders Lane, Burgess Hill in the Mid Sussex district of West Sussex. The site is shown in its local context in Figure 2-1 below.

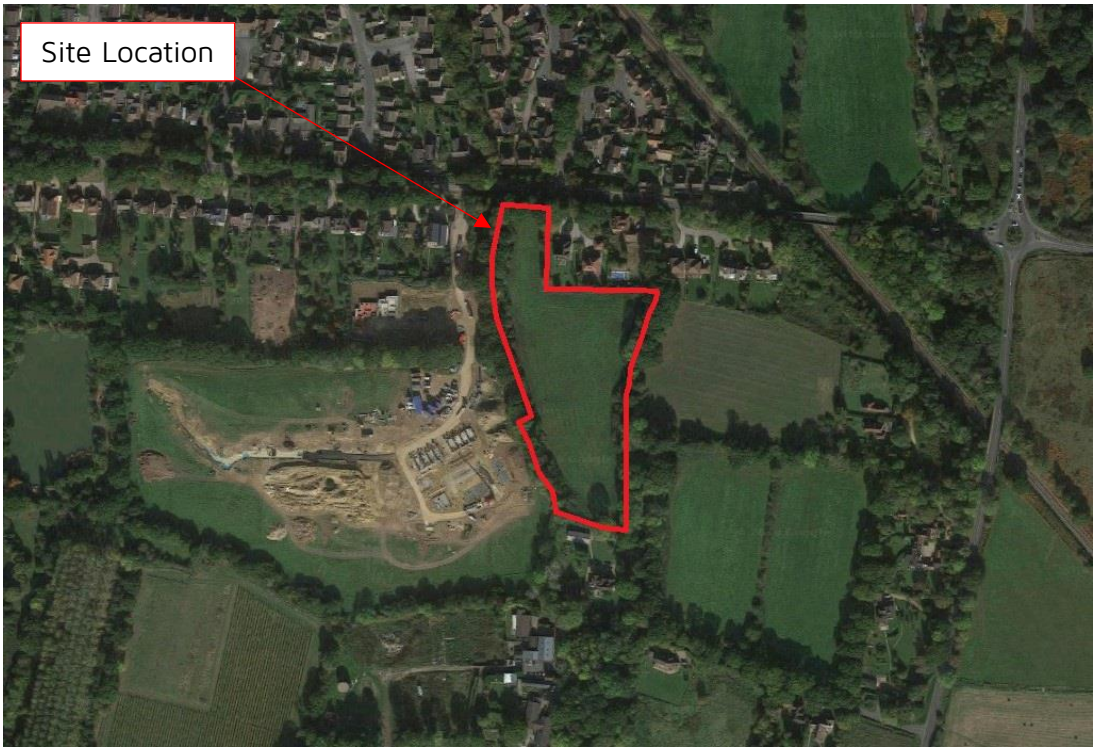


Figure 2-1: Site Location (Courtesy of Google Maps)

2.1.2 The site currently consists of agricultural land. It is bound by Folders Lane to the north, agricultural land and private residences to the east, private residences to the south, and a residential development (currently under construction) to the west.

2.2 Highway Infrastructure

2.2.1 Folders Lane runs in a general east / west direction immediately to the north of the site and is subject to a 30mph speed limit. The carriageway measures approximately 6.0m in width in this location. A footway measuring approximately 1.5m in width is present to the south of Folders Lane leading to the west. An uncontrolled pedestrian crossing with tactile paving is present approximately 60m to the east of the access to the adjacent development, which connects to the north side of Folders Lane, where a 2.0m wide footway is provided leading to the east.

2.2.2 To the east of the site access, Folders Lane intersects with the B2112 and Folders Lane East at a four arm compact roundabout junction. The B2112 routes in a general north to south direction, providing onward connectivity to the northern suburbs of Burgess Hill, Wivelsfield, Wivelsfield Green and Haywards Heath to the north, and Ditchling to the south. Beyond Ditchling, Beacon Road provides onward

connectivity to Brighton to the south. Folders Lane East routes in a general east to west direction and provides connectivity to Ditchling Common and Plumpton Green.

2.2.3 To the west of the site access, Folders Lane intersects with Kings Way at a three arm mini-roundabout junction. Folders Lane continues to the west, providing connectivity to Burgess Hill Town Centre, while Kings Way routes through residential suburbs to the north east of the town.

2.2.4 In a more strategic context, the A23 Trunk Road is accessible via a 12 minute drive to the west of the site, providing onward connectivity to London and the M25 to the north, and Brighton to the south.

3 Transport Planning Policy

3.1 National Planning Policy Framework (NPPF)

3.1.1 The NPPF has recently been updated (February 2019) 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.

3.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused in locations which are, or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-

a) *"Appropriate opportunities to promote sustainable transport 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; and*

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."*

3.1.3 Paragraph 103 notes that: "*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*."

3.1.4 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*."

3.1.5 Paragraph 110 then goes on to note that within this context, applications for development should:-

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

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

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

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

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

3.1.6 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.

3.2 National Planning Practice Guidance (NPPG)

3.2.1 The NPPG was established in March 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 NPPG includes a section titled 'Travel Plans, Transport Assessments and Statements in Decision-Taking'. This provides general guidance on the process of producing these documents, from which the following key points are expressed.

3.2.2 In 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".

3.2.3 In terms of parking provision, the requirements are set out by the Local Authority (as described below); however, further to the NPPF, the following should be taken into consideration: -

"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable".

3.3 West Sussex Transport Plan (2011 – 2026) (LTP3)

3.3.1 The West Sussex Transport Plan (LTP3) was prepared by West Sussex County Council (WSCC) and runs from 2011 to 2026. The Plan includes details on how WSCC will meet its vision for West Sussex which is:-

"To achieve efficient, safe and less congested transport networks, which contribute towards:

- *a more competitive and thriving economy;*
- *reductions in emissions;*
- *improved access to services;*
- *jobs and housing, especially for those in need;*

- *improved quality of life for all those who live and work within our beautiful and unique County."*

3.3.2 The main objective of the West Sussex Transport Plan is:-

"to improve quality of life for the people of West Sussex by helping to provide:

- *a high-quality transport network that promotes a competitive and prosperous economy in all parts of the County;*
- *a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *access to services, employment and housing;*
- *a transport network that feels, and is, safer and healthier to use."*

3.3.3 Within the West Sussex Transport Plan, WSCC outlines Strategic, Countywide and Local actions pertaining the above objectives.

3.4 West Sussex Walking and Cycling Strategy (2016 – 2026)

3.4.1 The West Sussex Walking and Cycling Strategy (2016 – 2026) was adopted in 2016 and contains a prioritised list of over 300 potential walking and cycling improvements suggested by a range of stakeholders and partner organisations.

3.4.2 The Strategy was designed to support the objectives set out within the West Sussex Transport Plan. Its key objectives are:-

- To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
- To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
- To reduce the number of cyclists and pedestrians that are killed or seriously injured on the county's roads;
- To support economic development by facilitating travel to work and services without a car;
- To reduce congestion and pollution by encouraging and enabling people to travel without a car;
- To increase levels of physical activity to help to improve physical health;
- To help to maintain good mental health and staying independent later in life;
- To increase the vitality of communities by improving access by bicycle and on foot; and

- To help people to access rural areas and enjoy walking and cycling.

3.5 Mid Sussex District Plan (2014-2031)

3.5.1 Mid Sussex District Council adopted its District Plan on 28th March 2018 and this sets out the aim to: "shape the future of Mid Sussex up to 2031 by providing a framework for new development, employment growth, infrastructure, and measures to ensure the protection of the countryside."

3.5.2 With regard to Transport, Policy DP21 of the District Plan references the following from the West Sussex Transport Plan:-

> *"Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:*
>
> - *A high-quality transport network that promotes a competitive and prosperous economy;*
> - *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
> - *Access to services, employment and housing; and*
> - *A transport network that feels, and is, safer and healthier to use."*

3.5.3 It is further stated that:-

> *"To meet these objectives, decisions on development proposals will take account of whether:*
>
> - *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
> - *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
> - *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages; 4 Policies Adopted District Plan 70.*
> - *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
> - *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan*

that is effective and demonstrably deliverable including setting out how schemes will be funded;

- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts. Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."*

3.6 West Sussex County Council: Guidance for Parking in New Residential Developments (2010)

3.6.1 This guidance document was published by WSCC in September 2010. It is stated that:-

> *"The County Council has taken a strongly evidence-led approach to residential parking in new developments, to ensure that the number of parking spaces provided is appropriate to the location and the characteristics of the development."*

3.6.2 Rather than specific guidelines as to how many vehicle parking spaces must be provided for each type of settlement across the county, the document outlines the design principles that should inform the provision of parking at new residential developments. It also detail how to use the West Sussex Residential Parking Demand Calculator, which facilitates a flexible approach by assessing expected levels of car ownership on a site-by-site basis, based on the number and type of dwellings proposed by any one development.

3.6.3 This parking calculator has been used to calculate the expected level of car ownership for this development and the appropriate level of parking has been provided to satisfy this level of demand. The full output for the Car Parking Demand Calculator is included at **Appendix B.**

3.6.4 Cycle parking standards are also set out within this document and are provided in Figure 3-1 below.

Type	Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Figure 3-1: West Sussex County Council Cycle Parking Standards

3.6.5 Cycle parking has been provided to accord with this recommended standard, with parking for houses provided within the residential curtilage of the dwellings and cycle parking for flatted dwellings provided within a communal store adjacent to plots 10 and 11.

3.6.6 Further detail on vehicle and cycle parking is set out within Section 4.4 of this report.

3.7 West Sussex County Council Local Design Guide - Supplementary Guidance for Residential Development Proposals (2010)

3.7.1 Originally published in 2008 and updated in March 2010, the WSCC Local Design Guide provides advice on how the Government's Manual for Streets guidance should be interpreted and applied in West Sussex.

3.7.2 The guidance provides points of clarity in the following areas:-

- Development Team Approach;
- Masterplanning;
- Visibility;
- Street Layouts and Widths;
- Parking Provision;
- Road Safety Audits and Quality Audits; and
- Highway Materials and the Technical Approval Process.

3.8 Mid Sussex Development Infrastructure and Contributions Supplementary Planning Document (July 2018)

3.8.1 The Development Infrastructure and Contributions Supplementary Planning Document (SPD) was adopted by Mid Sussex District Council in July 2018. It is noted that the advice in the SPD is not consistent with the parking guidance used by WSCC, as examined further below.

3.8.2 The SPD outlines the minimum indicative residential parking standards for Mid Sussex, which are shown in Figure 3-2 below.

Dwelling type - (Flats and Houses)	Minimum Indicative Standard
1 bed dwellings	1 car space* per dwelling and 1 cycle space per dwelling**
2/3 bed dwellings	2 spaces per dwelling and 2 cycle spaces per dwelling**
4 bed dwellings	3 spaces per dwelling and 2 cycle spaces per dwelling**
5+ bed dwellings	Car and cycle parking to be assessed individually

* A residential parking space is defined as a garage, spaces on driveway within the curtilage of property or designated parking outside the curtilage of the property such as parking courts and laybys.

** No cycle parking is required if a garage is provide and the garage is of sufficient size. On larger developments (8 dwellings or more) cycle parking for visitors should be provided at a ratio of 1 cycle space per 8 dwellings.

Figure 3-2: Mid Sussex Minimum Residential Parking Standards

3.8.3 Given the range of dwelling sizes of between one to five bedrooms, the minimum permitted parking spaces in accordance with these standards would be 90. Cycle parking for houses will be contained within the curtilage of the dwellings, whilst cycle parking for flatted dwellings will be provided within a communal store adjacent to plots 10 and 11.

3.8.4 Provision of both vehicle and cycle parking has been made to accord with the above standards, with further details on parking included in Section 4.4 of this report.

3.9 Policy Compliance

3.9.1 The proposals are seen to comply with national and local transport planning policies. Despite its semi-rural setting, the site is situated within a reasonable walking distance of public transport nodes, providing the opportunity to access a range of everyday services and facilities by non-car modes.

3.9.2 The site layout has been considered with respect to the WSCC Local Design Guide and Manual for Streets. An independent Stage 1 Road Safety Audit of the proposed site layout is being undertaken and will be submitted in the form of an addendum to this report for consideration by the Local Highway Authority.

3.9.3 In relation to parking policy, the demand for spaces will be assessed in accordance with both Mid Sussex District Council and WSCC standards. The full parking assessment can be found in Section 4.4 of this report. Vehicle parking will be provided in accordance with calculated demand. Parking for bicycles within houses can be provided within the residential curtilage of the dwelling and within a communal store adjacent to plots 10 and 11 for the flatted dwellings.

3.9.4 On this basis, and in view of the limited vehicular trip impacts of the development, it is not considered that the proposals will lead to significant or 'severe' residual impacts on the local highway network, in accordance with Paragraph 109 of the NPPF.

4 Total Travel Demand

4.1 The Development Proposals

4.1.1 The development proposals comprise the construction of 43 dwellings, with access derived from the permitted 73 dwelling development (Planning Application Reference: 14/04492/FUL) immediately to the west. This planning application is in detailed form. The proposed site layout plan is included at **Appendix C**.

4.1.2 The 43 dwellings would include 30 per cent (13no.) affordable units, with a range of unit types. The development schedule is set out below.

Accommodation Type	Number of Units
AFFORDABLE	
1 bed	4
2 bed	5
3 bed	4
PRIVATE	
2 bed	1
3 bed	21
4 bed	7
5 bed	1

Table 4-1 : Proposed Development Schedule

4.2 Vehicle Access

4.2.1 As has been noted, it is proposed that the development will utilise the vehicular access from Folders Lane that has recently been implemented as part of the permitted 73 dwelling scheme (Planning Application Reference: 14/04492/FUL) immediately to the west. Vehicles will route south from Folders Lane utilising the main spine road of the permitted development before turning east into the development proposed herein.

4.2.2 The internal road layout will be formed off the main means of access and will be provided in accordance with Manual for Streets and the West Sussex County Council Local Design Guide.

4.2.3 With regards to site servicing, all units will be serviced from within the internal site confines.

4.2.4 Swept path analysis has been completed for the site to ensure that the necessary vehicles can safely enter, circulate and egress the site, including a refuse vehicle and fire tender. The associated drawings are included at **Appendix D**.

Road Safety Audit

An independent Stage 1 Road Safety Audit of the proposed site layout is being undertaken and will be submitted in the form of an addendum to this report for consideration by the Local Highway Authority.

Site Access Capacity

4.2.5 As part of the WSCC Highways pre-application advice, it was requested that a PICADY capacity assessment of the Folders Lane / Site Access priority junction be completed. This is included later within this report.

4.3 Pedestrian Access

4.3.1 Access to the site for pedestrians would be gained from the spine road of the adjacent development, with footways measuring 2.0 metres in width to be provided on both sides of this road. A dropped kerb, tactile paving crossing will be provided across the access to facilitate pedestrian movements.

4.3.2 Additionally, Public Footpath 59BH lies immediately to the west of the site. Connection to this footpath will be retained via footway provision adjacent to the access road from the internal spine road of the adjacent development, as shown in **Appendix C**.

4.3.3 Throughout the site, pedestrian routes will accord with the aforementioned design guidance to provide 'permeable' and connected street layouts. A footway will be provided on at least one side of the road for the majority of the route network, after which a shared surface arrangement will be provided.

4.4 Parking

4.4.1 As has been noted, a minimum of 90 vehicle parking spaces can be provided in accordance with the Mid Sussex District Council guidance. A total of 103 spaces is proposed, of which 90 are allocated to the dwellings in the form of uncovered parking spaces, car barns and garages, and 13 are provided as unallocated spaces for visitors.

4.4.2 The WSCC Parking Demand Calculator has also been employed. The data for each tenure type along with the number of units and habitable rooms and allocated parking spaces have been input into the calculator spreadsheet. This forecasts a demand for 90 allocated parking spaces, plus four spaces unallocated for residents and a further nine unallocated spaces for visitors; a total of 103 parking spaces. The full output from the Car Parking Demand Calculator is included at **Appendix B**.

4.4.3 Parking for bicycles within houses can be provided within the residential curtilage of the dwelling and within a communal store adjacent to plots 10 and 11 for the flatted dwellings.

4.5 Construction

4.5.1 Site offices, staff parking and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation.

4.5.2 Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. HGV traffic will access the site via the internal spine road from Folders Lane. A Construction Environment Management Plan will be submitted and agreed with the Local Planning Authority prior to construction commencing.

4.5.3 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.

4.6 Travel Demand

4.6.1 A full assessment of the multi-modal trip generation of the proposed development is presented within Section 7 of this report.

5 Travel Plan Statement

5.1.1 A Travel Plan Statement has been produced to accompany this TS, in accordance with the 'WSCC Guidance on Travel Plan Statements (2013)' document. The principal aims of the Travel Plan Statement are to reduce the overall trip generation of the proposed development, to encourage future occupants of the site to utilise non-car methods of travel where viable, and to promote the use of local services and facilities. The WSCC Travel Plan Policy states:-

> *"Travel Plan Statements will include a commitment to delivering a range of measures to promote sustainable modes of transport, raising the awareness of the benefits for both the individual and the environment of using these modes."*

5.1.2 In order to achieve the above, the following objectives will need to be addressed:-

- Encouraging walking and cycling as sustainable travel options to promote a healthy lifestyle;
- Promoting and encouraging the use of public transport;
- Making use of the existing local services and facilities so as to reduce the need to travel; and
- Making alternative travel information easily available to all residents.

5.2 Benefits of Sustainable Travel

5.2.1 The promotion of sustainable travel can provide a number of benefits for individual residents, the local community and the environment. These benefits may include:-

- Residents will gain improved health, cost and time savings along with a general improvement to their quality of life, including enhanced access to services and jobs through a range of travel choices;
- Local communities can benefit from reduced congestion, less on-street parking and improvements to the sustainable transport network;
- Developers may gain an increased profit, allowing for higher housing densities and reduced transport infrastructure costs; and
- Reducing the number of vehicle trips will essentially improve the environment, reduce CO_2 emissions, along with noise and air pollution, and on a larger scale help to reduce the effects of national and global environmental issues.

5.3 Sustainable Travel Measures

5.3.1 This section discusses the initiatives to be put in place at the proposed development with the aim of meeting the aforementioned objectives. It is acknowledged that these measures should be realistic in order to encourage new

occupants to choose sustainable travel options. In relation to the aims of the Travel Plan, these measures have been based around:-

- Reducing the need to travel; and
- Increasing the use of sustainable modes.

Reducing the Need to Travel

5.3.2 Both the NPPF and saved Local Plan policy advise that new development should be located in relation to local services to reduce the need for people to travel. As has been noted, the site does enjoy access to a number of local services that could be used by future residents of the development.

5.3.3 In order to encourage the use of local facilities, a Welcome Pack will be given to all new residents providing information on the local services including education, healthcare, employment and retail, with details on how to get there by public transport, bicycle or on foot.

Increasing the Use of Sustainable Modes

Measures to Increase Walking and Cycling

5.3.4 To encourage a healthy lifestyle for residents, the following initiatives aim to increase journeys by walking and cycling to and from the site. These include:-

- As part of the Welcome Pack, a plan indicating the walking and cycle routes to key services will be provided. This could include information with regards to the WSCC Cycle Journey Planner which is available on the WSCC website;
- The development will provide adequate footway and cycle routes through the site to improve legibility, and create a safe and high-quality environment;
- Liaise with local cycle shops to potentially negotiate a bicycle discount for residents as part of the Welcome Pack; and
- Cycle parking will be provided for each dwelling. Parking for bicycles within houses can be provided within the residential curtilage of the dwelling and within a communal store adjacent to plots 10 and 11 for the flatted dwellings.

Measures to Increase Public Transport Use

5.3.5 For journeys that require travel over a further distance that cannot feasibly be carried out on foot or by bicycle, the encouragement of public transport use is essential. Measures to promote this will include:-

- Plans indicating the location of the nearest bus stops will be provided within the Welcome Pack, along with the relevant bus timetables;

- Liaise with local bus companies to potentially negotiate a discounted ticket for residents as part of the Welcome Pack;

- Plans indicating the location of the nearest rail station with information on available services will be provided within the Welcome Pack; and

- Making residents aware of online information and journey planners such as Traveline (https://www.traveline.info/), via the Welcome Pack. Also providing information on discounted tickets and monthly and weekly passes.

Measures to manage/reduce car use

5.3.6 Along with the promotion of the alternative travel methods, measures for those who require the use of a car will also be put in place, including:-

- Residents will be encouraged to use the existing West Sussex Car Share Scheme (https://liftshare.com/uk/community/westsussexcarshare) or other car share schemes, for example at their work place, or with parents taking children to school; and

- Encouragement to use internet shopping facilities, perhaps arranging an offer with a local supermarket to allow the first two orders from each household to receive free delivery.

5.3.7 The above measures will aim to encourage residents to travel sustainably where possible, to reduce the impacts of private vehicle movements in association with the development.

5.3.8 It is noted that any future Travel Plan produced for this development will be incorporated within the Travel Plan of the adjoining site, as requested by WSCC Highways at the pre-application scoping stage.

6 Access to Services and Sustainable Modes

6.1 Access to Services

6.1.1 As a result of the site's location on the outskirts of Burgess Hill, future residents will be afforded access to a number of everyday services and facilities. With regard to walking distances, reference is made to Table 3.2 of the Chartered Institution of Highways and Transportation guidance 'Providing for Journeys on Foot', which suggests the acceptable walking distances to facilities as outlined below in Table 6-1.

	Town Centres (m)	Commuting/School/Site-Seeing(m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 6-1 : 'Providing for Journeys on Foot' suggested acceptable walking distances

6.1.2 A children's play area is provided to the north of Folders Lane, opposite Folders Gardens. The play area is accessed via Chillcomb and is located approximately 800m from the site, equating to a 10 minute walk.

6.1.3 Birchwood Grove County Primary School is located on Birchwood Grove Road, approximately 1.3km – or a 16-minute walk – from the site. Burgess Hill Girls School is located on Keymer Road, approximately 1.5km or an 18-minute walk from the site.

6.1.4 The nearest mixed secondary school to the site is The Burgess Hill Academy, which is located approximately 2.3km from the site, equating to approximately a 29-minute walk.

6.1.5 With regard to employment, both Burgess Hill Town Centre and the industrial area in the south west of Burgess Hill offer a number of employment opportunities for future residents.

6.1.6 Leisure facilities, retail outlets and other services and amenities can be found in Burgess Hill Town Centre, as shown in Figure 6-1 overleaf.

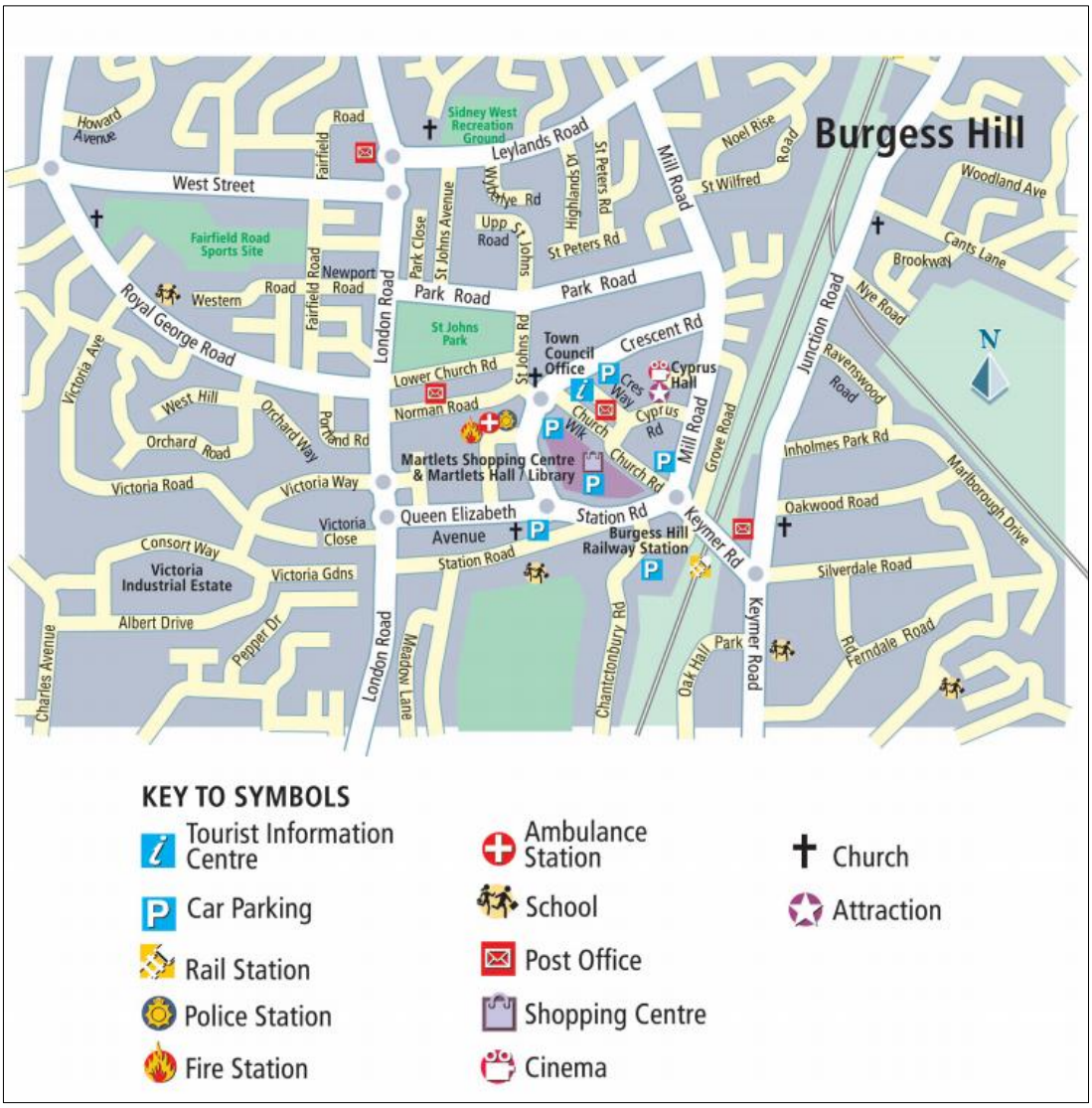


Figure 6-1: Burgess Hill Town Centre Map (courtesy of Mid Sussex District Council)

6.1.7 Burgess Hill Town Centre is located 2.0km by road from the site and can be accessed via a 25 minute walk, an eight minute cycle, a 12 minute bus ride (including an eight minute walk) or a three minute drive. If future residents were to opt to drive, this would not result in significant drive distances and therefore this is not considered to result in unsustainable travel patterns.

6.2 Pedestrian Access

6.2.1 Immediately to the west of the site access on Folders Lane, a footway is present to the south of the carriageway, as shown in Figure 6-2 overleaf.

Figure 6-2: Pedestrian provision on Folders Lane (looking west) (courtesy of Google)

6.2.2 To the east of the site access, the footway continues on the southern side of Folders Lane for a short distance before commencing on the northern side of the carriageway and continuing eastwards. Crossing provision for pedestrians is made in the form of an uncontrolled crossing with a pedestrian refuge, as shown in Figure 6-3 below.

Figure 6-3: Pedestrian provision on Folders Lane (looking east) (courtesy of Google)

6.2.3 In terms of Public Rights of Way (PRoW), Footpath 12BH (to the north of Folders Lane) provides connectivity to the residential suburb to the north of Folders Lane, whilst Footpath 59BH (to the south of Folders Lane) forms part of an off–carriageway route towards the B2112 leading to the south. Both routes are highlighted red in Figure 6-4 below.

Figure 6-4: Local PRoW Network (Courtesy of West Sussex County Council)

6.2.4 In addition to those Footpaths highlighted red above, additional PRoW are available, dashed green in the figure above. These footpaths provide connectivity to Burgess Hill Town Centre to the west, and connectivity to the open countryside immediately to the east of the site.

6.3 Cycle Access

6.3.1 There are no formal cycle routes in close proximity of the site, the nearest formal National or Regional route being National Cycle Route 20, which routes in a general north to south direction alongside the A23, approximately 8km to the west of the site by road. This route provides a link between Crawley in the north and Brighton in the south and is shown in the extract of the Sustrans map overleaf in Figure 6-5.

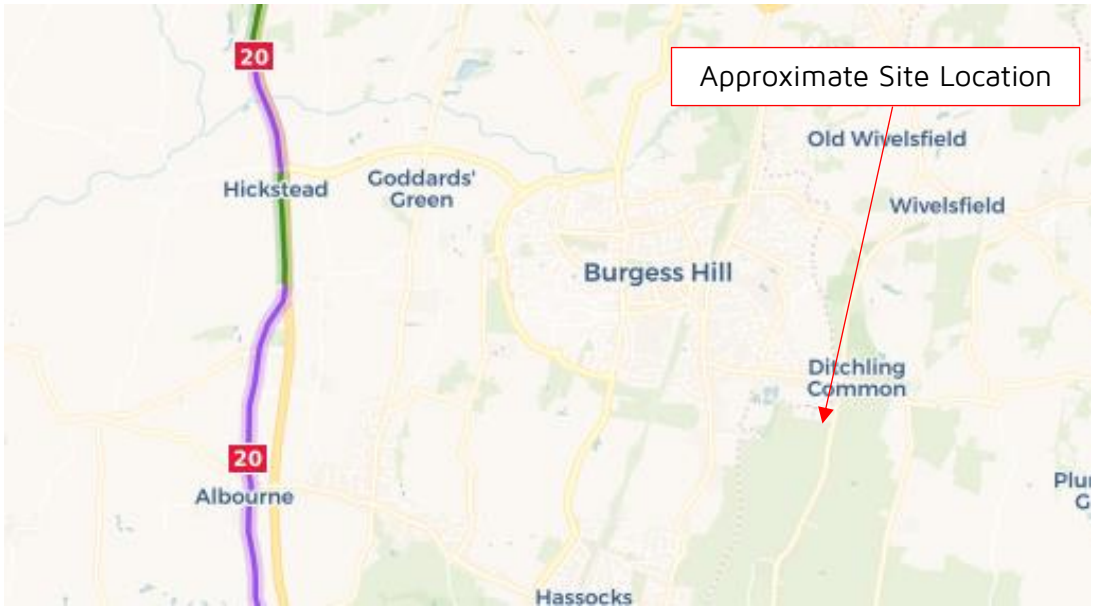


Figure 6-5: Local Cycle Routes (Courtesy of Sustrans)

6.3.2 Given the location of the site, the surrounding highway network is considered suitable for on-carriageway cycling by competent cyclists in view of its low speed, suburban nature.

6.4 Public Transport

6.4.1 The nearest bus stops (The Warren South) are located approximately 550m to the west of the site access on Kings Way, equating to approximately seven minutes' walk. Both the northbound and southbound bus stops are indicated by a post, flag and timetable. From these stops, Routes 35A, 35C and 523 can be accessed, which are summarised in Table 6-2 below.

Service No.	Route	Weekday Frequency	Saturday	Sunday
35A	Burgess Hill Circular Route (Anti – Clockwise)	Hourly	Hourly	-
35C	Burgess Hill Circular Route (Clockwise)	Hourly	Hourly	-
523	Burgess Hill - Warden Park School	School Service	-	-

Table 6-2: Summary of Local Bus Services

6.4.2 Routes 35A and 35C are operated by Compass Travel and provide a circular route within Burgess Hill, between the Folders Lane area in the south, through to Burgess Hill Town Centre and 'The Triangle' to the north west, and World's End / Wivelsfield to the north east. Both services operate at a frequency of one bus per hour on Monday to Saturday.

6.4.3 Route 523 is operated by theSussexBus.com and runs between Burgess Hill and Cuckfield. This service operates on Monday to Friday, with one outbound service in the morning and one inbound service in the evening.

6.4.4 Burgess Hill Railway Station is located approximately 2km to the north west of the site by road, equating to a 23 minute walk, a six minute cycle, an 11 minute bus ride (including an eight minute walk) or a three minute drive. From this station, train services operate to destinations including Bedford, Brighton, Cambridge and London Victoria. Trains depart to and from London Victoria up to four times per hour during the weekday peak periods.

6.5 Mode Share

6.5.1 In order to provide an indication of the likely mode share for the site, the 2011 Census has been interrogated for journey to work data in the Middle-Layer Super Output Area (MSOA) "*Mid Sussex 015*" in which the site is located, as shown by the map in Figure 6-6 below.

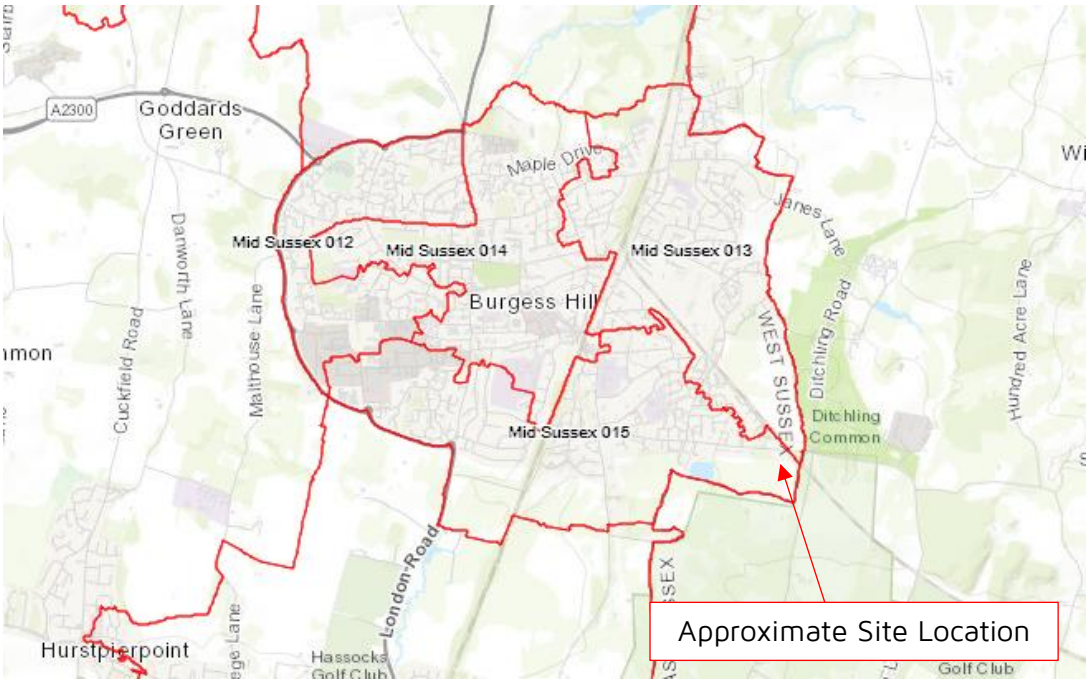


Figure 6-6: 2011 Census Mid Layer Super Output Area for Burgess Hill

6.5.2 Extracting the above data from the 2011 Census returns the full data output included at **Appendix E**, which is summarised in Table 6-3 overleaf.

Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Total
0	1	400	38	1	14	1672	104	37	236	5	2508
0%	0%	16%	2%	0%	1%	67%	4%	1%	9%	0%	**100%**

Table 6-3: MSOA Mid Sussex 015 Census Journey to Work Mode Share Data

6.5.3 The above data indicates an existing car driver mode share for journeys to work of 67 per cent, with 16 percent travelling by train and nine percent travelling on foot. A total of three percent travel by bus or bicycle.

7 Traffic Access

7.1 Existing Network Traffic Flow

7.1.1 To gain an understanding of the existing traffic flows on the local highway network, a Manual Classified Count (MCC) survey was undertaken by K&M Traffic Surveys at the proposed site access on Folders Lane during the AM (07:00-10:00) and PM (16:00-19:00) peak periods on Thursday 13th June 2019.

7.1.2 A summary of the data for the busiest AM and PM peak hours is presented in Table 7-1 and the full survey data is included at **Appendix F**. The raw traffic flows can be seen in Figures 0-1 and 0-2 appended to this TS.

Traffic Direction	AM Peak (07:45-08:45)	PM Peak (16:30-17:30)
Eastbound	574	410
Westbound	454	582
Two-Way	1028	992

Table 7-1 : Folders Lane Surveyed Traffic Flow (raw vehicle flows)

7.1.3 The flows identified through the above surveys have been converted to Passenger Car Units (PCUs) for the purpose of traffic capacity modelling, assuming the following conversion factors.

	Car/LGV	HGV	Bus	M/cycle	Cycle
Factor	1.0	2.3	2.0	0.4	0.2

Table 7-2: PCU Conversion Factors

7.1.4 The flow scenarios for the 2019 base, with the PCU conversation factors applied, are shown in Figures 0-3 and 0-4 appended to this TS.

7.2 Network Traffic Growth

7.2.1 To allow for the assessment of future traffic impact on the local highway network, a traffic model has been prepared in spreadsheet format. The traffic growth factors to be applied to the model flows have been derived using TEMPRO v.7.2 traffic growth forecasting software in accordance with the Department for Transport's WebTAG guidance.

7.2.2 The National Transport Model (NTM) adjustment has been made for MSOA Mid Sussex 015, assuming 'Urban Minor' routes. The weekday morning and afternoon data sets have been selected for the assessment year 2024 (application year plus 5 years).

7.2.3 The resulting growth factors are summarised in Table 7-3 overleaf. The traffic flows after growth factors have been applied to the existing data for 2019 are shown in Figures 0-5 and 0-6 appended to this TS.

Year	AM Peak	PM Peak
2019 to 2024 (Assessment Year)	1.0676	1.0669

Table 7-3: Traffic Growth Factors

7.3 Trip Generation

7.3.1 This section outlines the methodology employed to calculate the likely trip generation of the proposed development. Given that the existing site comprises of an area of farmland, there is assumed to be no existing trip attraction.

7.3.2 It is noted that as per the guidance set out in the West Sussex County Council Transport Assessment Methodology (2007), potential trip generation has been assessed for all modes in the first instance, with the potential vehicle trip generation within that set out thereafter.

7.4 Proposed Multi-Modal Trip Generation

7.4.1 To assess the future multi-modal movements associated with the privately-owned houses within the proposed development, sites within the national TRICS trip rate database were selected under the category '03-RESIDENTIAL, A-HOUSES PRIVATELY OWNED' within 'Edge of Town' locations in England, Scotland and Wales (excluding Greater London).

7.4.2 The multi-modal trip forecast arising from the above analysis for the weekday AM peak hour (08:00-09:00), PM peak hour (17:00-18:00) and across the 12-hour day (07:00-19:00) is summarised in Table 7-4 below, with the full TRICS outputs included at **Appendix G**. Please note that any discrepancies are due to rounding errors in MS Excel.

Time	Trip Rate per Dwelling			Trip Generation (30 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.240	0.714	0.954	7	21	29
17:00-18:00	0.532	0.235	0.767	16	7	23
07:00-19:00	3.752	3.781	7.533	113	113	226

Table 7-4: Trip Rates and Multi-Modal Trip Generation (Privately Owned Houses)

7.4.3 It is noted that the proposed 30 privately owned houses are likely to generate approximately 29 multi-modal trips in the morning peak hour, 23 multi-modal trips in the evening peak hour and a total of 226 multi-modal movements across the 12-hour weekday period.

7.4.4 The TRICS database was further interrogated to assess the multi-modal trip generation of the affordable houses within the proposed development. Sites were selected under the category '03-RESIDENTIAL, B-AFFORDABLE / LOCAL AUTHORITY HOUSES' within 'Edge of Town Centre', 'Suburban' and 'Edge of Town' locations in England, Scotland and Wales (excluding Greater London) in order to provide a sufficiently robust dataset.

7.4.5 The multi–modal trip generation forecast arising from this analysis for the same time periods as above is summarised in Table 7-5 below. Please note that any discrepancies are due to rounding errors in MS Excel.

Time	Trip Rate per Dwelling			Trip Generation (Nine dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.342	1.184	1.526	3	11	14
17:00-18:00	0.667	0.57	1.237	6	5	11
07:00-19:00	5.52	6.201	11.721	50	56	105

Table 7-5: Trip Rates and Multi–Modal Trip Generation (Affordable Houses)

7.4.6 It is noted that the nine proposed affordable houses are likely to generate 14 multi–modal trips in the morning peak hour, 11 multi–modal trips in the evening peak hour and a total of 105 multi–modal movements across the 12-hour weekday period.

7.4.7 The TRICS database was further interrogated to assess the multi–modal trip generation of the affordable flats within the proposed development. Sites were selected under the category '03-RESIDENTIAL, D–AFFORDABLE / LOCAL AUTHORITY FLATS' within 'Suburban' locations in England, Scotland and Wales (excluding Greater London) in order to provide a sufficiently robust dataset.

7.4.8 The multi–modal trip generation forecast arising from this analysis for the same time periods as above is summarised in Table 7-6 below. Please note that any discrepancies are due to rounding errors in MS Excel.

Time	Trip Rate per Dwelling			Trip Generation (Four dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.146	0.315	0.461	1	1	2
17:00-18:00	0.292	0.18	0.472	1	1	2
07:00-19:00	2.785	2.719	5.504	11	11	22

Table 7-6: Trip Rates and Multi–Modal Trip Generation (Affordable Flats)

7.4.9 It is noted that the four proposed affordable flats are likely to generate two multi–modal trips in the morning peak hour, two multi–modal trips in the evening peak hour and a total of 22 multi–modal movements across the 12-hour weekday period.

7.4.10 The trip generation figures in Table 7-4, Table 7-5 and Table 7-6 can be combined to give the overall multi–modal trip generation forecast for the proposed 43 dwelling residential scheme, as can be seen in Table 7-7 overleaf. Please note that any discrepancies are due to rounding errors in MS Excel.

Time	Trip Generation (43 Dwellings)		
	Arrivals	Departures	Total
08:00-09:00	11	33	44
17:00-18:00	23	13	36
07:00-19:00	173	180	353

Table 7-7: Total Development Multi-Modal Trip Generation

7.4.11 It is noted that the proposed development has the potential to generate in the region of 353 multi-modal trips across the 12-hour weekday period, with 44 taking place in the AM peak hour and 36 during the PM peak hour. This equates to approximately 30 multi-modal movements each hour on average across the 12-hour day.

7.5 Proposed Vehicle Trip Generation

7.5.1 Vehicular trip rates were subsequently derived from the multi-modal trip rates outlined above for each element of the proposed development. These are summarised in Table 7-8. 7-9 and 7-10 below, with the full TRICS outputs included at **Appendix G**. Please note that any discrepancies are due to rounding errors in MS Excel.

Time	Trip Rate per Dwelling			Trip Generation (30 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.136	0.374	0.51	4	11	15
17:00-18:00	0.339	0.128	0.467	10	4	14
07:00-19:00	2.316	2.32	4.636	69	70	139

Table 7-8: Trip Rates and Vehicle Trip Generation (Privately Owned Houses)

Time	Trip Rate per Dwelling			Trip Generation (Nine dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.175	0.351	0.526	2	3	5
17:00-18:00	0.211	0.175	0.386	2	2	3
07:00-19:00	1.992	2.13	4.122	18	19	37

Table 7-9: Trip Rates and Vehicle Trip Generation (Affordable Houses)

Time	Trip Rate per Dwelling			Trip Generation (Four dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.09	0.112	0.202	0	0	1
17:00-18:00	0.146	0.079	0.225	1	0	1
07:00-19:00	1.123	1.091	2.214	4	4	9

Table 7-10: Trip Rates and Vehicle Trip Generation (Affordable Flats)

Time	Trip Generation (43 Dwellings)		
	Arrivals	Departures	Total
08:00-09:00	6	15	21
17:00-18:00	13	6	18
07:00-19:00	92	93	185

Table 7-11: Total Development Vehicle Trip Generation

7.5.2 It is noted that the proposed development has the potential to generate in the region of 185 vehicle trips across the 12-hour weekday period, with 21 taking place in the AM peak hour and 18 during the PM peak hour. This equates to approximately 15 vehicle movements each hour on average across the 12-hour day, or an additional movement approximately every four minutes on average, which would have a negligible impact on local highway capacity.

7.6 Vehicle Trip Distribution

7.6.1 At the request of West Sussex County Council Highways, an assessment of likely vehicle trip distribution has been undertaken using Census 2011 'Location of usual residence and place of work by method of travel to work WU03EW" data. Utilising 'Home Origin' for the proposal site (which is located within the Mid Sussex 015 MSOA) and the Google Real-Time Journey Planner, it is possible to provide an indication of the routes that would likely be used by future site residents to access employment, education, retail and leisure destinations on a daily basis.

7.6.2 Approximately 55 percent of the vehicle trips generated by the proposed development (equating to 11 trips in the AM peak hour and 10 trips in the PM peak hour) would utilise Folders Lane to the east of the site access, in the direction of the B2112 / Folders Lane / Folders Lane East junction. From this junction, 34 percent of overall trips (equating to seven trips in the AM peak hour and six trips in the PM peak hour) would utilise the B2112 to the north, in the direction of Haywards Heath. Approximately 15 percent of overall trips (equating to three trips in the AM peak hour and three trips in the PM peak hour) would utilise the B2112 to the south of the junction, in the direction of Ditchling, whilst six percent of overall trips (equating to approximately one trip in the AM peak hour and one trip in the PM peak hour) would utilise Folders Lane East, in the direction of South Chailey.

7.6.3 Approximately 45 percent of vehicle trips (equating to nine trips in the AM peak hour and eight trips in the PM peak hour) would utilise Folders Lane to the west of the site access, in the direction of Burgess Hill Town Centre. From the Folders Lane / Kings Way roundabout, 44 percent of overall vehicle trips (equating to nine trips in the AM peak hour and eight trips in the PM peak hour) would utilise Folders Lane to the west of the roundabout in the direction of Burgess Hill Town Centre. One percent of overall vehicle trips (equating to the less than one vehicle trip in both the AM and PM peak hours) would utilise Kings Way to the north of the roundabout. Of the 44 per cent of overall vehicle trips that would route to the west along Folders Lane, approximately 38 percent of overall vehicle trips (equating to eight trips in the AM peak hour and seven trips in the PM peak hour) would utilise Keymer Road to the north, in the direction of Burgess Hill Town Centre and beyond to the A23 to the west. Six percent of overall vehicle trips

(equating to one trip in the AM peak hour and one trip in the PM peak hour) would utilise Keymer Road to the south, in the direction of Hassocks.

7.6.4 The percentage trip distribution at the site access junction with Folders Lane is summarised in Table 7-12 below.

Traffic Direction	Percentage of traffic
East Bound	55%
West Bound	45%
Two-Way	100%

Table 7-12: Proposed Development Trip Distribution at Site Access

7.6.5 The vehicular trip generation outlined in Table 7-11 has been applied to the above distribution to provide an estimate of turning movements at the site access, which are summarised below in Table 7-13. This is shown graphically in Figures 0-7 and 0-8 appended to this TS.

Period	Left out	Right out	Left in	Right in
AM 0800-0900	7	8	3	3
PM 1700-1800	3	3	7	6

Table 7-13: Forecast Access Junction Traffic Movements - 43 dwellings (Vehicles)

7.7 Committed Development Trips

7.7.1 The vehicle trips associated with the adjoining committed development (Planning Application Reference: 14/04492/FUL) have been included in this analysis as they will utilise the shared site access road from Folders Lane.

7.7.2 Figures 0-9 and 0-10 appended to this TS illustrate the vehicle flows associated with this committed development, derived from the WYG Transport Assessment prepared in December 2014.

7.7.3 Figures 0–11 and 0-12 show the 2024 Base PCU flows in Figures 0-5 and 0-6 combined with the committed development trips in Figures 0-9 and 0-10, representing the 2024 'Do Nothing' scenario.

7.8 Future 'Do Minimum' Scenario

7.8.1 Figures 0-13 and 0-14 show the 2024 Base PCU flows, the committed development trips and the proposed development trips combined to give the 2024 'Do Minimum' scenario.

7.9 Highway Capacity Impact

7.9.1 The vehicular trip distribution for the development proposals has been applied to the raw vehicle flows (growthed to 2024 using the factors in Table 7-3) in conjunction with the committed development flows to produce an outcome for the percentage traffic impact on the link as summarised for the AM and PM peaks in Table 7-14 below. Please note any inaccuracies are the result of rounding in MS Excel.

Period	West of Access (Westbound)	West of Access (Eastbound)	East of Access (Westbound)	East of Access (Eastbound)
AM 0800-0900	1%	0%	1%	1%
PM 1700-1800	0%	1%	1%	1%

Table 7-14: Percentage Traffic Impact on Folders Lane from Proposed Development

7.9.2 An assessment of traffic capacity has been undertaken for the Folders Lane / Site Access junction, to ascertain future levels of operation and the effects of additional development traffic on capacity and delay.

7.9.3 Use has been made of the PICADY priority junction traffic capacity modelling software. The PICADY results are summarised in Table 7-15 below, with the full data outputs included at **Appendix H**.

Link	2024 Do Nothing			
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Site Access	0.10	0.1	0.04	0.0
Folders Lane	0.01	0.0	0.03	0.0
Ave delay (s/pcu)	0.35		0.22	
Link	**2024 Do Minimum**			
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Site Access	0.15	0.2	0.07	0.1
Folders Lane	0.02	0.0	0.04	0.0
Ave delay (s/pcu)	0.56		0.33	

Table 7-15: PICADY Model Results

7.9.4 The results of the junction capacity analysis for the Site Access / Folders Lane junction show that in the 2024 with and without proposed development scenarios, the junction is forecast to operate well within capacity on all arms. The addition of the development proposals has no material impact with regards to the capacity of the junction and as such it is considered that no 'severe' residual impacts will result, in line with the NPPF.

7.10 Road Traffic Accidents

7.10.1 Personal Injury Accident (PIA) data has been sourced from the Sussex Safer Roads Partnership for the local highway network within the vicinity of the proposal site for the latest five-year period up to 30th April 2019.

7.10.2 In total, twelve incidents were recorded, 10 of which were classified as 'slight' and two of which were classified as 'serious' in severity. There were no 'fatal' incidents recorded within the study area within the latest five–year period.

7.10.3 At the request of the Sussex Safer Roads Partnership, full accident reports and plotted diagrams have not been appended to this report; however they are available on request.

7.10.4 The first 'serious' incident occurred at the roundabout junction between the B2112 Common Lane and the B2113 Folders Lane. The incident occurred when a motorcycle turning right collided with a vehicle heading straight on. The incident occurred in light, dry, fine conditions.

7.10.5 The second 'serious' incident again occurred at the roundabout junction between the B2112 Common Lane and the B2113 Folders Lane. The incident occurred when a vehicle entered the roundabout and collided with a cyclist already on the roundabout. The incident occurred in light, dry, fine conditions.

7.10.6 Six 'slight' incidents also occurred at this junction. Each of these involved two vehicles and resulted from one vehicle not giving way to the other as required. Two incidents involved cyclists, while one involved a motorcyclist. Three incidents occurred in light, dry, fine conditions, one incident occurred in dark (though street lit), dry, fine conditions, one incident occurred in daylight, with wet road conditions and one incident occurred in daylight, with wet road conditions while the weather was fine.

7.10.7 Four further 'slight' incidents occurred to the west of the roundabout along the B2113 Folders Lane.

7.10.8 Two incidents occurred at the roundabout junction between the B2113 Folders Lane and Kings Way. Both incidents involved two vehicles and occurred when a vehicle failed to give way as required. One incident involved a cyclist. One incident occurred in light, dry, fine conditions, while the other occurred in dark (though street lit), dry, fine conditions.

7.10.9 Another incident occurred at the junction between the B2113 Folders Lane and Sycamore Drive. The incident occurred when a vehicle turned right out of Sycamore Drive into the path of a cyclist travelling along Folders Lane. The incident occurred in light, dry, fine conditions.

7.10.10 The final 'slight' incident occurred at the junction between the B2113 Folders Lane and Thornhurst. The incident occurred when a cyclist collided with a vehicle turning right out of Thornhurst. The incident occurred in daylight with wet road conditions while it was raining

7.10.11 The above incidents show little pattern regarding their causation, with the majority occurring primarily due to driver error. As such, it is not considered that the proposed development will exacerbate the existing highway safety record to a material extent.

8 Summary and Conclusion

8.1.1 This Transport Statement has been prepared on behalf of Jones Homes (Southern) Limited in relation to the proposed residential development of Land at Folders Lane, Burgess Hill.

8.1.2 The proposed development comprises the erection of up to 43 residential dwellings including associated access and parking.

8.1.3 The highway safety of the surrounding road network has been assessed and it has been demonstrated that the proposed development is unlikely to exacerbate the existing highway safety record, as most of the recorded incidents were the result of human error.

8.1.4 Vehicular access to the proposed development will be taken from the internal spine road from the adjacent committed development (Planning Application Reference: 14/04492/FUL).

8.1.5 An independent Stage 1 Road Safety Audit of the proposed site layout is being undertaken and will be submitted in the form of an addendum to this report for consideration by the Local Highway Authority.

8.1.6 The proposals comply with both local and national transport planning policy. Hourly bus services provide onward connectivity to Burgess Hill Town Centre, where an extensive range of services and facilities is available. The forecast vehicle trip generation of the development would not lead to any material highway capacity impacts and vehicle and cycle parking will be provided to the applicable standards.

8.1.7 Vehicular trip generation analysis has been undertaken which identifies that the site will generate an additional 21 vehicle trips in the AM peak hour and 18 in the PM peak hour, with an additional 185 vehicle trips generated across the 12–hour weekday period (07:00-19:00), which is equivalent to one additional vehicle movement every four minutes on average.

8.1.8 It is therefore concluded that the proposed development of this site would not lead to any significant or 'severe' residual impacts on the local highway network, and therefore there should be no grounds for highway related objections.

APPENDIX
A

WEST SUSSEX COUNTY COUNCIL **DATE:** 23rd October 2017
PRE-APPLICATION CONSULTATION

TO: Jones Homes (Southern Ltd) FAO: David Stewart

FROM: Stephen Gee
Stephen.gee@westsussex.gov.uk

SUBJECT: PRE-092-17
Development of the site for up to 43 dwellings with access from Folders Lane or from the adjoining land which benefits from permission of 73 dwellings.
Land at rear of 96, Folders Lane, Burgess Hill, West Sussex

RECOMMENDATION:

Advice	x	Modification		More information			
Objection		No objection		Refusal			

The Highways Authority has been consulted for pre-application advice in regard to the proposed residential development at Land at rear of 96, Folders Lane, Burgess Hill, West Sussex.

The response is based upon a review of the following documents

- Pre application consultation with Highway Authority note (dated 11.09.17)
- 17261 – SK01 and 02 sketch layouts.

Background

The site is located of Folders Lane, Burgess Hill, The proposed application is for 43 dwellings. The adjoining site benefits from permission for 73 dwellings and is accessed of Folders Lane by a priority junction with new right hand turn lane.

Access

Two potential accesses proposed which are summarised below.

1, Priority junction with ghost right turn lane onto Folders Lane

2, Via the Internal spine road serving the adjoining application 14/04492/FUL(AP/16/0040)

The WSCC preferred access would be option 2, whilst it is acknowledged that it will require vehicles to cross a public footpath the option reduces the amount of junctions on Folders Lane and avoids potential conflict with the right hand turn lanes of Sycamore Drive and the proposed as part of the adjoining application.

In line with WSCC policy traffic flow daya should be upto date, meaning under two years old and as such upto date information should be provided for Folders Lane. Modelling should be provided for the site access. It is unlikely that any other junctions would experience an increase in vehicle trips sufficient to require further assessment however this should be established.

Should access A be pursued then up to date speed surveys and a safety audit and designers response would be required as part of any application

Policy Context

Documents to include:

- WSCC LTP3 https://www.westsussex.gov.uk/about-the-council/strategies-plans-and-policies/roads-and-travel-plans-and-policies/west-sussex-transport-plan-2011-26-ltp3/
- WSCC Walking and Cycling Strategy https://www.westsussex.gov.uk/about-the-council/strategies-plans-and-policies/roads-and-travel-plans-and-policies/west-sussex-walking-and-cycling-strategy-2016-2026/
- Local Design guidance (below link)
- Parking demand calculator (below link)
- Transport Assessment methodology https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/

Travel Plan

Any proposed development should be incorporated within the travel plan of the adjoining site.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of proposed Highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of proposed highway works and designers response, including amended plans and a 'Design Audit' of proposed highway works including identified departures from standards
- A 'Transport Statement', including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and polices
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

Standard Guidance

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions

- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

Manual for Streets and Manual for Streets 2

DMRB supplementary documents TD/93:

http://www.dft.gov.uk/ha/standards/dmrb/vol6/section1/td993.pdf

Local Design Guide:

http://www.westsussex.gov.uk/default.aspx?page=10056 – available under Resources

WSCC car parking standards:

http://www.westsussex.gov.uk/default.aspx?page=10056 – available under Resources

S106

Please see below for S106 for PRE-092-17 at Land at rear of 96, Folders Lane, Burgess Hill, West Sussex. This is as a guideline for any future Full applications relating to this site.

We use Office of National Statistics data to determine household sizes. As the housing mix and car parking spaces has not been confirmed at this stage we can advise that for this application we will be seeking financial contributions towards sustainable transport schemes (TAD); Primary, Secondary and Further Secondary Education; and Libraries. A Highway Work's package will be negotiated by the Highways Case Officer once enough suitable information has been received. In addition, the installation of and connection to mains water Fire Hydrants are required at the developer's expense, these will be conditioned if necessary after a formal application has been made.

The financial contribution sought by the County Council will be based on: the estimated additional population that will be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings).

Should the applicant wish to estimate the level of contribution that will be sought our calculator is available at the following address:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/planning_obligations.aspx#S106

For further information please contact planningservices@westsussex.gov.uk and please include "s106 Calculation query" and the location of the proposed site in the subject line.

Stephen Gee
STRATEGIC PLANNING

APPENDIX
B

WEST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	**Burgess Hill Franklands**
District	**Mid Sussex**
Ward 2	**Burgess Hill St. Andrews**
District	**Mid Sussex**
Ward 3	**Burgess Hill Meeds**
District	**Mid Sussex**
Ward Tempro Factor 2009-2026	**1.016710**
District Tempro Factor 2009-2026	**1.009439**

west sussex county council

Ward Finder			
Postcode		**Ward**	

Note:

No special provision need be made for visitors where at least half of the total parking provision associated with a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may differ in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Data Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases car ownership values have been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

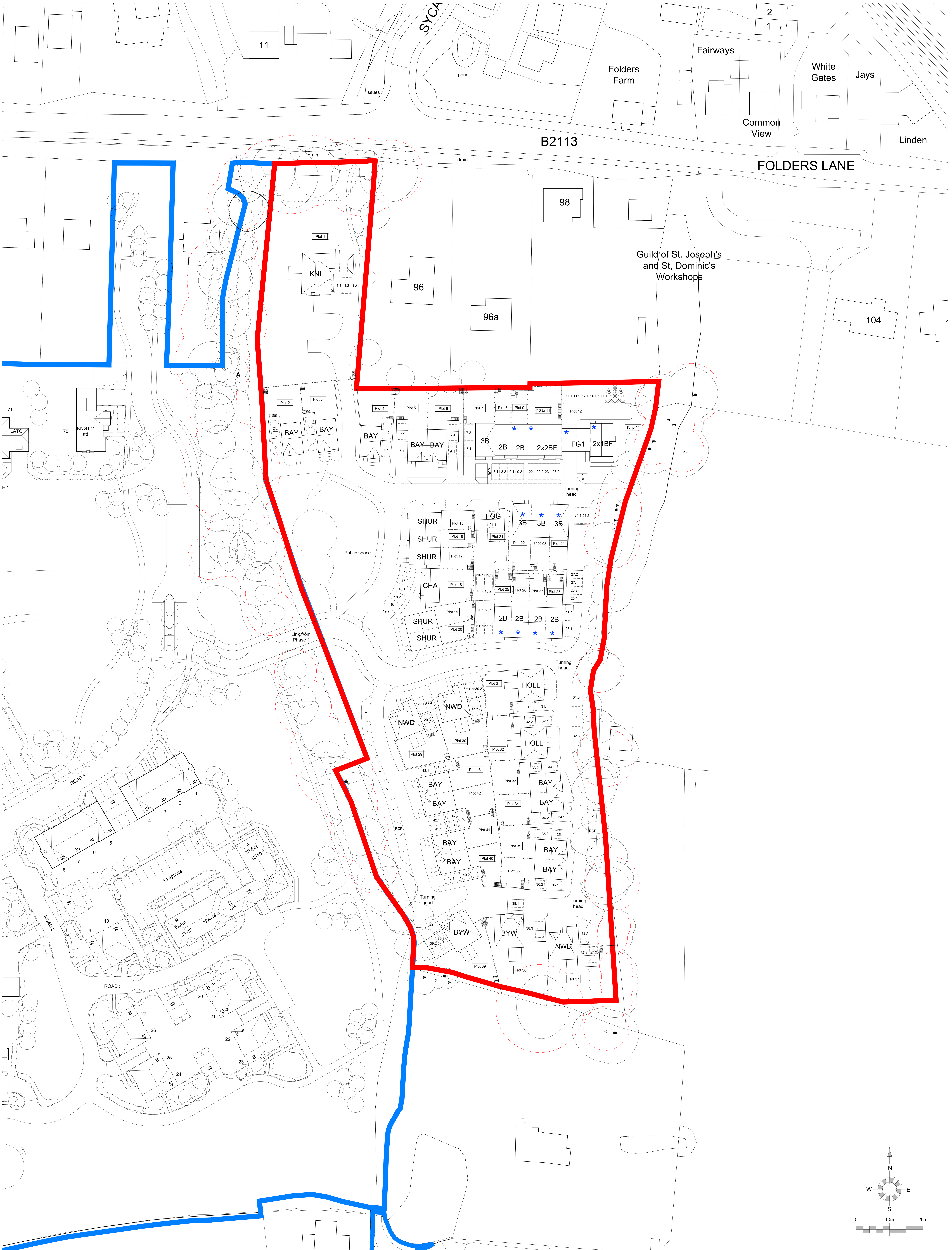
Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	**Unit Type**	**Unit Tenure**	**Habitable Rooms (Per Unit)**	**No. of Units (Total)**	**Spaces (Per Unit)**	**Allocated No.**	**Unallocated for Residents**		**Unallocated for Visitors**		**Total Demand**
							per unit	**Total**	**per unit**	**Total**	
A	Flats	Council/Housing Association (not including shared ownership)	2	2	1	**2**	**0**	**0**	**0**	**0**	**3**
B	Flats	Council/Housing Association (not including shared ownership)	2	2	1	**2**	**0**	**0**	**0**	**0**	**3**
C	Houses	Council/Housing Association (not including shared ownership)	4	4	2	**8**	**0**	**1**	**0**	**1**	**9**
D	Houses	Council/Housing Association (not including shared ownership)	4	1	2	**2**	**0**	**0**	**0**	**0**	**2**
E	Houses	Council/Housing Association (not including shared ownership)	5	4	2	**8**	**0**	**0**	**0**	**1**	**9**
F	Houses	Private	4	1	2	**2**	**0**	**0**	**0**	**0**	**2**
G	Houses	Private	5	7	2	**14**	**0**	**1**	**0**	**1**	**16**
H	Houses	Private	5	13	2	**26**	**0**	**1**	**0**	**3**	**30**
I	Houses	Private	5	1	2	**2**	**0**	**0**	**0**	**0**	**2**
J	Houses	Private	6	2	3+	**6**	**0**	**0**	**0**	**0**	**6**
K	Houses	Private	6	3	3+	**9**	**0**	**0**	**0**	**1**	**10**
L	Houses	Private	6	2	3+	**6**	**0**	**0**	**0**	**0**	**6**
M	Houses	Private	7	1	3+	**3**	**0**	**0**	**0**	**0**	**3**
N											
O											
P											
Q											
R											
S											
Total				**43**		**90**		**4.30**		**8.60**	**103**

PROJECT CENTRE

PEOPLE | PASSION | PLACES

APPENDIX
C



11
SYCA
pond
issues
2
1
Fairways
Folders Farm
White Gates
Jays
Common View
Linden
B2113
FOLDERS LANE
drain
drain
98
96
96a
104
Guild of St. Joseph's and St, Dominic's Workshops
Plot 1
KNI
1.1 1.2 1.3
A
71
70
LATCH
KNGT 2 att
E 1
Plot 2
Plot 3
Plot 4
Plot 5
Plot 6
Plot 7
Plot 8
Plot 9
10 to 11
Plot 12
13 to 14
BAY
BAY
BAY
BAY
BAY
3B
2B
2B
2x2BF
FG1
2x1BF
RCP
Turning head
Public space
SHUR
SHUR
SHUR
CHA
SHUR
SHUR
FOG
3B
3B
3B
2B
2B
2B
2B
Plot 15
Plot 16
Plot 17
Plot 18
Plot 19
Plot 20
Plot 21
Plot 22
Plot 23
Plot 24
Plot 25
Plot 26
Plot 27
Plot 28
Link from Phase 1
Turning head
HOLL
HOLL
NWD
NWD
Plot 29
Plot 30
Plot 31
Plot 32
Plot 33
Plot 34
Plot 35
Plot 36
Plot 40
Plot 41
Plot 42
Plot 43
BAY
BAY
BAY
BAY
BAY
BAY
BAY
BAY
Turning head
Turning head
BYW
BYW
NWD
Plot 37
Plot 38
Plot 39
ROAD 1
ROAD 2
ROAD 3
14 spaces
R 1b Apt 18-19
R 2b Apt 11-12
12A-14
R CH
15
16-17
N
W
E
S
0
10m
20m

REV.	DATE	REVISIONS:	BY
A	10.12.18	Affordable tenure allocation as 13 units.	GE
B	05.04.19	Neighbouring property 96a shown.	GE
C	28.04.19	Updated following planning comments.	SA
D	28.04.19	DHA transport consultant comments incorporated.	GE
E	05.07.19	DHA transport consultant comments incorporated.	GE

STATUS: Planning

CLIENT: Jones Homes (Southern) Limited

PROJECT: Folders Lane Burgess Hill

SCALE: 1:500 (A1 ORIGINAL)

DRAWING: Site Layout

DRAWN: OT

DATE: 21.08.18

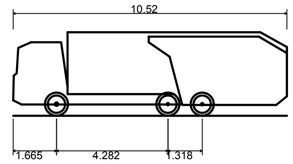
17261 | P101 | E

This drawing may be scaled or cross referenced to the scale bar for planning application purposes only. Do not scale for any other purpose, use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials.

OSP
architecture planning masterplanning
2 Funtley Court, Funtley Hill,
Fareham, Hampshire, PO16 7UY.
info@osparchitecture.com www.osparchitecture.com
Tel: 01329 559400

APPENDIX
D

NOTES



Phoenix 2-23W (with Elite 2 6x2ML chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.250m

Notes:

- Drawing is based on Topographical Survey and an architects plan provided by OSP Architecture on 5th July 2019.

REV	AMENDMENTS	DATE	CHK
P1	First issue	04.07.19	CS

Client

JONES HOMES (SOUTHERN) LTD

Project

FOLDERS LANE, BURGESS HILL

Title

VEHICLE SWEPT PATH ANALYSIS
REFUSE VEHICLE

Drwg	Rev	Scale	Date
13839-T-01	P1	1:500	04.07.19

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:

A2

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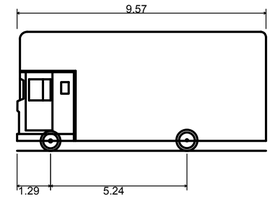
Metres (1:500)

NOTES



DB32 Pantechnicon	
Overall Length	9.570m
Overall Width	2.520m
Overall Body Height	4.571m
Min Body Ground Clearance	0.383m
Max Track Width	2.300m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	10.450m

Notes:

- Drawing is based on Topographical Survey and an architects plan provided by OSP Architecture on 3rd July 2019.

REV	AMENDMENTS	DATE	CHK
P1	First issue	04.07.19	CS

Client

JONES HOMES (SOUTHERN) LTD

Project

FOLDERS LANE, BURGESS HILL

Title

VEHICLE SWEPT PATH ANALYSIS
PANTECHNICON

Drwg	Rev	Scale	Date
13839-T-02	P1	1:500	04.07.19

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:

A2

5 0 5 10 15 20 25
Metres (1:500)

INDICATIVE ONLY

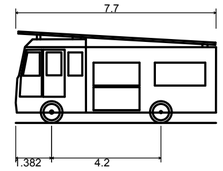
Public space

Plot 2 Plot 3 Plot 4 Plot 5 Plot 6 Plot 7 Plot 8 Plot 9 10 to 11 Plot 12 13 to 14 Plot 15 Plot 16 Plot 17 Plot 18 Plot 19 Plot 20 Plot 21 Plot 22 Plot 23 Plot 24 Plot 25 Plot 26 Plot 27 Plot 28 Plot 29 Plot 30 Plot 31 Plot 32 Plot 33 Plot 34 Plot 35 Plot 36 Plot 40 Plot 41 Plot 42 Plot 43

3B 2B 2B 2x2BF FG1 2x1BF

RCP

NOTES



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	7.400m

Notes:

- Drawing is based on Topographical Survey and an architects plan provided by OSP Architecture on 3rd July 2019.

REV	AMENDMENTS	DATE	CHK
P1	First issue	04.07.19	CS

Client

JONES HOMES (SOUTHERN) LTD

Project

FOLDERS LANE, BURGESS HILL

Title

VEHICLE SWEPT PATH ANALYSIS
FIRE TENDER

Drwg	Rev	Scale	Date
13839-T-03	P1	1:500	04.07.19

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:

A2

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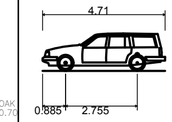
Metres (1:500)

NOTES



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
Curb to Curb Turning Radius	5.950m

Notes:

- Drawing is based on Topographical Survey and an architects plan provided by OSP Architecture on 3rd July 2019.

REV	AMENDMENTS	DATE	CHK
P1	First issue	04.07.19	CS

Client

JONES HOMES (SOUTHERN) LTD

Project

FOLDERS LANE, BURGESS HILL

Title

VEHICLE SWEPT PATH ANALYSIS
ESTATE CAR

Drwg	Rev	Scale	Date
13839-T-04	P1	1:500	04.07.19

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: A2

APPENDIX
E

ID	Area of residence	Area of workplace	MSOA	All categories: Method of travel to work	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
2203520	E02006618	E02000001	City of London 001	59	0	1	56	0	0	0	1	0	0	1	0
2203521	E02006618	E02000051	Barnet 028	1	0	0	0	0	0	0	1	0	0	0	0
2203522	E02006618	E02000079	Bexley 015	2	0	0	1	0	0	0	1	0	0	0	0
2203523	E02006618	E02000146	Bromley 020	1	0	0	0	0	0	0	1	0	0	0	0
2203524	E02006618	E02000173	Camden 008	1	0	0	1	0	0	0	0	0	0	0	0
2203525	E02006618	E02000186	Camden 021	1	0	0	1	0	0	0	0	0	0	0	0
2203526	E02006618	E02000191	Camden 026	8	0	0	7	0	0	0	1	0	0	0	0
2203527	E02006618	E02000192	Camden 027	1	0	0	1	0	0	0	0	0	0	0	0
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2203587	E02006618	E02000933	Wandsworth 011	1	0	0	1	0	0	0	0	0	0	0	0
2203588	E02006618	E02000956	Wandsworth 034	1	0	0	1	0	0	0	0	0	0	0	0
2203589	E02006618	E02000963	Westminster 004	1	0	0	1	0	0	0	0	0	0	0	0
2203590	E02006618	E02000970	Westminster 011	2	0	0	1	1	0	0	0	0	0	0	0
2203591	E02006618	E02000971	Westminster 012	2	0	0	2	0	0	0	0	0	0	0	0
2203592	E02006618	E02000972	Westminster 013	9	0	0	9	0	0	0	0	0	0	0	0
2203593	E02006618	E02000974	Westminster 015	1	0	0	0	0	0	0	1	0	0	0	0
2203594	E02006618	E02000977	Westminster 018	12	0	0	11	0	0	0	1	0	0	0	0
2203595	E02006618	E02000978	Westminster 019	1	0	0	1	0	0	0	0	0	0	0	0

2203596	E02006618	E02000979	Westminster 020	18	0	0	18	0	0	0	0	0	0	0	0	0	0
2203597	E02006618	E02000980	Westminster 021	3	0	0	3	0	0	0	0	0	0	0	0	0	0
2203598	E02006618	E02000982	Westminster 023	7	0	0	7	0	0	0	0	0	0	0	0	0	0
2203599	E02006618	E02001652	Sheffield 042	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203600	E02006618	E02002065	Sandwell 023	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2203601	E02006618	E02002069	Sandwell 027	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203602	E02006618	E02002089	Solihull 009	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2203603	E02006618	E02002096	Solihull 016	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203604	E02006618	E02002357	Leeds 028	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203605	E02006618	E02002620	Blackburn with Darwen 006	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2203606	E02006618	E02003182	Bournemouth 011	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203607	E02006618	E02003188	Bournemouth 017	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203608	E02006618	E02003268	Luton 011	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203609	E02006618	E02003271	Luton 014	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2203610	E02006618	E02003299	Thurrock 004	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203611	E02006618	E02003309	Thurrock 014	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203612	E02006618	E02003350	Medway 037	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2203613	E02006618	E02003355	Bracknell Forest 004	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203614	E02006618	E02003357	Bracknell Forest 006	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203615	E02006618	E02003358	Bracknell Forest 007	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203616	E02006618	E02003360	Bracknell Forest 009	2	0	0	0	0	0	0	2	0	0	0	0	0	0
2203617	E02006618	E02003364	Bracknell Forest 013	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203618	E02006618	E02003444	Wokingham 006	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203619	E02006618	E02003476	Milton Keynes 018	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203620	E02006618	E02003491	Brighton and Hove 001	17	0	0	0	0	0	0	14	2	1	0	0	0	0
2203621	E02006618	E02003492	Brighton and Hove 002	7	0	0	0	0	0	0	7	0	0	0	0	0	0
2203622	E02006618	E02003493	Brighton and Hove 003	5	0	0	1	1	0	0	3	0	0	0	0	0	0
2203623	E02006618	E02003494	Brighton and Hove 004	3	0	0	0	0	0	0	3	0	0	0	0	0	0
2203624	E02006618	E02003495	Brighton and Hove 005	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203625	E02006618	E02003497	Brighton and Hove 007	15	0	0	3	0	0	0	12	0	0	0	0	0	0
2203626	E02006618	E02003498	Brighton and Hove 008	4	0	0	0	0	0	0	4	0	0	0	0	0	0
2203627	E02006618	E02003501	Brighton and Hove 011	6	0	0	1	0	0	0	4	1	0	0	0	0	0
2203628	E02006618	E02003502	Brighton and Hove 012	2	0	0	0	0	0	0	2	0	0	0	0	0	0
2203629	E02006618	E02003503	Brighton and Hove 013	5	0	0	1	0	0	0	4	0	0	0	0	0	0
2203630	E02006618	E02003504	Brighton and Hove 014	9	0	0	1	0	0	0	8	0	0	0	0	0	0
2203631	E02006618	E02003505	Brighton and Hove 015	5	0	0	1	0	0	0	4	0	0	0	0	0	0
2203632	E02006618	E02003506	Brighton and Hove 016	3	0	0	0	0	0	0	3	0	0	0	0	0	0
2203633	E02006618	E02003508	Brighton and Hove 018	4	0	0	0	0	0	0	4	0	0	0	0	0	0
2203634	E02006618	E02003509	Brighton and Hove 019	5	0	0	1	0	0	1	2	1	0	0	0	0	0
2203635	E02006618	E02003510	Brighton and Hove 020	4	0	0	1	0	0	0	3	0	0	0	0	0	0
2203636	E02006618	E02003511	Brighton and Hove 021	12	0	0	0	0	0	0	12	0	0	0	0	0	0
2203637	E02006618	E02003512	Brighton and Hove 022	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203638	E02006618	E02003514	Brighton and Hove 024	7	0	0	2	0	0	0	4	1	0	0	0	0	0
2203639	E02006618	E02003515	Brighton and Hove 025	7	0	0	2	1	0	0	4	0	0	0	0	0	0
2203640	E02006618	E02003516	Brighton and Hove 026	11	0	0	2	0	0	0	8	0	1	0	0	0	0
2203641	E02006618	E02003517	Brighton and Hove 027	79	0	0	37	2	0	1	34	5	0	0	0	0	0
2203642	E02006618	E02003518	Brighton and Hove 028	2	0	0	0	0	0	0	2	0	0	0	0	0	0
2203643	E02006618	E02003519	Brighton and Hove 029	2	0	0	1	0	0	0	1	0	0	0	0	0	0
2203644	E02006618	E02003520	Brighton and Hove 030	17	0	0	1	3	0	0	13	0	0	0	0	0	0
2203645	E02006618	E02003521	Brighton and Hove 031	21	0	0	1	6	0	0	13	1	0	0	0	0	0
2203646	E02006618	E02003522	Brighton and Hove 032	2	0	0	1	0	0	0	1	0	0	0	0	0	0
2203647	E02006618	E02003609	Central Bedfordshire 011	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2203648	E02006618	E02003685	Chiltern 010	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203649	E02006618	E02003695	South Bucks 008	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203650	E02006618	E02003714	Wycombe 019	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203651	E02006618	E02003715	Wycombe 020	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203652	E02006618	E02003905	Cornwall 032	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203653	E02006618	E02003964	Cornwall 041	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203654	E02006618	E02004033	Amber Valley 005	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203655	E02006618	E02004252	East Dorset 010	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203656	E02006618	E02004359	Eastbourne 004	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203657	E02006618	E02004364	Eastbourne 009	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203658	E02006618	E02004366	Eastbourne 011	2	0	0	0	0	0	0	2	0	0	0	0	0	0
2203659	E02006618	E02004372	Hastings 005	4	0	0	0	0	0	0	2	2	0	0	0	0	0
2203660	E02006618	E02004379	Lewes 001	21	0	0	0	0	0	0	21	0	0	0	0	0	0
2203661	E02006618	E02004380	Lewes 002	67	0	0	1	5	0	0	52	3	4	1	1	0	0
2203662	E02006618	E02004381	Lewes 003	31	0	0	2	0	0	0	26	1	0	2	0	0	0
2203663	E02006618	E02004382	Lewes 004	5	0	0	0	0	0	0	5	0	0	0	0	0	0
2203664	E02006618	E02004383	Lewes 005	12	0	0	0	0	0	0	12	0	0	0	0	0	0
2203665	E02006618	E02004385	Lewes 007	3	0	0	0	0	0	0	3	0	0	0	0	0	0
2203666	E02006618	E02004386	Lewes 008	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203667	E02006618	E02004387	Lewes 009	3	0	0	1	0	0	0	2	0	0	0	0	0	0
2203668	E02006618	E02004391	Lewes 013	2	0	0	0	0	0	0	2	0	0	0	0	0	0
2203669	E02006618	E02004392	Rother 001	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203670	E02006618	E02004397	Rother 006	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2203671	E02006618	E02004400	Rother 009	1	0	0	0	0	0	0	1	0	0	0	0	0	0

2203672	E02006618	E02004403	Wealden 001	5	0	0	0	0	0	0	5	0	0	0	0
2203673	E02006618	E02004406	Wealden 004	1	0	0	0	0	0	0	1	0	0	0	0
2203674	E02006618	E02004408	Wealden 006	2	0	0	0	0	0	0	2	0	0	0	0
2203675	E02006618	E02004409	Wealden 007	6	0	0	0	0	0	0	6	0	0	0	0
2203676	E02006618	E02004410	Wealden 008	3	0	0	0	0	0	0	2	1	0	0	0
2203677	E02006618	E02004411	Wealden 009	11	0	0	0	0	0	0	11	0	0	0	0
2203678	E02006618	E02004414	Wealden 012	2	0	0	0	0	0	0	2	0	0	0	0
2203679	E02006618	E02004415	Wealden 013	2	0	0	0	0	0	0	2	0	0	0	0
2203680	E02006618	E02004420	Wealden 018	2	0	0	0	0	0	0	2	0	0	0	0
2203681	E02006618	E02004597	Uttlesford 007	1	0	0	0	0	0	0	1	0	0	0	0
2203682	E02006618	E02004685	Basingstoke and Deane 011	1	0	0	0	0	0	0	1	0	0	0	0
2203683	E02006618	E02004705	East Hampshire 009	1	0	0	0	0	0	0	1	0	0	0	0
2203684	E02006618	E02004717	Eastleigh 006	1	0	0	0	0	0	0	1	0	0	0	0
2203685	E02006618	E02004798	New Forest 020	1	0	0	0	0	0	0	1	0	0	0	0
2203686	E02006618	E02004802	Rushmoor 001	1	0	0	0	0	0	0	1	0	0	0	0
2203687	E02006618	E02004868	Dacorum 013	2	0	0	1	0	0	0	1	0	0	0	0
2203688	E02006618	E02004894	East Hertfordshire 017	1	0	0	1	0	0	0	0	0	0	0	0
2203689	E02006618	E02004927	St Albans 004	1	0	0	0	0	0	0	1	0	0	0	0
2203690	E02006618	E02004942	St Albans 019	1	0	0	0	0	0	0	1	0	0	0	0
2203691	E02006618	E02004951	Stevenage 008	1	0	0	0	0	0	0	1	0	0	0	0
2203692	E02006618	E02004964	Three Rivers 009	1	0	0	0	0	0	0	1	0	0	0	0
2203693	E02006618	E02004986	Welwyn Hatfield 007	1	0	0	0	0	0	0	1	0	0	0	0
2203694	E02006618	E02005002	Ashford 007	1	0	0	0	0	0	0	0	1	0	0	0
2203695	E02006618	E02005020	Canterbury 011	1	0	0	0	0	0	0	0	0	0	0	1
2203696	E02006618	E02005026	Canterbury 017	1	0	0	0	0	0	0	0	0	0	1	0
2203697	E02006618	E02005037	Dartford 010	1	0	0	0	0	0	0	1	0	0	0	0
2203698	E02006618	E02005068	Maidstone 001	1	0	0	0	0	0	0	0	1	0	0	0
2203699	E02006618	E02005073	Maidstone 006	1	0	0	0	0	0	0	1	0	0	0	0
2203700	E02006618	E02005088	Sevenoaks 002	1	0	0	0	0	0	0	1	0	0	0	0
2203701	E02006618	E02005098	Sevenoaks 012	3	0	0	0	0	0	0	3	0	0	0	0
2203702	E02006618	E02005141	Thanet 010	1	0	0	0	0	0	0	1	0	0	0	0
2203703	E02006618	E02005150	Tonbridge and Malling 002	2	0	0	0	0	0	0	2	0	0	0	0
2203704	E02006618	E02005153	Tonbridge and Malling 005	1	0	0	0	0	0	0	1	0	0	0	0
2203705	E02006618	E02005154	Tonbridge and Malling 006	2	0	0	0	0	0	0	2	0	0	0	0
2203706	E02006618	E02005155	Tonbridge and Malling 007	1	0	0	0	0	0	0	1	0	0	0	0
2203707	E02006618	E02005158	Tonbridge and Malling 010	1	0	0	0	0	0	0	1	0	0	0	0
2203708	E02006618	E02005164	Tunbridge Wells 003	1	0	0	0	0	0	0	1	0	0	0	0
2203709	E02006618	E02005166	Tunbridge Wells 005	1	0	0	0	0	0	0	1	0	0	0	0
2203710	E02006618	E02005168	Tunbridge Wells 007	2	0	0	0	0	0	0	2	0	0	0	0
2203711	E02006618	E02005169	Tunbridge Wells 008	3	0	0	0	0	0	0	3	0	0	0	0
2203712	E02006618	E02005422	Boston 006	1	0	0	0	0	0	0	1	0	0	0	0
2203713	E02006618	E02005564	King's Lynn and West Norfolk 014	1	0	0	0	0	0	0	0	0	0	1	0
2203714	E02006618	E02005574	North Norfolk 005	1	0	0	0	0	0	0	0	0	0	1	0
2203715	E02006618	E02005756	Hambleton 007	1	0	0	0	0	0	0	0	0	0	1	0
2203716	E02006618	E02005785	Richmondshire 004	1	0	0	0	0	0	0	0	0	0	0	1
2203717	E02006618	E02005955	Oxford 016	1	0	0	0	0	0	0	1	0	0	0	0
2203718	E02006618	E02006226	Tamworth 010	1	0	0	0	0	0	0	1	0	0	0	0
2203719	E02006618	E02006320	Elmbridge 004	1	0	0	0	0	0	0	1	0	0	0	0
2203720	E02006618	E02006323	Elmbridge 007	1	0	0	0	0	0	0	1	0	0	0	0
2203721	E02006618	E02006343	Epsom and Ewell 009	1	0	0	0	0	0	0	1	0	0	0	0
2203722	E02006618	E02006349	Guildford 006	1	0	0	0	0	0	0	1	0	0	0	0
2203723	E02006618	E02006354	Guildford 011	1	0	0	1	0	0	0	0	0	0	0	0
2203724	E02006618	E02006356	Guildford 013	1	0	0	0	0	0	0	1	0	0	0	0
2203725	E02006618	E02006358	Guildford 015	6	0	0	0	0	0	0	6	0	0	0	0
2203726	E02006618	E02006360	Guildford 017	2	0	0	0	0	0	0	2	0	0	0	0
2203727	E02006618	E02006366	Mole Valley 005	1	0	0	0	0	0	0	1	0	0	0	0
2203728	E02006618	E02006370	Mole Valley 009	2	0	0	0	0	0	0	2	0	0	0	0
2203729	E02006618	E02006373	Mole Valley 012	1	0	0	0	0	0	0	1	0	0	0	0
2203730	E02006618	E02006374	Mole Valley 013	3	0	0	0	0	0	0	2	1	0	0	0
2203731	E02006618	E02006376	Reigate and Banstead 002	1	0	0	0	0	0	0	1	0	0	0	0
2203732	E02006618	E02006381	Reigate and Banstead 007	7	0	0	0	0	0	0	6	1	0	0	0
2203733	E02006618	E02006383	Reigate and Banstead 009	3	0	0	0	0	0	0	3	0	0	0	0
2203734	E02006618	E02006384	Reigate and Banstead 010	6	0	0	4	0	0	0	2	0	0	0	0
2203735	E02006618	E02006385	Reigate and Banstead 011	5	0	0	2	0	0	0	2	1	0	0	0
2203736	E02006618	E02006386	Reigate and Banstead 012	5	0	0	1	0	0	0	4	0	0	0	0

2203737	E02006618	E02006387	Reigate and Banstead 013	1	0	0	0	0	0	0	1	0	0	0	0
2203738	E02006618	E02006388	Reigate and Banstead 014	5	0	0	0	0	0	0	5	0	0	0	0
2203739	E02006618	E02006389	Reigate and Banstead 015	6	0	0	1	0	0	0	5	0	0	0	0
2203740	E02006618	E02006390	Reigate and Banstead 016	1	0	0	0	0	0	0	1	0	0	0	0
2203741	E02006618	E02006391	Reigate and Banstead 017	1	0	0	1	0	0	0	0	0	0	0	0
2203742	E02006618	E02006392	Reigate and Banstead 018	14	0	0	3	0	0	0	10	1	0	0	0
2203743	E02006618	E02006398	Runnymede 006	1	0	0	0	0	0	0	1	0	0	0	0
2203744	E02006618	E02006408	Spelthorne 006	1	0	0	0	0	0	0	1	0	0	0	0
2203745	E02006618	E02006425	Surrey Heath 010	1	0	0	0	0	0	0	1	0	0	0	0
2203746	E02006618	E02006429	Tandridge 002	1	0	0	0	0	0	0	1	0	0	0	0
2203747	E02006618	E02006431	Tandridge 004	2	0	0	0	0	0	0	2	0	0	0	0
2203748	E02006618	E02006432	Tandridge 005	1	0	0	0	0	0	0	0	1	0	0	0
2203749	E02006618	E02006433	Tandridge 006	2	0	0	0	0	0	0	2	0	0	0	0
2203750	E02006618	E02006434	Tandridge 007	1	0	0	0	0	0	0	1	0	0	0	0
2203751	E02006618	E02006435	Tandridge 008	1	0	0	0	0	0	0	1	0	0	0	0
2203752	E02006618	E02006436	Tandridge 009	1	0	0	0	0	0	0	1	0	0	0	0
2203753	E02006618	E02006437	Tandridge 010	3	0	0	0	0	0	0	3	0	0	0	0
2203754	E02006618	E02006438	Tandridge 011	1	0	0	0	1	0	0	0	0	0	0	0
2203755	E02006618	E02006443	Waverley 005	1	0	0	0	0	0	0	1	0	0	0	0
2203756	E02006618	E02006445	Waverley 007	1	0	0	0	0	0	0	1	0	0	0	0
2203757	E02006618	E02006449	Waverley 011	1	0	0	0	0	0	0	1	0	0	0	0
2203758	E02006618	E02006451	Waverley 013	2	0	0	0	0	0	0	2	0	0	0	0
2203759	E02006618	E02006453	Waverley 015	1	0	0	0	0	0	0	1	0	0	0	0
2203760	E02006618	E02006463	Woking 008	2	0	0	0	0	0	0	2	0	0	0	0
2203761	E02006618	E02006537	Adur 004	9	0	0	1	0	0	0	8	0	0	0	0
2203762	E02006618	E02006538	Adur 005	4	0	0	0	0	0	0	4	0	0	0	0
2203763	E02006618	E02006539	Adur 006	2	0	0	0	0	0	0	2	0	0	0	0
2203764	E02006618	E02006540	Adur 007	7	0	0	1	0	0	1	5	0	0	0	0
2203765	E02006618	E02006541	Adur 008	2	0	0	0	0	0	0	2	0	0	0	0
2203766	E02006618	E02006542	Arun 001	1	0	0	0	0	0	0	1	0	0	0	0
2203767	E02006618	E02006543	Arun 002	2	0	0	0	0	0	0	2	0	0	0	0
2203768	E02006618	E02006546	Arun 005	2	0	0	0	0	0	0	2	0	0	0	0
2203769	E02006618	E02006548	Arun 007	1	0	0	1	0	0	0	0	0	0	0	0
2203770	E02006618	E02006551	Arun 010	1	0	0	0	0	0	0	1	0	0	0	0
2203771	E02006618	E02006553	Arun 012	1	0	0	0	0	0	0	1	0	0	0	0
2203772	E02006618	E02006562	Chichester 002	1	0	0	0	0	0	0	1	0	0	0	0
2203773	E02006618	E02006570	Chichester 010	5	0	0	0	1	0	0	2	0	0	2	0
2203774	E02006618	E02006574	Chichester 014	1	0	0	0	0	0	0	1	0	0	0	0
2203775	E02006618	E02006575	Crawley 001	89	0	0	22	0	0	0	65	1	0	1	0
2203776	E02006618	E02006576	Crawley 002	4	0	0	0	0	0	0	4	0	0	0	0
2203777	E02006618	E02006577	Crawley 003	2	0	0	0	0	0	0	2	0	0	0	0
2203778	E02006618	E02006578	Crawley 004	120	0	0	7	0	0	1	108	2	0	2	0
2203779	E02006618	E02006579	Crawley 005	22	0	0	4	0	0	0	17	1	0	0	0
2203780	E02006618	E02006580	Crawley 006	2	0	0	0	0	0	0	2	0	0	0	0
2203781	E02006618	E02006581	Crawley 007	13	0	0	3	0	0	0	10	0	0	0	0
2203782	E02006618	E02006582	Crawley 008	4	0	0	0	0	0	0	4	0	0	0	0
2203783	E02006618	E02006583	Crawley 009	1	0	0	0	0	0	0	1	0	0	0	0
2203784	E02006618	E02006585	Crawley 011	6	0	0	0	0	0	0	6	0	0	0	0
2203785	E02006618	E02006586	Crawley 012	1	0	0	0	0	0	0	1	0	0	0	0
2203786	E02006618	E02006587	Crawley 013	3	0	0	0	0	0	0	3	0	0	0	0
2203787	E02006618	E02006588	Horsham 001	4	0	0	0	0	0	0	4	0	0	0	0
2203788	E02006618	E02006589	Horsham 002	5	0	0	0	0	0	1	4	0	0	0	0
2203789	E02006618	E02006590	Horsham 003	2	0	0	0	0	0	0	2	0	0	0	0
2203790	E02006618	E02006591	Horsham 004	4	0	0	0	0	0	0	4	0	0	0	0
2203791	E02006618	E02006592	Horsham 005	1	0	0	0	0	0	0	1	0	0	0	0
2203792	E02006618	E02006593	Horsham 006	25	0	0	1	0	0	0	23	0	0	1	0
2203793	E02006618	E02006595	Horsham 008	3	0	0	0	0	0	0	3	0	0	0	0
2203794	E02006618	E02006596	Horsham 009	4	0	0	0	0	0	0	4	0	0	0	0
2203795	E02006618	E02006597	Horsham 010	2	0	0	0	0	0	0	2	0	0	0	0
2203796	E02006618	E02006598	Horsham 011	5	0	0	0	0	0	0	4	0	0	1	0
2203797	E02006618	E02006600	Horsham 013	1	0	0	0	0	0	0	1	0	0	0	0
2203798	E02006618	E02006601	Horsham 014	11	0	0	0	0	0	0	11	0	0	0	0
2203799	E02006618	E02006602	Horsham 015	2	0	0	0	0	0	0	2	0	0	0	0
2203800	E02006618	E02006603	Horsham 016	1	0	0	0	0	0	0	0	0	0	1	0
2203801	E02006618	E02006604	Mid Sussex 001	26	0	0	0	0	0	0	23	1	0	2	0
2203802	E02006618	E02006605	Mid Sussex 002	9	0	0	0	0	0	0	8	1	0	0	0
2203803	E02006618	E02006606	Mid Sussex 003	1	0	0	0	0	0	0	1	0	0	0	0
2203804	E02006618	E02006607	Mid Sussex 004	6	0	0	0	0	0	0	6	0	0	0	0
2203805	E02006618	E02006608	Mid Sussex 005	6	0	0	0	0	0	0	5	0	0	1	0
2203806	E02006618	E02006609	Mid Sussex 006	15	0	0	0	0	0	0	12	3	0	0	0
2203807	E02006618	E02006610	Mid Sussex 007	18	0	0	0	0	0	0	17	0	0	1	0
2203808	E02006618	E02006611	Mid Sussex 008	36	0	0	8	0	0	0	25	2	0	1	0
2203809	E02006618	E02006612	Mid Sussex 009	198	0	0	22	3	0	2	158	9	0	4	0
2203810	E02006618	E02006613	Mid Sussex 010	17	0	0	2	0	0	1	13	0	1	0	0
2203811	E02006618	E02006614	Mid Sussex 011	105	0	0	1	7	0	0	87	6	3	1	0
2203812	E02006618	E02006615	Mid Sussex 012	93	0	0	2	1	0	1	60	7	6	16	0
2203813	E02006618	E02006616	Mid Sussex 013	18	0	0	2	0	0	0	11	1	2	2	0
2203814	E02006618	E02006617	Mid Sussex 014	311	0	0	5	1	1	2	165	23	12	101	1
2203815	E02006618	E02006618	Mid Sussex 015	225	0	0	4	2	0	2	116	7	6	87	1
2203816	E02006618	E02006619	Mid Sussex 016	72	0	0	0	0	0	0	61	9	1	1	0
2203817	E02006618	E02006620	Mid Sussex 017	43	0	0	0	0	0	0	38	4	0	1	0

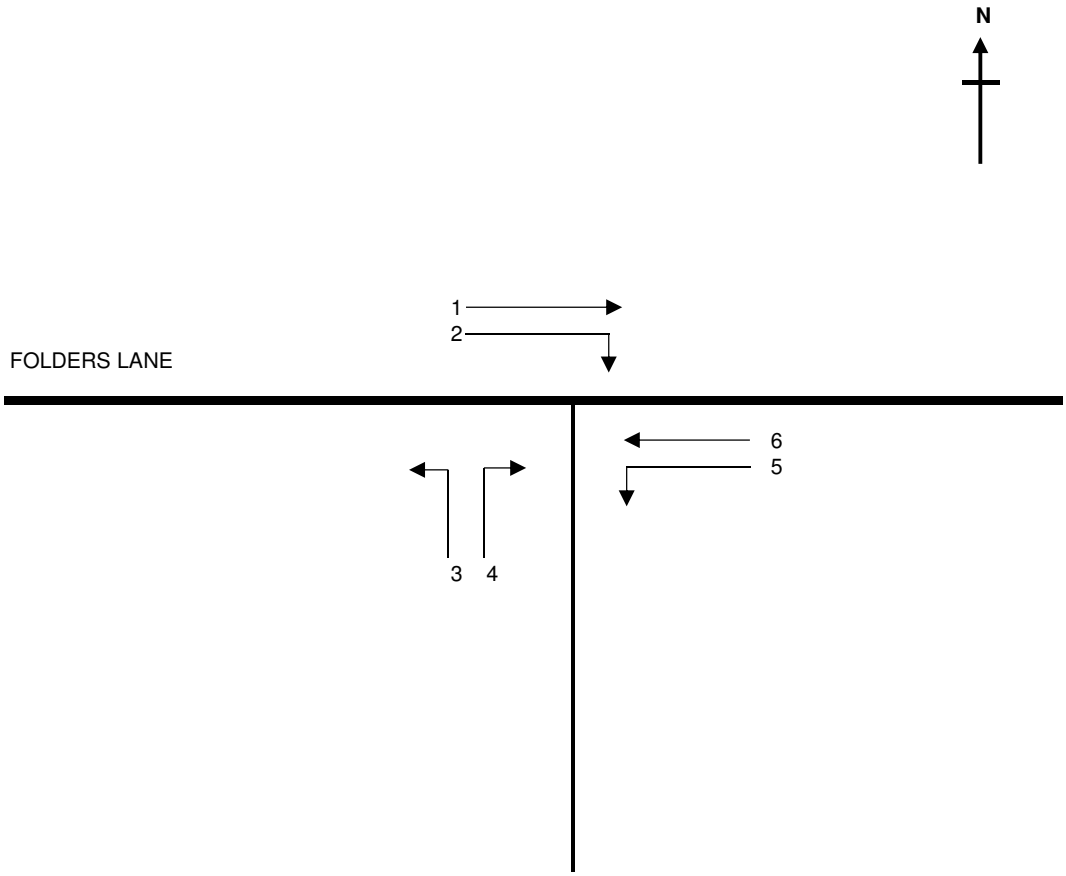
2203818	E02006618	E02006621	Worthing 001	1	0	0	0	0	0	0	1	0	0	0	0
2203819	E02006618	E02006624	Worthing 004	3	0	0	0	0	0	0	3	0	0	0	0
2203820	E02006618	E02006625	Worthing 005	1	0	0	0	0	0	0	1	0	0	0	0
2203821	E02006618	E02006626	Worthing 006	3	0	0	0	0	0	0	3	0	0	0	0
2203822	E02006618	E02006627	Worthing 007	2	0	0	0	0	0	0	2	0	0	0	0
2203823	E02006618	E02006629	Worthing 009	1	0	0	0	0	0	0	1	0	0	0	0
2203824	E02006618	E02006631	Worthing 011	7	0	0	0	0	0	0	7	0	0	0	0
2203825	E02006618	E02006633	Worthing 013	2	0	0	1	0	0	0	1	0	0	0	0
2203826	E02006618	E02006789	Bromley 042	1	0	0	0	0	0	0	1	0	0	0	0
2203827	E02006618	E02006801	Lambeth 036	5	0	0	5	0	0	0	0	0	0	0	0
2203828	E02006618	E02006802	Southwark 034	3	0	0	3	0	0	0	0	0	0	0	0
2203829	E02006618	E02006837	Epsom and Ewell 010	1	0	0	0	0	0	0	1	0	0	0	0
2203830	E02006618	E02006854	Tower Hamlets 033	21	0	0	20	0	0	0	1	0	0	0	0
2203831	E02006618	E02006902	Manchester 054	4	0	0	0	2	0	0	1	1	0	0	0
				2508	0	1	400	38	1	14	1672	104	37	236	5
				100%	0%	0%	16%	2%	0%	1%	67%	4%	1%	9%	0%

APPENDIX
F

K&M TRAFFIC SURVEYS

SURVEY: BURGESS HILL

SITE: FOLDERS LANE



K&M TRAFFIC SURVEYS

DATE : 13-Jun-19

DAY : THURSDAY

LOCATION FOLDERS LANE, BURGESS HILL

	1. FOLDERS LANE FROM WEST STRAIGHT AHEAD TO FOLDERS LANE EAST						2. FOLDERS LANE FROM WEST RIGHT TURN INTO ACCESS ROAD						3. ACCESS ROAD LEFT OUT TO FOLDERS LANE WESTBOUND						4. ACCESS ROAD RIGHT OUT TO FOLDERS LANE EASTBOUND						5. FOLDERS LANE FROM EAST LEFT TURN INTO ACCESS ROAD						6. FOLDERS LANE FROM EAST STRAIGHT AHEAD TO FOLDERS LANE WEST					
	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL
0700-0715	64	0	0	1	2	**67**	2	1	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	52	2	0	0	0	**54**
0715-0730	97	3	0	1	0	**101**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	90	0	0	0	1	**91**
0730-0745	80	0	0	0	1	**81**	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	5	0	0	0	0	**5**	96	2	0	1	1	**100**
0745-0800	141	0	0	0	2	**143**	2	1	0	0	0	**3**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	1	1	0	0	0	**2**	129	1	1	0	2	**133**
0800-0815	127	2	0	0	1	**130**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	129	1	1	0	2	**133**
0815-0830	153	3	0	0	0	**156**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	80	2	0	0	0	**82**
0830-0845	138	4	1	0	2	**145**	0	2	0	0	0	**2**	0	2	0	0	0	**2**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	102	1	0	0	3	**106**
0845-0900	130	2	0	0	1	**133**	1	1	0	0	0	**2**	1	1	0	0	0	**2**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	108	4	0	3	0	**115**
0900-0915	105	5	0	0	0	**110**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	1	1	0	0	0	**2**	0	0	0	0	0	**0**	87	3	0	0	0	**90**
0915-0930	86	1	0	0	1	**88**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	91	1	1	3	0	**96**
0930-0945	99	0	1	2	0	**102**	1	0	0	0	0	**1**	1	1	0	0	0	**2**	1	0	0	0	0	**1**	1	1	0	0	0	**2**	89	7	0	0	0	**96**
0945-1000	77	3	0	0	2	**82**	2	2	0	0	0	**4**	1	0	0	0	0	**1**	0	2	0	0	0	**2**	0	0	0	0	0	**0**	73	1	0	0	0	**74**
0700-1000	**1297**	**23**	**2**	**4**	**12**	**1338**	**14**	**8**	**0**	**0**	**0**	**22**	**3**	**5**	**0**	**0**	**0**	**8**	**4**	**3**	**0**	**0**	**0**	**7**	**13**	**2**	**0**	**0**	**0**	**15**	**1126**	**25**	**3**	**7**	**9**	**1170**

	1. FOLDERS LANE FROM WEST STRAIGHT AHEAD TO FOLDERS LANE EAST						2. FOLDERS LANE FROM WEST RIGHT TURN INTO ACCESS ROAD						3. ACCESS ROAD LEFT OUT TO FOLDERS LANE WESTBOUND						4. ACCESS ROAD RIGHT OUT TO FOLDERS LANE EASTBOUND						5. FOLDERS LANE FROM EAST LEFT TURN INTO ACCESS ROAD						6. FOLDERS LANE FROM EAST STRAIGHT AHEAD TO FOLDERS LANE WEST					
	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL
0700-0800	382	3	0	2	5	**392**	8	2	0	0	0	**10**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	9	1	0	0	0	**10**	367	5	1	1	4	**378**
0715-0815	445	5	0	1	4	**455**	8	1	0	0	0	**9**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	8	1	0	0	0	**9**	444	4	2	1	6	**457**
0730-0830	501	5	0	0	4	**510**	7	1	0	0	0	**8**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	7	1	0	0	0	**8**	434	6	2	1	5	**448**
0745-0845	559	9	1	0	5	**574**	4	3	0	0	0	**7**	0	2	0	0	0	**2**	2	0	0	0	0	**2**	2	1	0	0	0	**3**	440	5	2	0	7	**454**
0800-0900	548	11	1	0	4	**564**	3	3	0	0	0	**6**	1	3	0	0	0	**4**	1	0	0	0	0	**1**	2	0	0	0	0	**2**	419	8	1	3	5	**436**
0815-0915	526	14	1	0	3	**544**	1	4	0	0	0	**5**	1	3	0	0	0	**4**	2	1	0	0	0	**3**	2	0	0	0	0	**2**	377	10	0	3	3	**393**
0830-0930	459	12	1	0	4	**476**	1	4	0	0	0	**5**	1	4	0	0	0	**5**	2	1	0	0	0	**3**	2	0	0	0	0	**2**	388	9	1	6	3	**407**
0845-0945	420	8	1	2	2	**433**	2	2	0	0	0	**4**	2	3	0	0	0	**5**	2	1	0	0	0	**3**	3	1	0	0	0	**4**	375	15	1	6	0	**397**
0900-1000	367	9	1	2	3	**382**	3	3	0	0	0	**6**	2	2	0	0	0	**4**	2	3	0	0	0	**5**	2	1	0	0	0	**3**	340	12	1	3	0	**356**

K&M TRAFFIC SURVEYS

DATE : 13-Jun-19

DAY : THURSDAY

LOCATION FOLDERS LANE, BURGESS HILL

	1. FOLDERS LANE FROM WEST STRAIGHT AHEAD TO FOLDERS LANE EAST						2. FOLDERS LANE FROM WEST RIGHT TURN INTO ACCESS ROAD						3. ACCESS ROAD LEFT OUT TO FOLDERS LANE WESTBOUND						4. ACCESS ROAD RIGHT OUT TO FOLDERS LANE EASTBOUND						5. FOLDERS LANE FROM EAST LEFT TURN INTO ACCESS ROAD						6. FOLDERS LANE FROM EAST STRAIGHT AHEAD TO FOLDERS LANE WEST					
	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL
1600-1615	106	0	1	2	2	**111**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	110	0	0	1	1	**112**
1615-1630	108	2	2	0	0	**112**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	118	1	0	0	0	**119**
1630-1645	94	1	1	1	0	**97**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	147	2	0	0	0	**149**
1645-1700	94	2	1	0	0	**97**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	121	4	0	1	0	**126**
1700-1715	110	1	0	0	2	**113**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	156	1	1	0	4	**162**
1715-1730	101	1	0	0	1	**103**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	143	0	0	1	1	**145**
1730-1745	88	0	1	1	0	**90**	0	0	0	0	0	**0**	3	0	0	0	0	**3**	4	0	0	0	0	**4**	0	0	0	0	0	**0**	138	2	2	1	5	**148**
1745-1800	98	0	0	0	1	**99**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	130	1	0	1	1	**133**
1800-1815	86	0	1	1	0	**88**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	75	1	0	0	0	**76**
1815-1830	85	0	1	0	0	**86**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	72	1	0	0	0	**73**
1830-1845	83	1	4	0	0	**88**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	57	0	1	0	0	**58**
1845-1900	52	1	0	0	1	**54**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	72	0	0	0	1	**73**
1600-1900	**1105**	**9**	**12**	**5**	**7**	**1138**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**8**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**1339**	**13**	**4**	**5**	**13**	**1374**

	1. FOLDERS LANE FROM WEST STRAIGHT AHEAD TO FOLDERS LANE EAST						2. FOLDERS LANE FROM WEST RIGHT TURN INTO ACCESS ROAD						3. ACCESS ROAD LEFT OUT TO FOLDERS LANE WESTBOUND						4. ACCESS ROAD RIGHT OUT TO FOLDERS LANE EASTBOUND						5. FOLDERS LANE FROM EAST LEFT TURN INTO ACCESS ROAD						6. FOLDERS LANE FROM EAST STRAIGHT AHEAD TO FOLDERS LANE WEST					
	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL	LIGHT	HGV	BUS	MCY	PCY	TOTAL
1600-1700	402	5	5	3	2	**417**	0	0	0	0	0	**0**	4	0	0	0	0	**4**	3	0	0	0	0	**3**	1	0	0	0	0	**1**	496	7	0	2	1	**506**
1615-1715	406	6	4	1	2	**419**	0	0	0	0	0	**0**	4	0	0	0	0	**4**	3	0	0	0	0	**3**	1	0	0	0	0	**1**	542	8	1	1	4	**556**
1630-1730	399	5	2	1	3	**410**	0	0	0	0	0	**0**	3	0	0	0	0	**3**	3	0	0	0	0	**3**	1	0	0	0	0	**1**	567	7	1	2	5	**582**
1645-1745	393	4	2	1	3	**403**	0	0	0	0	0	**0**	5	0	0	0	0	**5**	7	0	0	0	0	**7**	0	0	0	0	0	**0**	558	7	3	3	10	**581**
1700-1800	397	2	1	1	4	**405**	0	0	0	0	0	**0**	5	0	0	0	0	**5**	5	0	0	0	0	**5**	0	0	0	0	0	**0**	567	4	3	3	11	**588**
1715-1815	373	1	2	2	2	**380**	0	0	0	0	0	**0**	3	0	0	0	0	**3**	5	0	0	0	0	**5**	0	0	0	0	0	**0**	486	4	2	3	7	**502**
1730-1830	357	0	3	2	1	**363**	0	0	0	0	0	**0**	3	0	0	0	0	**3**	4	0	0	0	0	**4**	0	0	0	0	0	**0**	415	5	2	2	6	**430**
1745-1845	352	1	6	1	1	**361**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	334	3	1	1	1	**340**
1800-1900	306	2	6	1	1	**316**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	276	2	1	0	1	**280**

K&M TRAFFIC SURVEYS

DATE : 13-Jun-19
DAY : THURSDAY
LOCATION FOLDERS LANE, BURGESS HILL

APPENDIX
G

DHA Transport Limited Eclipse Park Maidstone Licence No: 704001

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	10-79 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 20/11/18
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	2
	Wednesday	6
	Thursday	5
	Friday	1
Main Location Types selected	Edge of Town	17
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	3
	10,001 to 15,000	5
	15,001 to 20,000	5
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	2
	50,001 to 75,000	2
	75,001 to 100,000	5
	100,001 to 125,000	1
	125,001 to 250,000	3
	250,001 to 500,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	14
PTAL Rating	No PTAL Present	17

Calculation Reference: AUDIT-704001-190617-0618

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days

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

Secondary 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: Number of dwellings
Actual Range: 10 to 79 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

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	6 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	17

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	16
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	17 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 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	1 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	2 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	14 days

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

Travel Plan:

Yes	4 days
No	13 days

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

PTAL Rating:

No PTAL Present	17 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-A-09	Site area:	0.73 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	24
Location:	MACCLESFIELD	Housing density:	39
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	24/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	32
Site(2):	DC-03-A-08	Site area:	1.85 hect
Development Name:	BUNGALOWS	Number of dwellings:	28
Location:	BOURNEMOUTH	Housing density:	17
Postcode:	BH8 0AL	Total Bedrooms:	64
Main Location Type:	Edge of Town	Survey Date:	24/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	131
Site(3):	ES-03-A-02	Site area:	0.50 hect
Development Name:	PRIVATE HOUSING	Number of dwellings:	37
Location:	PEACEHAVEN	Housing density:	74
Postcode:	BN10 8SA	Total Bedrooms:	103
Main Location Type:	Edge of Town	Survey Date:	18/11/11
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	59
Site(4):	GM-03-A-10	Site area:	1.43 hect
Development Name:	DETACHED/SEMI	Number of dwellings:	29
Location:	MANCHESTER	Housing density:	23
Postcode:	M25 9PL	Total Bedrooms:	85
Main Location Type:	Edge of Town	Survey Date:	12/10/11
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	81
Site(5):	HC-03-A-21	Site area:	1.20 hect
Development Name:	TERRACED & SEMI-DETACHED	Number of dwellings:	39
Location:	BASINGSTOKE	Housing density:	57
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	13/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	98
Site(6):	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	32
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	31/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	101
Site(7):	NF-03-A-03	Site area:	0.63 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	10
Location:	THETFORD	Housing density:	20
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	16/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	37
Site(8):	NY-03-A-10	Site area:	2.21 hect
Development Name:	HOUSES AND FLATS	Number of dwellings:	71
Location:	RIPON	Housing density:	48
Postcode:	HG4 1UH	Total Bedrooms:	138
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	59
Site(9):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	Number of dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(10):	SC-03-A-04	Site area:	3.20 hect
Development Name:	DETACHED & TERRACED	Number of dwellings:	71
Location:	BYFLEET	Housing density:	25
Postcode:	KT14 7BY	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	23/01/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	177

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75

Site(12):	SH-03-A-05	Site area:	1.32 hect
Development Name:	SEMI-DETACHED/TERRACED	Number of dwellings:	54
Location:	TELFORD	Housing density:	56
Postcode:	TF7 4JE	Total Bedrooms:	162
Main Location Type:	Edge of Town	Survey Date:	24/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	63

Site(13):	SH-03-A-06	Site area:	0.80 hect
Development Name:	BUNGALOWS	Number of dwellings:	16
Location:	SHREWSBURY	Housing density:	24
Postcode:	SY1 2RB	Total Bedrooms:	34
Main Location Type:	Edge of Town	Survey Date:	22/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	32

Site(14):	SM-03-A-01	Site area:	1.40 hect
Development Name:	DETACHED & SEMI	Number of dwellings:	33
Location:	BRIDGWATER	Housing density:	28
Postcode:	TA6 7PL	Total Bedrooms:	107
Main Location Type:	Edge of Town	Survey Date:	24/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	131

Site(15):	VG-03-A-01	Site area:	0.21 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	12
Location:	BARRY	Housing density:	86
Postcode:	CF63 2RE	Total Bedrooms:	36
Main Location Type:	Edge of Town	Survey Date:	08/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	28

Site(16):	WK-03-A-02	Site area:	0.47 hect
Development Name:	BUNGALOWS	Number of dwellings:	17
Location:	COVENTRY	Housing density:	50
Postcode:	CV2 2NT	Total Bedrooms:	29
Main Location Type:	Edge of Town	Survey Date:	17/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	35

Site(17):	WS-03-A-10	Site area:	2.27 hect
Development Name:	MIXED HOUSES	Number of dwellings:	79
Location:	LITTLEHAMPTON	Housing density:	51
Postcode:	BN17 7PL	Total Bedrooms:	249
Main Location Type:	Edge of Town	Survey Date:	07/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	190

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.240	0.714	0.954
1700-1800	0.532	0.235	0.767

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	17	35	0.090	17	35	0.329	17	35	0.419
08:00 - 09:00	17	35	0.136	17	35	0.374	17	35	0.510
09:00 - 10:00	17	35	0.145	17	35	0.185	17	35	0.330
10:00 - 11:00	17	35	0.140	17	35	0.158	17	35	0.298
11:00 - 12:00	17	35	0.155	17	35	0.188	17	35	0.343
12:00 - 13:00	17	35	0.158	17	35	0.155	17	35	0.313
13:00 - 14:00	17	35	0.170	17	35	0.166	17	35	0.336
14:00 - 15:00	17	35	0.161	17	35	0.166	17	35	0.327
15:00 - 16:00	17	35	0.266	17	35	0.188	17	35	0.454
16:00 - 17:00	17	35	0.300	17	35	0.150	17	35	0.450
17:00 - 18:00	17	35	0.339	17	35	0.128	17	35	0.467
18:00 - 19:00	17	35	0.256	17	35	0.133	17	35	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.316			2.320			4.636

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:	10 - 79 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.007	17	35	0.007	17	35	0.014
08:00 - 09:00	17	35	0.005	17	35	0.005	17	35	0.010
09:00 - 10:00	17	35	0.005	17	35	0.005	17	35	0.010
10:00 - 11:00	17	35	0.003	17	35	0.003	17	35	0.006
11:00 - 12:00	17	35	0.005	17	35	0.005	17	35	0.010
12:00 - 13:00	17	35	0.002	17	35	0.002	17	35	0.004
13:00 - 14:00	17	35	0.002	17	35	0.002	17	35	0.004
14:00 - 15:00	17	35	0.005	17	35	0.005	17	35	0.010
15:00 - 16:00	17	35	0.005	17	35	0.005	17	35	0.010
16:00 - 17:00	17	35	0.003	17	35	0.000	17	35	0.003
17:00 - 18:00	17	35	0.005	17	35	0.003	17	35	0.008
18:00 - 19:00	17	35	0.002	17	35	0.003	17	35	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.045			0.094

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.002	17	35	0.002	17	35	0.004
08:00 - 09:00	17	35	0.000	17	35	0.000	17	35	0.000
09:00 - 10:00	17	35	0.005	17	35	0.005	17	35	0.010
10:00 - 11:00	17	35	0.005	17	35	0.002	17	35	0.007
11:00 - 12:00	17	35	0.003	17	35	0.005	17	35	0.008
12:00 - 13:00	17	35	0.002	17	35	0.002	17	35	0.004
13:00 - 14:00	17	35	0.003	17	35	0.002	17	35	0.005
14:00 - 15:00	17	35	0.000	17	35	0.002	17	35	0.002
15:00 - 16:00	17	35	0.002	17	35	0.000	17	35	0.002
16:00 - 17:00	17	35	0.000	17	35	0.002	17	35	0.002
17:00 - 18:00	17	35	0.002	17	35	0.002	17	35	0.004
18:00 - 19:00	17	35	0.000	17	35	0.000	17	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.002	17	35	0.002	17	35	0.004
08:00 - 09:00	17	35	0.000	17	35	0.000	17	35	0.000
09:00 - 10:00	17	35	0.000	17	35	0.000	17	35	0.000
10:00 - 11:00	17	35	0.000	17	35	0.000	17	35	0.000
11:00 - 12:00	17	35	0.003	17	35	0.003	17	35	0.006
12:00 - 13:00	17	35	0.000	17	35	0.000	17	35	0.000
13:00 - 14:00	17	35	0.000	17	35	0.000	17	35	0.000
14:00 - 15:00	17	35	0.000	17	35	0.000	17	35	0.000
15:00 - 16:00	17	35	0.002	17	35	0.002	17	35	0.004
16:00 - 17:00	17	35	0.000	17	35	0.000	17	35	0.000
17:00 - 18:00	17	35	0.000	17	35	0.000	17	35	0.000
18:00 - 19:00	17	35	0.000	17	35	0.000	17	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.003	17	35	0.015	17	35	0.018
08:00 - 09:00	17	35	0.000	17	35	0.030	17	35	0.030
09:00 - 10:00	17	35	0.000	17	35	0.007	17	35	0.007
10:00 - 11:00	17	35	0.000	17	35	0.015	17	35	0.015
11:00 - 12:00	17	35	0.003	17	35	0.005	17	35	0.008
12:00 - 13:00	17	35	0.008	17	35	0.005	17	35	0.013
13:00 - 14:00	17	35	0.013	17	35	0.005	17	35	0.018
14:00 - 15:00	17	35	0.008	17	35	0.002	17	35	0.010
15:00 - 16:00	17	35	0.010	17	35	0.002	17	35	0.012
16:00 - 17:00	17	35	0.015	17	35	0.000	17	35	0.015
17:00 - 18:00	17	35	0.017	17	35	0.003	17	35	0.020
18:00 - 19:00	17	35	0.003	17	35	0.000	17	35	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.089			0.169

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.097	17	35	0.411	17	35	0.508
08:00 - 09:00	17	35	0.185	17	35	0.562	17	35	0.747
09:00 - 10:00	17	35	0.181	17	35	0.236	17	35	0.417
10:00 - 11:00	17	35	0.166	17	35	0.203	17	35	0.369
11:00 - 12:00	17	35	0.220	17	35	0.226	17	35	0.446
12:00 - 13:00	17	35	0.200	17	35	0.198	17	35	0.398
13:00 - 14:00	17	35	0.198	17	35	0.201	17	35	0.399
14:00 - 15:00	17	35	0.205	17	35	0.206	17	35	0.411
15:00 - 16:00	17	35	0.413	17	35	0.266	17	35	0.679
16:00 - 17:00	17	35	0.404	17	35	0.196	17	35	0.600
17:00 - 18:00	17	35	0.456	17	35	0.168	17	35	0.624
18:00 - 19:00	17	35	0.326	17	35	0.180	17	35	0.506
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.051			3.053			6.104

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.013	17	35	0.042	17	35	0.055
08:00 - 09:00	17	35	0.055	17	35	0.116	17	35	0.171
09:00 - 10:00	17	35	0.023	17	35	0.057	17	35	0.080
10:00 - 11:00	17	35	0.040	17	35	0.035	17	35	0.075
11:00 - 12:00	17	35	0.030	17	35	0.030	17	35	0.060
12:00 - 13:00	17	35	0.030	17	35	0.032	17	35	0.062
13:00 - 14:00	17	35	0.042	17	35	0.027	17	35	0.069
14:00 - 15:00	17	35	0.037	17	35	0.038	17	35	0.075
15:00 - 16:00	17	35	0.120	17	35	0.075	17	35	0.195
16:00 - 17:00	17	35	0.067	17	35	0.043	17	35	0.110
17:00 - 18:00	17	35	0.052	17	35	0.062	17	35	0.114
18:00 - 19:00	17	35	0.057	17	35	0.028	17	35	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.566			0.585			1.151

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.000	17	35	0.012	17	35	0.012
08:00 - 09:00	17	35	0.000	17	35	0.003	17	35	0.003
09:00 - 10:00	17	35	0.000	17	35	0.008	17	35	0.008
10:00 - 11:00	17	35	0.002	17	35	0.008	17	35	0.010
11:00 - 12:00	17	35	0.000	17	35	0.002	17	35	0.002
12:00 - 13:00	17	35	0.007	17	35	0.002	17	35	0.009
13:00 - 14:00	17	35	0.000	17	35	0.000	17	35	0.000
14:00 - 15:00	17	35	0.002	17	35	0.000	17	35	0.002
15:00 - 16:00	17	35	0.005	17	35	0.002	17	35	0.007
16:00 - 17:00	17	35	0.022	17	35	0.003	17	35	0.025
17:00 - 18:00	17	35	0.007	17	35	0.002	17	35	0.009
18:00 - 19:00	17	35	0.008	17	35	0.002	17	35	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.044			0.097

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.000	17	35	0.000	17	35	0.000
08:00 - 09:00	17	35	0.000	17	35	0.002	17	35	0.002
09:00 - 10:00	17	35	0.000	17	35	0.002	17	35	0.002
10:00 - 11:00	17	35	0.000	17	35	0.002	17	35	0.002
11:00 - 12:00	17	35	0.000	17	35	0.000	17	35	0.000
12:00 - 13:00	17	35	0.000	17	35	0.002	17	35	0.002
13:00 - 14:00	17	35	0.000	17	35	0.000	17	35	0.000
14:00 - 15:00	17	35	0.000	17	35	0.000	17	35	0.000
15:00 - 16:00	17	35	0.000	17	35	0.000	17	35	0.000
16:00 - 17:00	17	35	0.000	17	35	0.000	17	35	0.000
17:00 - 18:00	17	35	0.002	17	35	0.000	17	35	0.002
18:00 - 19:00	17	35	0.002	17	35	0.000	17	35	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.008			0.012

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.000	17	35	0.003	17	35	0.003
08:00 - 09:00	17	35	0.000	17	35	0.000	17	35	0.000
09:00 - 10:00	17	35	0.000	17	35	0.000	17	35	0.000
10:00 - 11:00	17	35	0.000	17	35	0.000	17	35	0.000
11:00 - 12:00	17	35	0.000	17	35	0.000	17	35	0.000
12:00 - 13:00	17	35	0.000	17	35	0.000	17	35	0.000
13:00 - 14:00	17	35	0.000	17	35	0.000	17	35	0.000
14:00 - 15:00	17	35	0.000	17	35	0.000	17	35	0.000
15:00 - 16:00	17	35	0.002	17	35	0.000	17	35	0.002
16:00 - 17:00	17	35	0.000	17	35	0.000	17	35	0.000
17:00 - 18:00	17	35	0.000	17	35	0.000	17	35	0.000
18:00 - 19:00	17	35	0.000	17	35	0.000	17	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.000	17	35	0.015	17	35	0.015
08:00 - 09:00	17	35	0.000	17	35	0.005	17	35	0.005
09:00 - 10:00	17	35	0.000	17	35	0.010	17	35	0.010
10:00 - 11:00	17	35	0.002	17	35	0.010	17	35	0.012
11:00 - 12:00	17	35	0.000	17	35	0.002	17	35	0.002
12:00 - 13:00	17	35	0.007	17	35	0.003	17	35	0.010
13:00 - 14:00	17	35	0.000	17	35	0.000	17	35	0.000
14:00 - 15:00	17	35	0.002	17	35	0.000	17	35	0.002
15:00 - 16:00	17	35	0.007	17	35	0.002	17	35	0.009
16:00 - 17:00	17	35	0.022	17	35	0.003	17	35	0.025
17:00 - 18:00	17	35	0.008	17	35	0.002	17	35	0.010
18:00 - 19:00	17	35	0.010	17	35	0.002	17	35	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.054			0.112

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	35	0.113	17	35	0.483	17	35	0.596
08:00 - 09:00	17	35	0.240	17	35	0.714	17	35	0.954
09:00 - 10:00	17	35	0.205	17	35	0.309	17	35	0.514
10:00 - 11:00	17	35	0.208	17	35	0.263	17	35	0.471
11:00 - 12:00	17	35	0.253	17	35	0.263	17	35	0.516
12:00 - 13:00	17	35	0.245	17	35	0.238	17	35	0.483
13:00 - 14:00	17	35	0.253	17	35	0.233	17	35	0.486
14:00 - 15:00	17	35	0.251	17	35	0.246	17	35	0.497
15:00 - 16:00	17	35	0.549	17	35	0.344	17	35	0.893
16:00 - 17:00	17	35	0.507	17	35	0.243	17	35	0.750
17:00 - 18:00	17	35	0.532	17	35	0.235	17	35	0.767
18:00 - 19:00	17	35	0.396	17	35	0.210	17	35	0.606
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.752			3.781			7.533

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Servicing 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	17	35	0.005	17	35	0.002	17	35	0.007
08:00 - 09:00	17	35	0.003	17	35	0.003	17	35	0.006
09:00 - 10:00	17	35	0.007	17	35	0.005	17	35	0.012
10:00 - 11:00	17	35	0.007	17	35	0.010	17	35	0.017
11:00 - 12:00	17	35	0.005	17	35	0.007	17	35	0.012
12:00 - 13:00	17	35	0.000	17	35	0.000	17	35	0.000
13:00 - 14:00	17	35	0.013	17	35	0.012	17	35	0.025
14:00 - 15:00	17	35	0.008	17	35	0.010	17	35	0.018
15:00 - 16:00	17	35	0.007	17	35	0.005	17	35	0.012
16:00 - 17:00	17	35	0.003	17	35	0.005	17	35	0.008
17:00 - 18:00	17	35	0.003	17	35	0.003	17	35	0.006
18:00 - 19:00	17	35	0.000	17	35	0.000	17	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.062			0.123

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.*

DHA Transport Limited Eclipse Park Maidstone Licence No: 704001

Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY H
Selected Trip Rate Calculation Parameter Range	14-280 DWELLS	
Actual Trip Rate Calculation Parameter Range	15-54 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 19/09/13
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	2
	Thursday	1
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	2
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	1
	10,001 to 15,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	2
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-704001-190617-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days

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

Secondary 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: Number of dwellings
Actual Range: 15 to 54 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 19/09/13

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	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	4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 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
75,001 to 100,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

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	4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	LC-03-B-02	Site area:	0.80 hect
Development Name:	SEMI DETACHED/TERRACED	Number of dwellings:	15
Location:	BLACKBURN	Housing density:	23
Postcode:	BB1 1LD	Total Bedrooms:	52
Main Location Type:	Edge of Town Centre	Survey Date:	10/06/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	20

Site(2):	MS-03-B-01	Site area:	0.20 hect
Development Name:	TERRACED	Number of dwellings:	16
Location:	LIVERPOOL	Housing density:	107
Postcode:	L24 0SS	Total Bedrooms:	36
Main Location Type:	Edge of Town	Survey Date:	18/06/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	32

Site(3):	WY-03-B-02	Site area:	1.53 hect
Development Name:	MIXED HOUSES	Number of dwellings:	54
Location:	HUDDERSFIELD	Housing density:	39
Postcode:	HD2 1LU	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	60

Site(4):	WY-03-B-03	Site area:	0.38 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	29
Location:	LEEDS	Housing density:	91
Postcode:	LS9 7JB	Total Bedrooms:	64
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/09/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	31

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.342	1.184	1.526
1700-1800	0.667	0.570	1.237

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL 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	4	29	0.079	4	29	0.096	4	29	0.175
08:00 - 09:00	4	29	0.175	4	29	0.351	4	29	0.526
09:00 - 10:00	4	29	0.246	4	29	0.254	4	29	0.500
10:00 - 11:00	4	29	0.167	4	29	0.184	4	29	0.351
11:00 - 12:00	4	29	0.123	4	29	0.132	4	29	0.255
12:00 - 13:00	4	29	0.167	4	29	0.149	4	29	0.316
13:00 - 14:00	4	29	0.114	4	29	0.114	4	29	0.228
14:00 - 15:00	4	29	0.175	4	29	0.158	4	29	0.333
15:00 - 16:00	4	29	0.228	4	29	0.237	4	29	0.465
16:00 - 17:00	4	29	0.140	4	29	0.184	4	29	0.324
17:00 - 18:00	4	29	0.211	4	29	0.175	4	29	0.386
18:00 - 19:00	4	29	0.167	4	29	0.096	4	29	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.992			2.130			4.122

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:	15 - 54 (units:)
Survey date date range:	01/01/11 - 19/09/13
Number of weekdays (Monday-Friday):	4
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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.018	4	29	0.009	4	29	0.027
09:00 - 10:00	4	29	0.035	4	29	0.026	4	29	0.061
10:00 - 11:00	4	29	0.018	4	29	0.044	4	29	0.062
11:00 - 12:00	4	29	0.044	4	29	0.044	4	29	0.088
12:00 - 13:00	4	29	0.026	4	29	0.018	4	29	0.044
13:00 - 14:00	4	29	0.000	4	29	0.009	4	29	0.009
14:00 - 15:00	4	29	0.026	4	29	0.018	4	29	0.044
15:00 - 16:00	4	29	0.035	4	29	0.044	4	29	0.079
16:00 - 17:00	4	29	0.018	4	29	0.018	4	29	0.036
17:00 - 18:00	4	29	0.018	4	29	0.018	4	29	0.036
18:00 - 19:00	4	29	0.026	4	29	0.018	4	29	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.266			0.530

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.000	4	29	0.000	4	29	0.000
09:00 - 10:00	4	29	0.000	4	29	0.000	4	29	0.000
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.018	4	29	0.018	4	29	0.036
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.000	4	29	0.000	4	29	0.000
16:00 - 17:00	4	29	0.000	4	29	0.000	4	29	0.000
17:00 - 18:00	4	29	0.000	4	29	0.000	4	29	0.000
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.009	4	29	0.026	4	29	0.035
09:00 - 10:00	4	29	0.009	4	29	0.018	4	29	0.027
10:00 - 11:00	4	29	0.018	4	29	0.000	4	29	0.018
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.009	4	29	0.009
15:00 - 16:00	4	29	0.026	4	29	0.009	4	29	0.035
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.009	4	29	0.000	4	29	0.009
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.096	4	29	0.158	4	29	0.254
08:00 - 09:00	4	29	0.237	4	29	0.561	4	29	0.798
09:00 - 10:00	4	29	0.351	4	29	0.360	4	29	0.711
10:00 - 11:00	4	29	0.246	4	29	0.298	4	29	0.544
11:00 - 12:00	4	29	0.149	4	29	0.175	4	29	0.324
12:00 - 13:00	4	29	0.219	4	29	0.202	4	29	0.421
13:00 - 14:00	4	29	0.140	4	29	0.149	4	29	0.289
14:00 - 15:00	4	29	0.263	4	29	0.228	4	29	0.491
15:00 - 16:00	4	29	0.482	4	29	0.395	4	29	0.877
16:00 - 17:00	4	29	0.246	4	29	0.298	4	29	0.544
17:00 - 18:00	4	29	0.289	4	29	0.263	4	29	0.552
18:00 - 19:00	4	29	0.246	4	29	0.158	4	29	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.964			3.245			6.209

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.035	4	29	0.088	4	29	0.123
08:00 - 09:00	4	29	0.096	4	29	0.526	4	29	0.622
09:00 - 10:00	4	29	0.140	4	29	0.149	4	29	0.289
10:00 - 11:00	4	29	0.140	4	29	0.175	4	29	0.315
11:00 - 12:00	4	29	0.158	4	29	0.219	4	29	0.377
12:00 - 13:00	4	29	0.246	4	29	0.158	4	29	0.404
13:00 - 14:00	4	29	0.114	4	29	0.105	4	29	0.219
14:00 - 15:00	4	29	0.184	4	29	0.246	4	29	0.430
15:00 - 16:00	4	29	0.570	4	29	0.333	4	29	0.903
16:00 - 17:00	4	29	0.132	4	29	0.228	4	29	0.360
17:00 - 18:00	4	29	0.325	4	29	0.307	4	29	0.632
18:00 - 19:00	4	29	0.175	4	29	0.193	4	29	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.315			2.727			5.042

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.009	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.070	4	29	0.070
09:00 - 10:00	4	29	0.009	4	29	0.044	4	29	0.053
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.009	4	29	0.000	4	29	0.009
13:00 - 14:00	4	29	0.026	4	29	0.000	4	29	0.026
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.053	4	29	0.009	4	29	0.062
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.044	4	29	0.000	4	29	0.044
18:00 - 19:00	4	29	0.009	4	29	0.000	4	29	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.159			0.327

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.009	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.070	4	29	0.070
09:00 - 10:00	4	29	0.009	4	29	0.044	4	29	0.053
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.009	4	29	0.000	4	29	0.009
13:00 - 14:00	4	29	0.026	4	29	0.000	4	29	0.026
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.053	4	29	0.009	4	29	0.062
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.044	4	29	0.000	4	29	0.044
18:00 - 19:00	4	29	0.009	4	29	0.000	4	29	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.159			0.327

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
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	4	29	0.132	4	29	0.254	4	29	0.386
08:00 - 09:00	4	29	0.342	4	29	1.184	4	29	1.526
09:00 - 10:00	4	29	0.509	4	29	0.570	4	29	1.079
10:00 - 11:00	4	29	0.404	4	29	0.482	4	29	0.886
11:00 - 12:00	4	29	0.316	4	29	0.395	4	29	0.711
12:00 - 13:00	4	29	0.474	4	29	0.360	4	29	0.834
13:00 - 14:00	4	29	0.281	4	29	0.254	4	29	0.535
14:00 - 15:00	4	29	0.456	4	29	0.491	4	29	0.947
15:00 - 16:00	4	29	1.132	4	29	0.746	4	29	1.878
16:00 - 17:00	4	29	0.377	4	29	0.544	4	29	0.921
17:00 - 18:00	4	29	0.667	4	29	0.570	4	29	1.237
18:00 - 19:00	4	29	0.430	4	29	0.351	4	29	0.781
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.520			6.201			11.721

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.009	4	29	0.000	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.009	4	29	0.009
09:00 - 10:00	4	29	0.018	4	29	0.018	4	29	0.036
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.018	4	29	0.018	4	29	0.036
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.009	4	29	0.018	4	29	0.027
16:00 - 17:00	4	29	0.018	4	29	0.026	4	29	0.044
17:00 - 18:00	4	29	0.009	4	29	0.000	4	29	0.009
18:00 - 19:00	4	29	0.018	4	29	0.000	4	29	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.107			0.215

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.000	4	29	0.009	4	29	0.009
09:00 - 10:00	4	29	0.000	4	29	0.000	4	29	0.000
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.009	4	29	0.000	4	29	0.009
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.000	4	29	0.000	4	29	0.000
16:00 - 17:00	4	29	0.000	4	29	0.000	4	29	0.000
17:00 - 18:00	4	29	0.000	4	29	0.000	4	29	0.000
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.*

DHA Transport Limited Eclipse Park Maidstone Licence No: 704001

Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FI
Selected Trip Rate Calculation Parameter Range	6-191 DWELLS	
Actual Trip Rate Calculation Parameter Range	15-30 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 07/10/16
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	4
Population <1 Mile ranges selected	15,001 to 20,000	1
	25,001 to 50,000	2
	50,001 to 100,000	1
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	1
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-704001-190617-0659

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days

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

Secondary 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: Number of dwellings
Actual Range: 15 to 30 (units:)
Range Selected by User: 6 to 191 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 07/10/16

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
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 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

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	4

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

Secondary Filtering selection:

Use Class:

C3	4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

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	4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-D-01	Site area:	0.20 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	30
Location:	CHESTER	Housing density:	150
Postcode:	CH3 5SW	Total Bedrooms:	57
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	12

Site(2):	ES-03-D-06	Site area:	0.11 hect
Development Name:	FLATS & HOUSES	Number of dwellings:	15
Location:	BRIGHTON	Housing density:	214
Postcode:	BN2 3BS	Total Bedrooms:	30
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	5

Site(3):	LN-03-D-02	Site area:	0.31 hect
Development Name:	FLATS	Number of dwellings:	22
Location:	LINCOLN	Housing density:	105
Postcode:	LN2 4NR	Total Bedrooms:	22
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	01/07/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	20

Site(4):	NT-03-D-02	Site area:	0.18 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	22
Location:	NOTTINGHAM	Housing density:	244
Postcode:	NG5 2DS	Total Bedrooms:	44
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	12

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.146	0.315	0.461
1700-1800	0.292	0.180	0.472

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL 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	4	22	0.079	4	22	0.079	4	22	0.158
08:00 - 09:00	4	22	0.090	4	22	0.112	4	22	0.202
09:00 - 10:00	4	22	0.101	4	22	0.124	4	22	0.225
10:00 - 11:00	4	22	0.124	4	22	0.169	4	22	0.293
11:00 - 12:00	4	22	0.067	4	22	0.056	4	22	0.123
12:00 - 13:00	4	22	0.079	4	22	0.101	4	22	0.180
13:00 - 14:00	4	22	0.112	4	22	0.079	4	22	0.191
14:00 - 15:00	4	22	0.101	4	22	0.079	4	22	0.180
15:00 - 16:00	4	22	0.067	4	22	0.101	4	22	0.168
16:00 - 17:00	4	22	0.112	4	22	0.067	4	22	0.179
17:00 - 18:00	4	22	0.146	4	22	0.079	4	22	0.225
18:00 - 19:00	4	22	0.045	4	22	0.045	4	22	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.123			1.091			2.214

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:	15 - 30 (units:)
Survey date date range:	01/01/11 - 07/10/16
Number of weekdays (Monday-Friday):	4
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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.011	4	22	0.011	4	22	0.022
08:00 - 09:00	4	22	0.011	4	22	0.011	4	22	0.022
09:00 - 10:00	4	22	0.000	4	22	0.000	4	22	0.000
10:00 - 11:00	4	22	0.000	4	22	0.000	4	22	0.000
11:00 - 12:00	4	22	0.000	4	22	0.000	4	22	0.000
12:00 - 13:00	4	22	0.011	4	22	0.011	4	22	0.022
13:00 - 14:00	4	22	0.022	4	22	0.022	4	22	0.044
14:00 - 15:00	4	22	0.011	4	22	0.011	4	22	0.022
15:00 - 16:00	4	22	0.011	4	22	0.011	4	22	0.022
16:00 - 17:00	4	22	0.000	4	22	0.000	4	22	0.000
17:00 - 18:00	4	22	0.000	4	22	0.000	4	22	0.000
18:00 - 19:00	4	22	0.000	4	22	0.000	4	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.000	4	22	0.000	4	22	0.000
08:00 - 09:00	4	22	0.022	4	22	0.000	4	22	0.022
09:00 - 10:00	4	22	0.000	4	22	0.022	4	22	0.022
10:00 - 11:00	4	22	0.000	4	22	0.000	4	22	0.000
11:00 - 12:00	4	22	0.000	4	22	0.000	4	22	0.000
12:00 - 13:00	4	22	0.000	4	22	0.000	4	22	0.000
13:00 - 14:00	4	22	0.000	4	22	0.000	4	22	0.000
14:00 - 15:00	4	22	0.000	4	22	0.000	4	22	0.000
15:00 - 16:00	4	22	0.000	4	22	0.000	4	22	0.000
16:00 - 17:00	4	22	0.000	4	22	0.000	4	22	0.000
17:00 - 18:00	4	22	0.000	4	22	0.000	4	22	0.000
18:00 - 19:00	4	22	0.000	4	22	0.000	4	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.000	4	22	0.011	4	22	0.011
08:00 - 09:00	4	22	0.011	4	22	0.022	4	22	0.033
09:00 - 10:00	4	22	0.000	4	22	0.011	4	22	0.011
10:00 - 11:00	4	22	0.011	4	22	0.000	4	22	0.011
11:00 - 12:00	4	22	0.000	4	22	0.000	4	22	0.000
12:00 - 13:00	4	22	0.000	4	22	0.000	4	22	0.000
13:00 - 14:00	4	22	0.000	4	22	0.000	4	22	0.000
14:00 - 15:00	4	22	0.000	4	22	0.000	4	22	0.000
15:00 - 16:00	4	22	0.000	4	22	0.000	4	22	0.000
16:00 - 17:00	4	22	0.000	4	22	0.011	4	22	0.011
17:00 - 18:00	4	22	0.022	4	22	0.000	4	22	0.022
18:00 - 19:00	4	22	0.000	4	22	0.000	4	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.055			0.099

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.101	4	22	0.112	4	22	0.213
08:00 - 09:00	4	22	0.101	4	22	0.157	4	22	0.258
09:00 - 10:00	4	22	0.101	4	22	0.146	4	22	0.247
10:00 - 11:00	4	22	0.169	4	22	0.225	4	22	0.394
11:00 - 12:00	4	22	0.079	4	22	0.079	4	22	0.158
12:00 - 13:00	4	22	0.135	4	22	0.124	4	22	0.259
13:00 - 14:00	4	22	0.112	4	22	0.079	4	22	0.191
14:00 - 15:00	4	22	0.146	4	22	0.124	4	22	0.270
15:00 - 16:00	4	22	0.112	4	22	0.135	4	22	0.247
16:00 - 17:00	4	22	0.191	4	22	0.079	4	22	0.270
17:00 - 18:00	4	22	0.135	4	22	0.112	4	22	0.247
18:00 - 19:00	4	22	0.056	4	22	0.045	4	22	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.438			1.417			2.855

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.011	4	22	0.022	4	22	0.033
08:00 - 09:00	4	22	0.034	4	22	0.135	4	22	0.169
09:00 - 10:00	4	22	0.056	4	22	0.112	4	22	0.168
10:00 - 11:00	4	22	0.124	4	22	0.067	4	22	0.191
11:00 - 12:00	4	22	0.135	4	22	0.101	4	22	0.236
12:00 - 13:00	4	22	0.090	4	22	0.067	4	22	0.157
13:00 - 14:00	4	22	0.079	4	22	0.101	4	22	0.180
14:00 - 15:00	4	22	0.112	4	22	0.112	4	22	0.224
15:00 - 16:00	4	22	0.225	4	22	0.101	4	22	0.326
16:00 - 17:00	4	22	0.034	4	22	0.056	4	22	0.090
17:00 - 18:00	4	22	0.124	4	22	0.067	4	22	0.191
18:00 - 19:00	4	22	0.056	4	22	0.067	4	22	0.123
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.080			1.008			2.088

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.000	4	22	0.056	4	22	0.056
08:00 - 09:00	4	22	0.000	4	22	0.000	4	22	0.000
09:00 - 10:00	4	22	0.000	4	22	0.022	4	22	0.022
10:00 - 11:00	4	22	0.022	4	22	0.056	4	22	0.078
11:00 - 12:00	4	22	0.000	4	22	0.011	4	22	0.011
12:00 - 13:00	4	22	0.022	4	22	0.034	4	22	0.056
13:00 - 14:00	4	22	0.034	4	22	0.011	4	22	0.045
14:00 - 15:00	4	22	0.000	4	22	0.034	4	22	0.034
15:00 - 16:00	4	22	0.022	4	22	0.000	4	22	0.022
16:00 - 17:00	4	22	0.079	4	22	0.011	4	22	0.090
17:00 - 18:00	4	22	0.011	4	22	0.000	4	22	0.011
18:00 - 19:00	4	22	0.034	4	22	0.000	4	22	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.224			0.235			0.459

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	22	0.000	4	22	0.056	4	22	0.056
08:00 - 09:00	4	22	0.000	4	22	0.000	4	22	0.000
09:00 - 10:00	4	22	0.000	4	22	0.022	4	22	0.022
10:00 - 11:00	4	22	0.022	4	22	0.056	4	22	0.078
11:00 - 12:00	4	22	0.000	4	22	0.011	4	22	0.011
12:00 - 13:00	4	22	0.022	4	22	0.034	4	22	0.056
13:00 - 14:00	4	22	0.034	4	22	0.011	4	22	0.045
14:00 - 15:00	4	22	0.000	4	22	0.034	4	22	0.034
15:00 - 16:00	4	22	0.022	4	22	0.000	4	22	0.022
16:00 - 17:00	4	22	0.079	4	22	0.011	4	22	0.090
17:00 - 18:00	4	22	0.011	4	22	0.000	4	22	0.011
18:00 - 19:00	4	22	0.034	4	22	0.000	4	22	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.224			0.235			0.459

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
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	4	22	0.112	4	22	0.202	4	22	0.314
08:00 - 09:00	4	22	0.146	4	22	0.315	4	22	0.461
09:00 - 10:00	4	22	0.157	4	22	0.292	4	22	0.449
10:00 - 11:00	4	22	0.326	4	22	0.348	4	22	0.674
11:00 - 12:00	4	22	0.213	4	22	0.191	4	22	0.404
12:00 - 13:00	4	22	0.247	4	22	0.225	4	22	0.472
13:00 - 14:00	4	22	0.225	4	22	0.191	4	22	0.416
14:00 - 15:00	4	22	0.258	4	22	0.270	4	22	0.528
15:00 - 16:00	4	22	0.360	4	22	0.236	4	22	0.596
16:00 - 17:00	4	22	0.303	4	22	0.157	4	22	0.460
17:00 - 18:00	4	22	0.292	4	22	0.180	4	22	0.472
18:00 - 19:00	4	22	0.146	4	22	0.112	4	22	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.785			2.719			5.504

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

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

APPENDIX
H

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: Folders Lane - PICADY File.j9
Path: T:\Clients\13839 JONES HOMES (SOUTHERN) LTD Folders Lane Burgess HIll (T)\04-Calculations\PICADY
Report generation date: 19/06/2019 09:32:30

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2024 Do Nothing											
Stream B-AC	0.1	12.56	0.10	B	0.35	73 % [Stream B-AC]	0.0	12.56	0.04	B	0.22	75 % [Stream B-AC]
Stream C-AB	0.0	6.75	0.01	A			0.0	7.42	0.03	A		
	2024 Do Minimum											
Stream B-AC	0.2	13.56	0.15	B	0.56	61 % [Stream B-AC]	0.1	12.96	0.07	B	0.33	69 % [Stream B-AC]
Stream C-AB	0.0	6.80	0.02	A			0.0	7.56	0.04	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	17/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\transport
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Do Nothing	AM	ONE HOUR	07:30	09:00	15	✓
D4	2024 Do Nothing	PM	ONE HOUR	16:15	17:45	15	✓
D5	2024 Do Minimum	AM	ONE HOUR	07:30	09:00	15	✓
D6	2024 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	73	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Folders Lane (E)		Major
B	Site Access		Minor
C	Folders Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.20	190.0	✓	3.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	440	0.080	0.202	0.127	0.289
1	B-C	574	0.088	0.222	-	-
1	C-B	684	0.265	0.265	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Do Nothing	AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	493	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	488
	B	14	0	15
	C	622	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	12.56	0.1	B	27	40
C-AB	0.01	6.75	0.0	A	6	8
C-A					571	856
A-B					5	7
A-C					448	672

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	379	0.058	22	0.0	0.1	10.070	B
C-AB	5	1	586	0.008	4	0.0	0.0	6.194	A
C-A	468	117			468				
A-B	4	0.94			4				
A-C	367	92			367				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	354	0.074	26	0.1	0.1	10.974	B
C-AB	5	1	567	0.010	5	0.0	0.0	6.414	A
C-A	559	140			559				
A-B	4	1			4				
A-C	439	110			439				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	318	0.100	32	0.1	0.1	12.553	B
C-AB	7	2	540	0.012	7	0.0	0.0	6.746	A
C-A	685	171			685				
A-B	6	1			6				
A-C	537	134			537				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	318	0.100	32	0.1	0.1	12.563	B
C-AB	7	2	540	0.012	7	0.0	0.0	6.746	A
C-A	685	171			685				
A-B	6	1			6				
A-C	537	134			537				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	354	0.074	26	0.1	0.1	10.986	B
C-AB	5	1	567	0.010	5	0.0	0.0	6.417	A
C-A	559	140			559				
A-B	4	1			4				
A-C	439	110			439				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	379	0.058	22	0.1	0.1	10.089	B
C-AB	5	1	586	0.008	5	0.0	0.0	6.196	A
C-A	468	117			468				
A-B	4	0.94			4				
A-C	367	92			367				

2024 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Do Nothing	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	637	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	626
	B	6	0	6
	C	443	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	12.56	0.0	B	11	17
C-AB	0.03	7.42	0.0	A	11	17
C-A					407	610
A-B					10	15
A-C					574	862

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	365	0.025	9	0.0	0.0	10.119	B
C-AB	9	2	557	0.016	9	0.0	0.0	6.570	A
C-A	334	83			334				
A-B	8	2			8				
A-C	471	118			471				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	338	0.032	11	0.0	0.0	11.010	B
C-AB	11	3	532	0.020	11	0.0	0.0	6.902	A
C-A	398	100			398				
A-B	10	2			10				
A-C	563	141			563				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	300	0.044	13	0.0	0.0	12.559	B
C-AB	13	3	498	0.027	13	0.0	0.0	7.422	A
C-A	488	122			488				
A-B	12	3			12				
A-C	689	172			689				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	300	0.044	13	0.0	0.0	12.561	B
C-AB	13	3	498	0.027	13	0.0	0.0	7.422	A
C-A	488	122			488				
A-B	12	3			12				
A-C	689	172			689				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	338	0.032	11	0.0	0.0	11.015	B
C-AB	11	3	532	0.020	11	0.0	0.0	6.906	A
C-A	398	100			398				
A-B	10	2			10				
A-C	563	141			563				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	365	0.025	9	0.0	0.0	10.126	B
C-AB	9	2	557	0.016	9	0.0	0.0	6.573	A
C-A	334	83			334				
A-B	8	2			8				
A-C	471	118			471				

2024 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Do Minimum	AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	496	100.000
B		ONE HOUR	✓	44	100.000
C		ONE HOUR	✓	631	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	488
	B	22	0	22
	C	622	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	13.56	0.2	B	40	61
C-AB	0.02	6.80	0.0	A	8	12
C-A					571	856
A-B					7	11
A-C					448	672

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	375	0.088	33	0.0	0.1	10.504	B
C-AB	7	2	585	0.012	7	0.0	0.0	6.224	A
C-A	468	117			468				
A-B	6	2			6				
A-C	367	92			367				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	350	0.113	39	0.1	0.1	11.587	B
C-AB	8	2	566	0.014	8	0.0	0.0	6.453	A
C-A	559	140			559				
A-B	7	2			7				
A-C	439	110			439				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	314	0.154	48	0.1	0.2	13.534	B
C-AB	10	2	539	0.018	10	0.0	0.0	6.799	A
C-A	685	171			685				
A-B	9	2			9				
A-C	537	134			537				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	314	0.154	48	0.2	0.2	13.556	B
C-AB	10	2	539	0.018	10	0.0	0.0	6.799	A
C-A	685	171			685				
A-B	9	2			9				
A-C	537	134			537				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	350	0.113	40	0.2	0.1	11.617	B
C-AB	8	2	566	0.014	8	0.0	0.0	6.454	A
C-A	559	140			559				
A-B	7	2			7				
A-C	439	110			439				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	375	0.088	33	0.1	0.1	10.535	B
C-AB	7	2	585	0.012	7	0.0	0.0	6.227	A
C-A	468	117			468				
A-B	6	2			6				
A-C	367	92			367				

2024 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	69	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	644	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	626
	B	9	0	9
	C	443	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	12.96	0.1	B	17	25
C-AB	0.04	7.56	0.0	A	17	25
C-A					407	610
A-B					17	25
A-C					574	862

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	363	0.037	13	0.0	0.0	10.287	B
C-AB	14	3	556	0.024	13	0.0	0.0	6.641	A
C-A	334	83			334				
A-B	14	3			14				
A-C	471	118			471				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	336	0.048	16	0.0	0.0	11.254	B
C-AB	16	4	531	0.031	16	0.0	0.0	6.997	A
C-A	398	100			398				
A-B	16	4			16				
A-C	563	141			563				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	298	0.067	20	0.0	0.1	12.955	B
C-AB	20	5	496	0.040	20	0.0	0.0	7.557	A
C-A	488	122			488				
A-B	20	5			20				
A-C	689	172			689				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	297	0.067	20	0.1	0.1	12.963	B
C-AB	20	5	496	0.040	20	0.0	0.0	7.557	A
C-A	488	122			488				
A-B	20	5			20				
A-C	689	172			689				

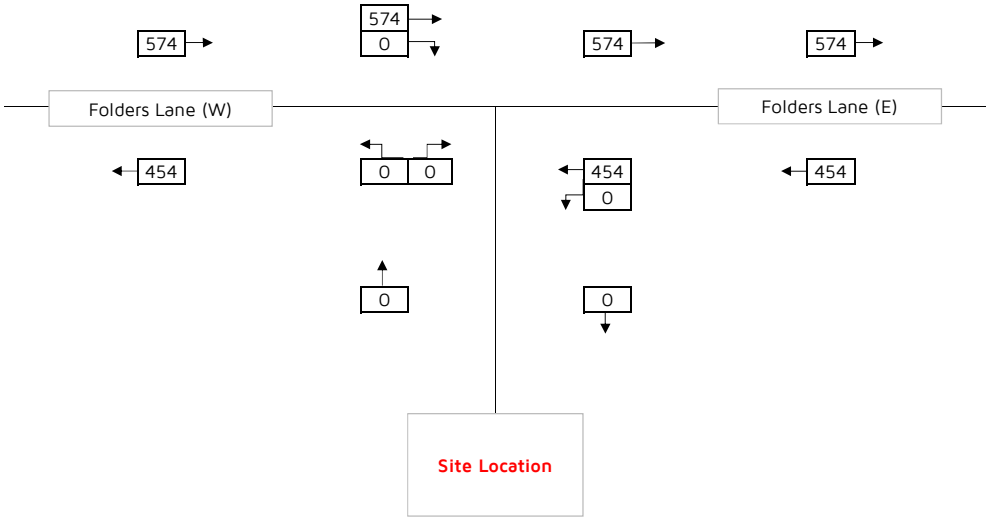
17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	336	0.048	16	0.1	0.1	11.262	B
C-AB	16	4	531	0.031	16	0.0	0.0	7.001	A
C-A	398	100			398				
A-B	16	4			16				
A-C	563	141			563				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	363	0.037	14	0.1	0.0	10.299	B
C-AB	14	3	556	0.024	14	0.0	0.0	6.645	A
C-A	334	83			334				
A-B	14	3			14				
A-C	471	118			471				

FIGURES

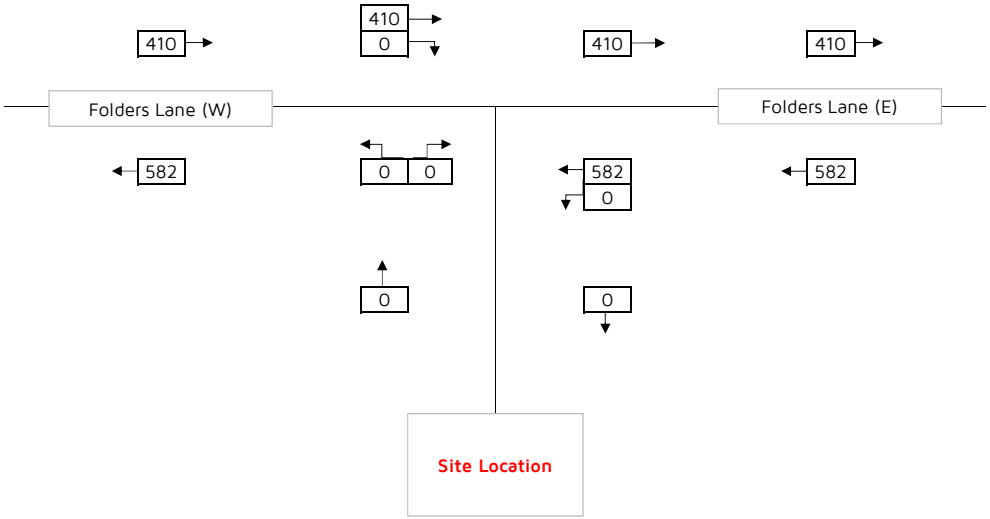


Folders Lane, Burgess Hill

2019 - Raw AM Base (0745 - 0845)

FIG

0 - 1

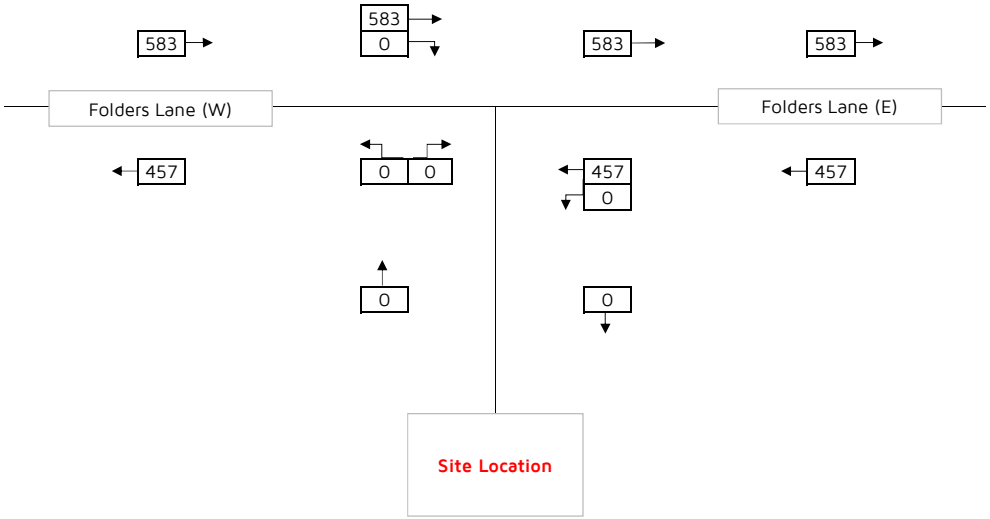


Folders Lane, Burgess Hill

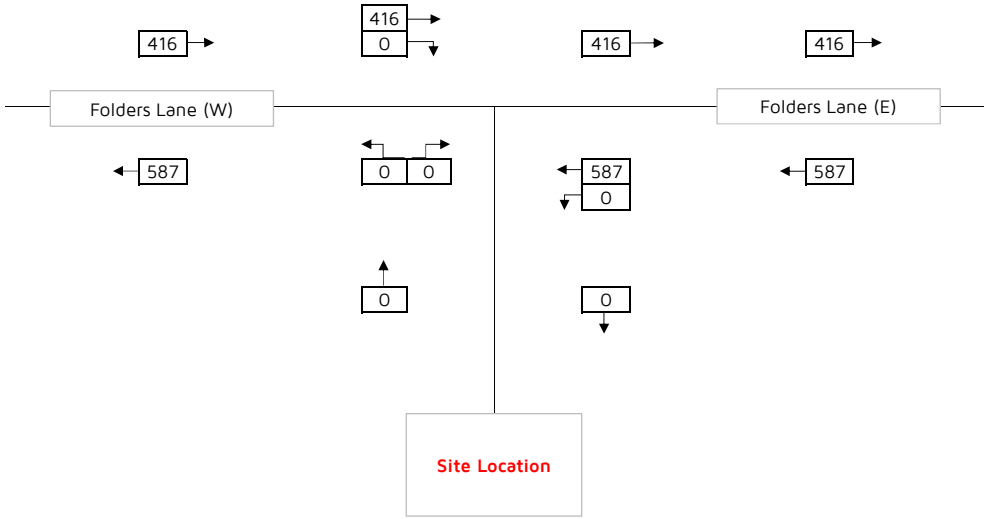
2019 - Raw PM Base (1630 - 1730)

FIG

0 - 2



dha	**Folders Lane, Burgess Hill** **2019 - AM Base (0745 - 0845) (PCU)**	FIG 0 - 3

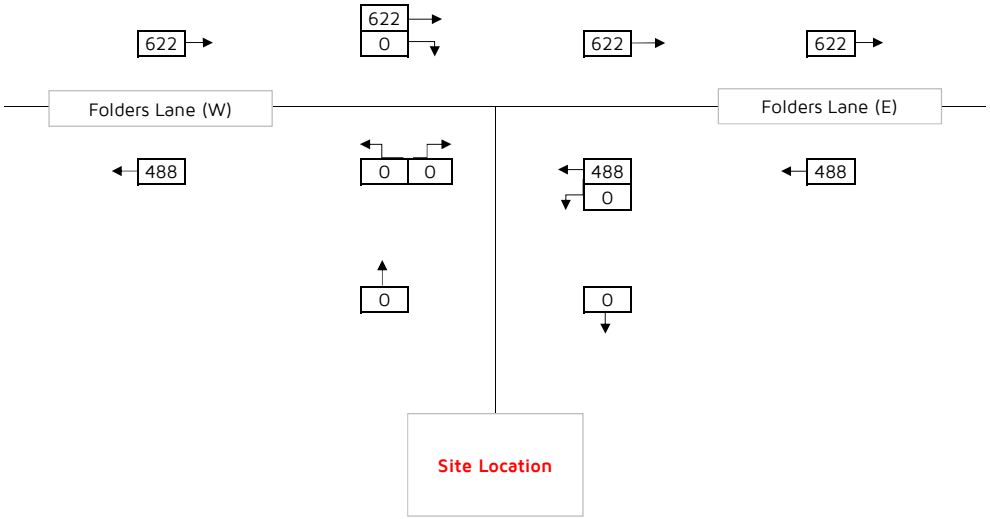


Folders Lane, Burgess Hill

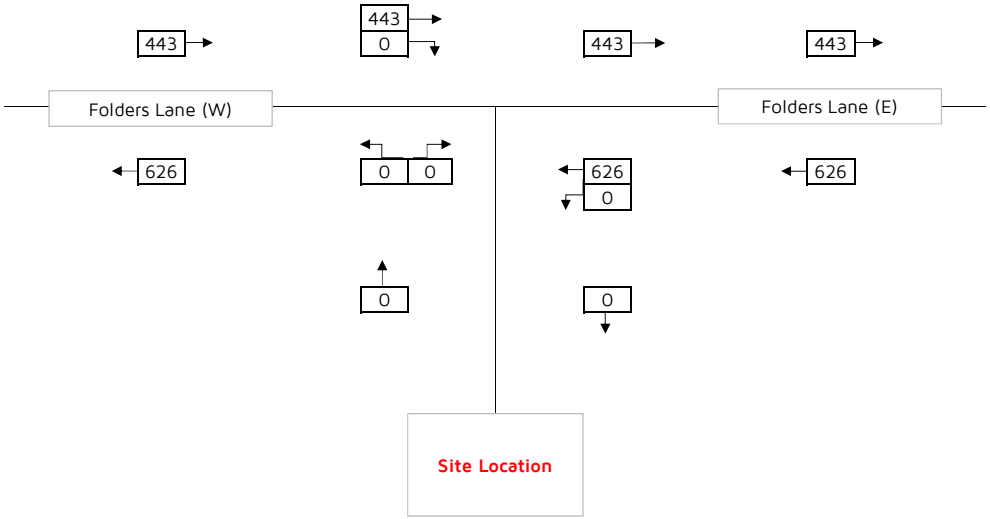
2019 - PM Base (1630 - 1730) (PCU)

FIG

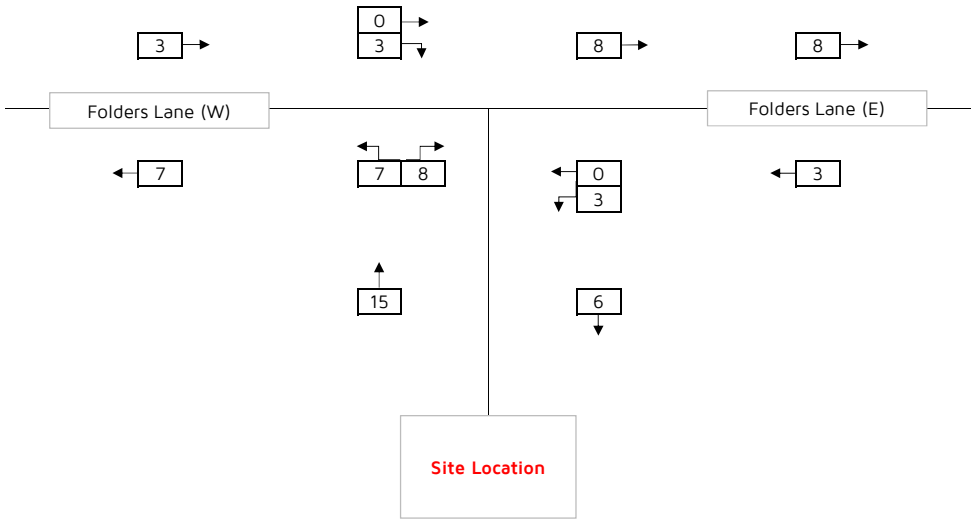
0 - 4



dha	**Folders Lane, Burgess Hill** **2024 - AM Base (0745 - 0845) (PCU)**	FIG 0 - 5



dha	**Folders Lane, Burgess Hill** **2024 - PM Base (1630 - 1730) (PCU)**	FIG 0 - 6

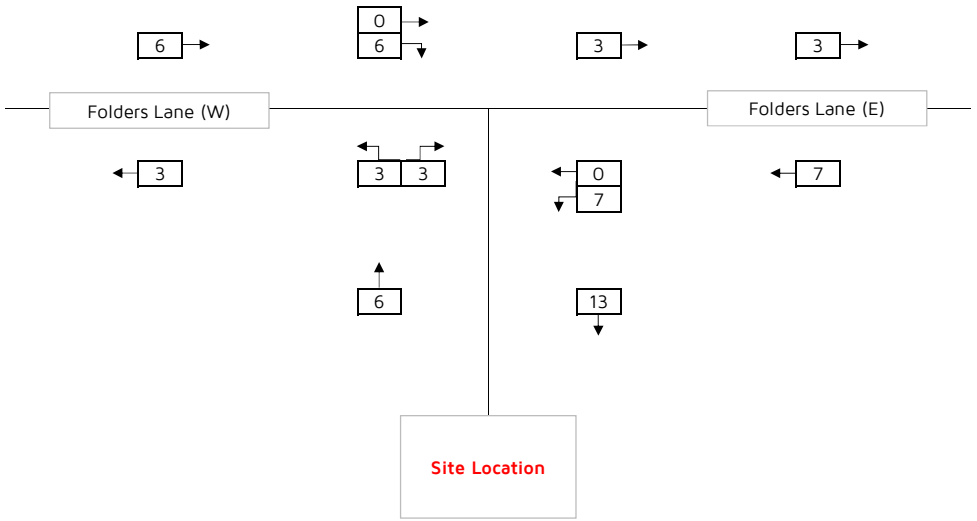


Folders Lane, Burgess Hill

Proposed Development Trips - AM Peak

FIG

0 - 7

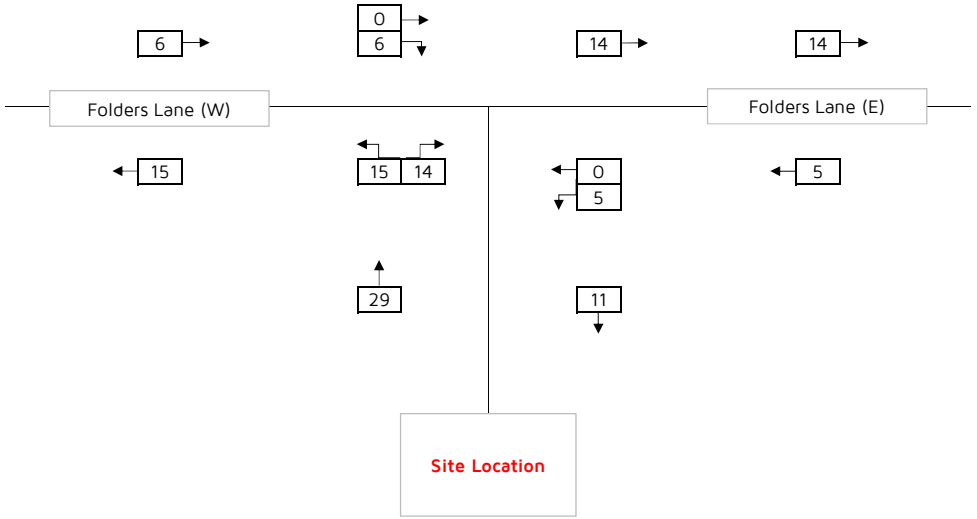


Folders Lane, Burgess Hill

Proposed Development Trips - PM Peak

FIG

0 - 8

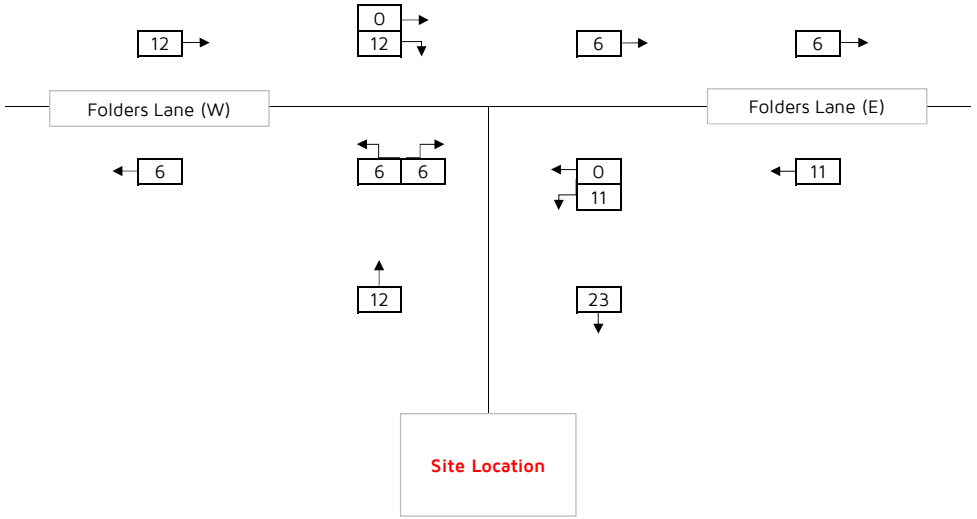


Folders Lane, Burgess Hill

Committed Development Trips (14/04492/FUL) - AM Peak

FIG

0 - 9

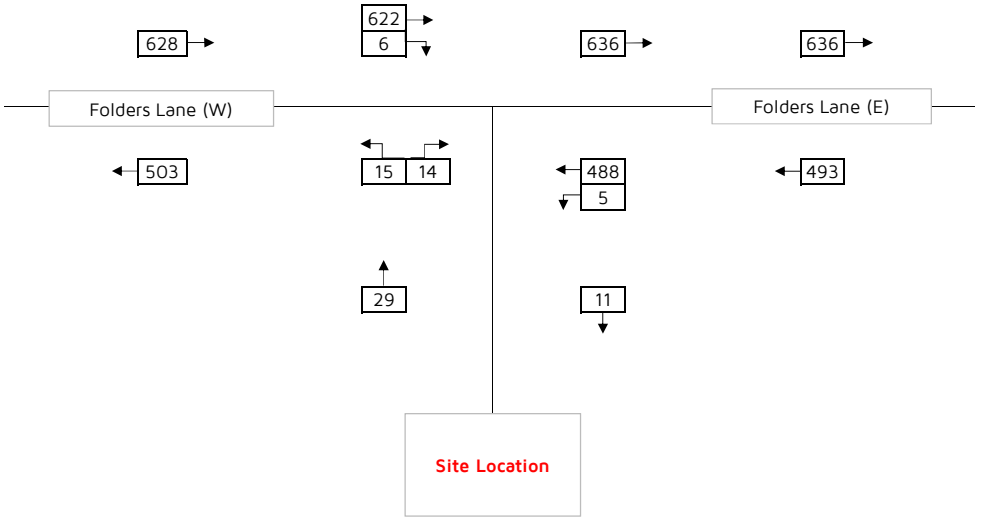


Folders Lane, Burgess Hill

Committed Development Trips (14/04492/FUL) - PM Peak

FIG

0 - 10

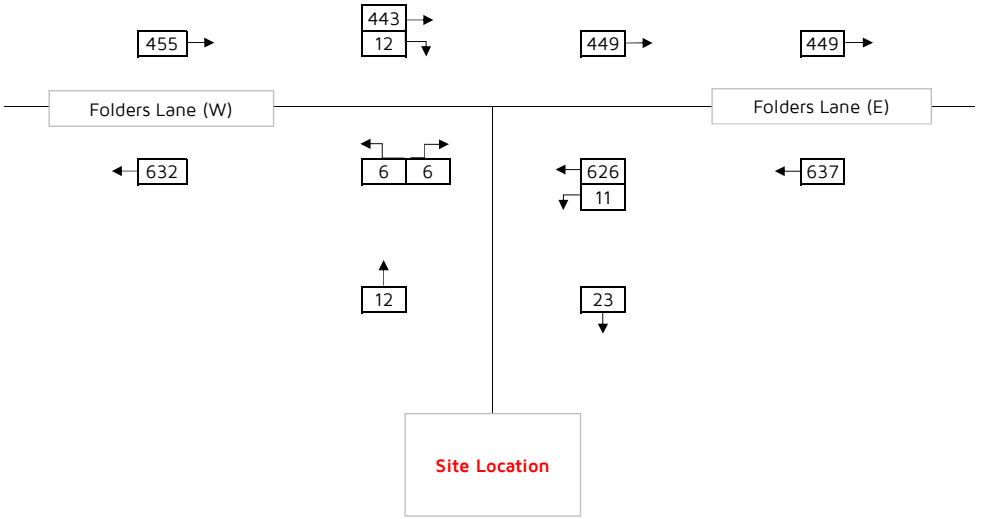


Folders Lane, Burgess Hill

2024 AM Base + Committed Development Trips (14/04492/FUL) - AM Peak

FIG

0 - 11

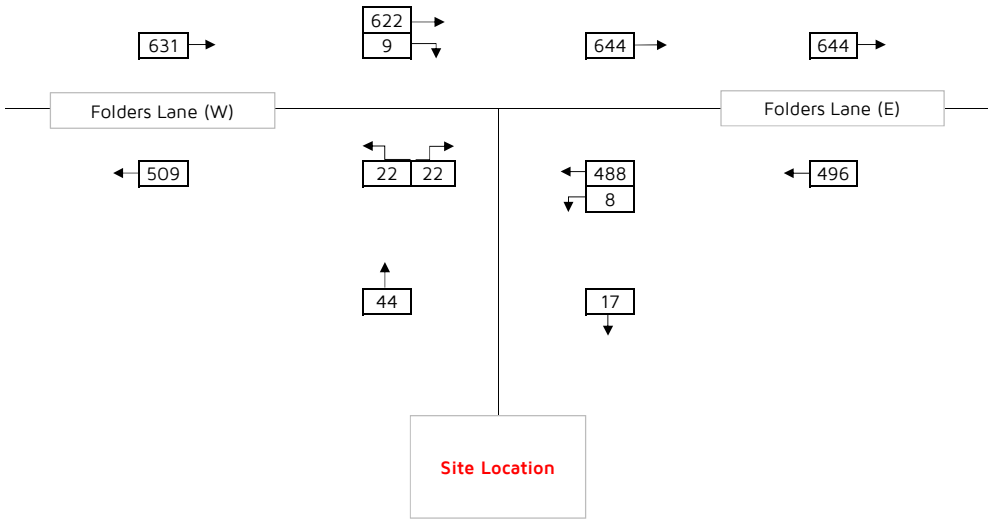


Folders Lane, Burgess Hill

2024 PM Base + Committed Development Trips (14/04492/FUL) - PM Peak

FIG

0 - 12

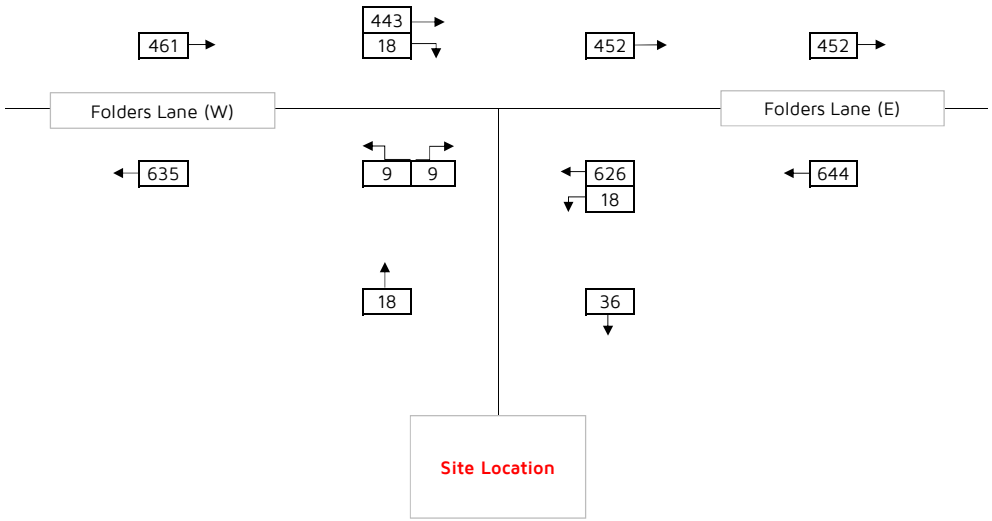


Folders Lane, Burgess Hill

2024 AM Base + Total Site Access Trips (Committed Development (14/04492/FUL) + Proposed Development) - AM Peak

FIG

0 - 13



Folders Lane, Burgess Hill

2024 PM Base + Total Site Access Trips (Committed Development (14/04492/FUL) + Proposed Development) - PM Peak

FIG

0 - 14