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Technical Note

Project No: ITB15461
Project Title: Land South of Sycamore Lane, Crawley Down
Title: Transport Statement
Ref: ITB15461-001A TN
Date: 22 January 2020

SECTION 1 INTRODUCTION

1.1.1 Miller Homes has appointed i-Transport to provide highways and transport advice in relation to a proposed residential development on land south of Sycamore Lane, Crawley Down.

1.1.2 The site is identified in the emerging Mid Sussex District Council (MSDC) Site Allocations DPD under policy SA22 (Land North of Burleigh Lane) for 50 dwellings. In terms of access to the site, Policy SA22 states:

> ***"Provide access from Sycamore Lane or Woodlands Close. Detailed access arrangements will need to be investigated further."***

1.1.3 Section 9 of the NPPF discusses promoting sustainable transport. Paragraphs 108 – 111 sets out transport matters when considering development proposals.

1.1.4 Paragraph 108 states that:

> ***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***safe and suitable access to the site can be achieved for all users; and***
>
> ***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."***

1.1.5 This Transport Statement is an initial element of work the primary objective of which is to summarise the proposed site access arrangements from Sycamore Lane and how they provide safe and suitable access to the site. In addition, this document provides a high level assessment of the other two key transport tests, namely whether there are appropriate opportunities to promote sustainable transport

modes and if there any significant traffic impacts. This document is not a detailed Transport Assessment, which would accompany any future planning application on the site.

1.1.6 The remainder of this scoping note is structured as follows:

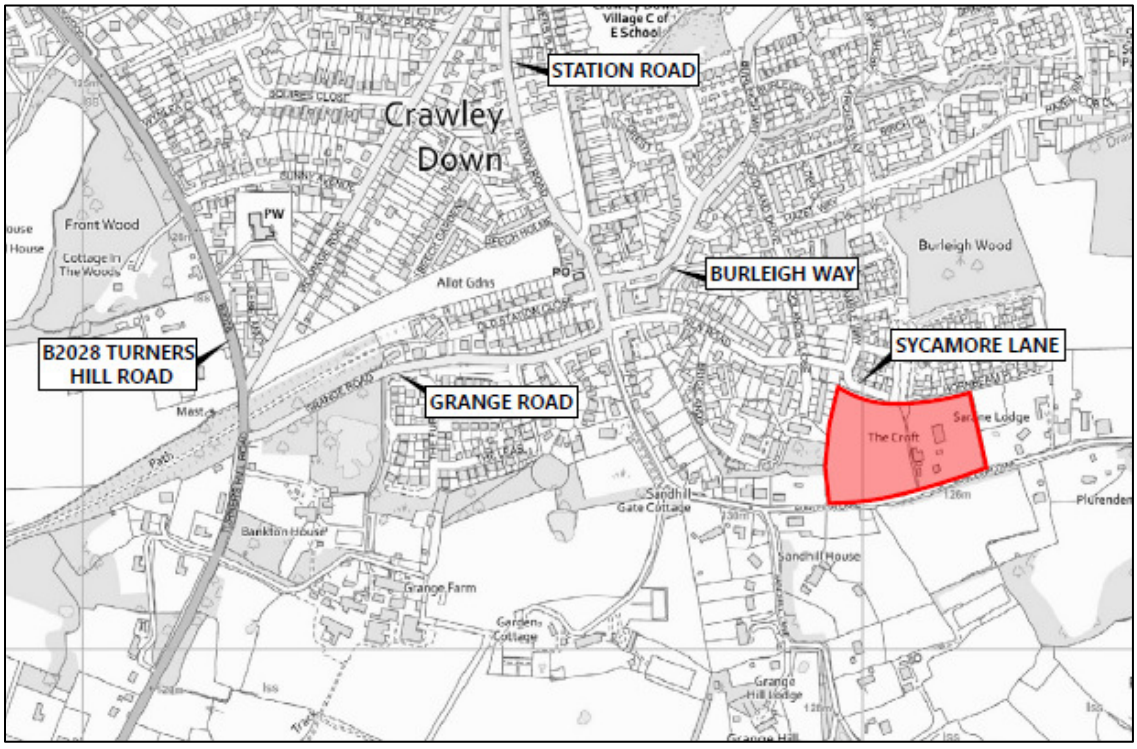
- Section 2 – Existing Conditions;
- Section 3 – Proposed Site Access Arrangements;
- Section 4 – Promoting Sustainable Transport;
- Section 5 - Traffic Impact; and
- Section 6 – Summary and Conclusions

SECTION 2 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located to the south of Sycamore Lane, situated on the south-eastern edge of the village of Crawley Down. The site location is illustrated on **Figure 1**; an extract of which is shown below.

Image 2.1: Extract of Figure 1 Site Location



Source: Consultant

2.2 Local Highway Network

2.2.1 The site is bounded to the north by the recently constructed Miller Homes residential development, Sarane Lodge to the east, Burleigh Lane to the south and the rear of residential properties to the west.

2.2.2 Sycamore Lane (part of the existing Miller development to the north) forms the minor arm of a simple priority junction with Kiln Road and Bramble Way. To the west, Kiln Road forms a crossroads junction with Woodlands Close and beyond to the centre of Crawley Down village. Within the village centre, Kiln Road forms the minor arm of a simple priority junction with Station Road and Grange Road.

2.2.3 Within the village centre, Station Road provides a connection to the A264 Copthorne Road to the north, which in turn provides a connection to Crawley and Gatwick Airport to the west and East Grinstead to the east, via the A22 Eastbourne Road. To the west, Grange Road connects to the B2028

Turners Hill Road, which in turn provides a connection southbound to Haywards Heath, via Turners Hill, and northbound to the A264 Copthorne Road, thus providing an alternative connection to Crawley and Gatwick Airport.

2.2.4 Sycamore Lane has a carriageway width of some 4.8m and currently operates as a shared surface providing access to four residential dwellings. Sycamore Lane forms the minor arm of a priority junction with Kiln Road.

2.2.5 Kiln Road is a single lane two-way carriageway some 5.5m in width and is subject to a 30mph speed limit. A 2m wide footway is present on the northern side of Kiln Road, up to its junction with Woodlands Close. From the junction with Woodlands Close, footways some 1.5m in width are then present on both sides of Kiln Road and provide safe continuous connections westbound for pedestrians to travel to the existing bus stops, located some 500m from the centre of the site, and beyond to a number of services and amenities in the centre of Crawley Down village.

2.2.6 To the north of the site, the exiting footways continue on both sides of Woodlands Close/Woodland Drive up to Burleigh Way and beyond and provide safe continuous connections to additional bus stops and Crawley Down Village C of E School.

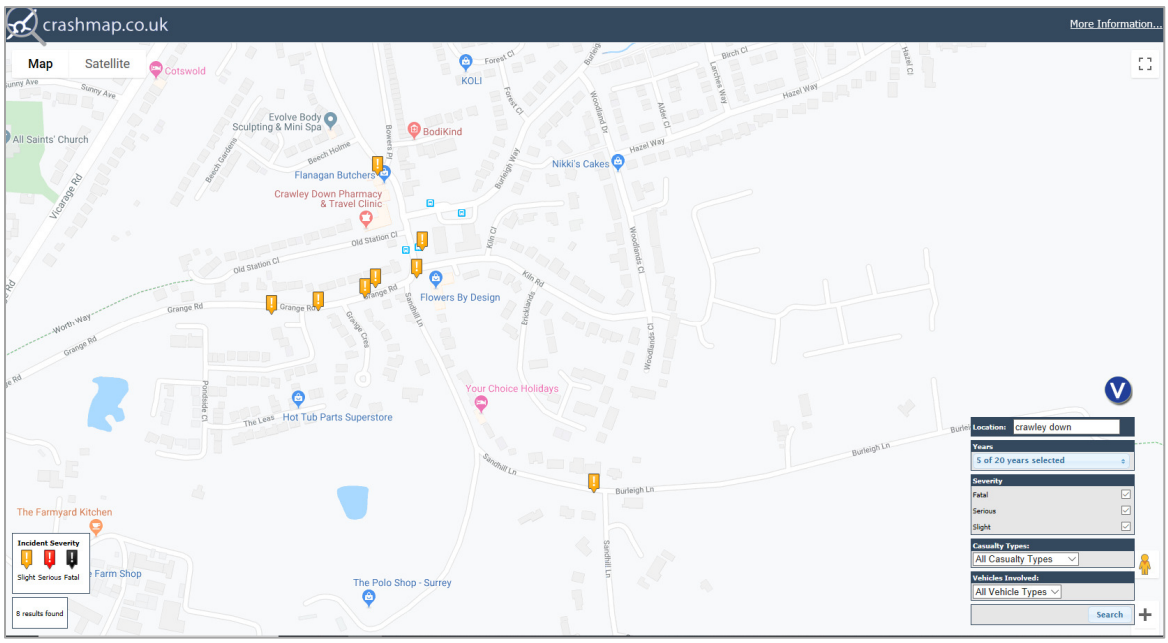
2.2.7 Access to National Cycle Network (NCN) Route 21, which runs between Greenwich in south-east and Pevensey via Crawley, East Grinstead, Hailsham and Eastbourne, can be gained at the junction of Woodland Drive and Hazel Way. Within the vicinity of the site, NCN Route 21 continues eastbound along Hazel Way before becoming an off-carriageway dedicated traffic-free route connecting directly to East Grinstead. To the west of the site, NCN Route 21 continues along residential roads through the centre of Crawley Down village centre before continuing via off-carriageway dedicated traffic-free routes to Crawley.

2.2.8 Within the centre of Crawley Down, there is currently no dedicated cycling infrastructure provided. However, local roads provide good forward visibility for users, are subject to 30mph speed limits and have street lighting. These characteristics serve to make local roads more conducive to cycling.

2.3 Personal Injury Accident Data

2.3.1 A review of Crashmap (5 year period to 2018) does not identify a particular accident problem on the local road network; refer **Image 2.1**.

Image 2.1: Extract from Crashmap



Source: www.crashmap.co.uk

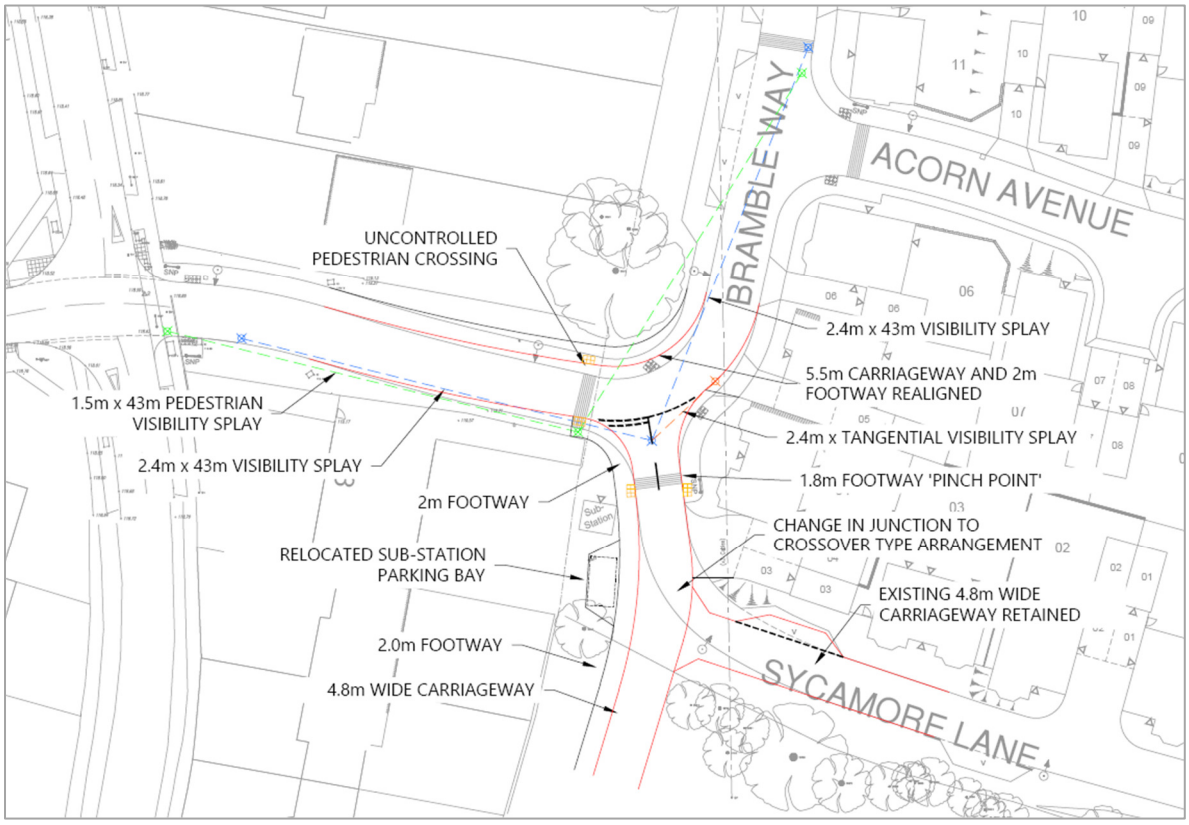
SECTION 3 PROPOSED SITE ACCESS ARRANGEMENTS

3.1.1 Having regard to opportunities for access and the need to promote sustainable modes of travel to / from the site, the preferred location of the access is at the north-western corner of the site from Sycamore Lane. An access in this location minimises walking and cycling distances to local amenities and the bus stops located in the centre of Crawley Down village.

3.1.2 Sycamore Lane and Bramble Way (and the road network within the recently constructed Miller Homes development to the north of the site) are not adopted but are owned by Miller so access is deliverable from Sycamore Lane.

3.1.3 The proposed site access from Sycamore Lane is shown on **Drawing ITB15461-GA-001** provided in the drawings section of this document with an extract provided below.

Image 3.1: Proposed Site Access Arrangement



Source: Consultant

3.1.4 Key features of the proposed site access arrangement are as follows:

- Proposed priority junction access to the site from Bramble Way (Bramble Way retains the priority) with minor relocation of the Bramble Way carriageway / bend to the north;

- Site access road has a carriageway width of 4.8m with a 2m footway on its western side (a 4.8m wide carriageway is wide enough for a car to pass a large vehicle);
- Visibility splays of 2.4m x 43m at the site access / Sycamore Lane junction with Bramble Way – commensurate with the 30mph speed limits and due to the alignment of local roads actual vehicle speeds are likely to be lower than this;
- Sycamore Lane (serving 4 residential dwellings) will be retained in the form of a vehicle crossover type arrangement from the access road (priority given to the proposed development); and
- The desire line for pedestrians will be westbound, towards local services and amenities in the centre of Crawley Down. As a result, it is proposed to provide a 2m wide footway on the western side of the carriageway, where it will tie into the existing footway on the northern site of Kiln Road. A number of uncontrolled pedestrian crossings will be provided to enable access to the wider pedestrian network.

3.1.5 Safe and suitable access to the site is proposed from Sycamore Lane.

SECTION 4 PROMOTIONG SUSTAINABLE TRANSPORT

4.1.1 A local facilities plan is provided at **Figure 2** and listed in **Table 4.1** below.

Table 4.1 Local Facilities Summary

Purpose	Destination / Facilities	Distance	Walking Journey (minutes)	Cycling Journey Time (minutes)
Retail	McColls Food & Wine	400	5	2
	Co-op Food & Post Office	450	5	2
	Flanagan Butchers	400	5	2
	Hair Salon	400	5	2
	Village Centre	500	6	2
Education	Crawley Down Village C of E School	850	10	3
Leisure	Royal Oak Pub	400	5	2
	Allotments	500	6	2
	Play Area	500	6	2
	Haven Centre	1000	12	4
	All Saints Church	1100	13	4
	Cricket Ground	1300	15	5
	King George V Playing Fields	1300	15	5
	Crawley Down Tennis Courts	1300	15	5
	Crawley Village Hall	1500	18	6
Health	Crawley Down Pharmacy	400	5	2
	Crawley Down Health Centre	750	9	3
Employment	Grange Farm Shop and Kitchen	1100	13	4
	Falcon Park Industrial Area	1300	15	5
	Rowfont Business Centre	2700	32	10
	Birches Industrial Estate	4500	54	17

Source: Consultants Estimates

4.1.2 **Figure 2** and **Table 4.1** demonstrate that there are a wide range of local services and facilities located well within an acceptable walking and cycling distance to the site, including Crawley Down village centre. These services include a school, local convenience stores, employment, health and leisure facilities. The access proposals provide a footway which link into the existing footway network in Crawley Down meaning that these local facilities are accessible on foot. Cycling is typically on carriageway in Crawley Down which is acceptable given vehicle speeds and volumes.

4.1.3 With the exception of Birches Industrial Estate (located in a 'comfortable' cycling distance), all of the services and facilities outlined in **Table 4.1** are within an acceptable walking distance.

4.1.4 The closest bus stops to the site are located on Burleigh Way / Station Road, some 500m from the centre of the site. Facilities in the form of bus flags and timetable information are present, with a bus shelter also present at the eastbound bus stop. These bus stops are served by services 281 and 291, which provide connections to Crawley, East Grinstead, Lingfield and Tunbridge Wells. The Station Road bus stops are request stops and are served by service 272 which, provides connections with Crawley, Haywards Heath and Brighton.

4.1.5 In addition, school bus services 624, 642 and 643 operate from these bus stops and provide one to two bus services a day Monday to Friday to local schools, including Imberhorne Upper and Lower Schools and Felbridge School/Nursery.

4.1.6 A summary of the bus services and their respective frequencies are presented in **Table 4.2**.

Table 4.2: Bus Service Summary

Bus Stop	Bus Service	Destination	Frequency		
			Monday - Friday	Saturday	Sunday
Station Road	272	Brighton – Burgess Hill – Haywards Heath - Crawley	Every 1-2 hours. First Service to Crawley at 10:35, last return at 17:31	Every 2 hours. First Service to Crawley at 09:23, last return at 17:10	No service
Burleigh Way	281	Crawley – Three Bridges - East Grinstead - Lingfield	Hourly. First Service to East Grinstead at 06:41, last return at 17:31	Hourly. First Service to East Grinstead at 08:57, last return at 16:49	No service
	291	Crawley – Three Bridges - East Grinstead – Tunbridge Wells	Hourly. First Service to East Grinstead at 06:11, last return at 22:57	Hourly. First Service to East Grinstead at 06:19, last return at 22:47	Every 2 hours. First Service to East Grinstead at 06:19, last return at 22:47
	624, 642,643	Crawley / Copthorne / Horley - Imberhorne Schools	Two services a day to / from Imberhorne schools	No service	No service

Source: Traveline

4.1.7 Existing bus services provide opportunities to travel to key destinations including Crawley, Three Bridges, East Grinstead, Haywards Heath, Lingfield and Tunbridge Wells and provide a realistic

alternative to using the car to travel to these destinations. In addition, school bus services are available to local schools.

4.1.8 The bus times also provide realistic opportunities for commuter journeys to/from Crawley railway station, with the first bus arriving at 06:45 and evening services departing from 17:30 (and operating hourly thereafter to 22:02).

4.1.9 The closest station to the site is East Grinstead, located some 6.9km east of the site if traveling by car, or 4.5km if using national cycle network route 21. Further rail services are accessible from Three Bridges rail station which is located 6.4km to the west of the site. Both railway stations are accessible using the 281 and 291 bus services and via NCN route 21.

4.1.10 **Table 4.3** provides a summary of the rail services accessible from each of the stations.

Table 4.3: Rail Service Summary

Station	Destination	Service Frequency		Average Journey Time
		Peak	Off Peak	
East Grinstead	London Victoria	4 per hour	2 per hour	60 minutes
	East Croydon	4 per hour	2 per hour	39 minutes
	Clapham Junction	2 per hour	2 per hour	50 minutes
	London Bridge	2 per hour	2 per hour	56 minutes
	Lingfield	4 per hour	2 per hour	7 minutes
Three Bridges	London Bridge	6 per hour	6 per hour	34 minutes
	Horsham	4 per hour	4 per hour	15 minutes
	Brighton	4 per hour	4 per hour	30 minutes

Source: National Rail Enquiries

4.1.11 **Table 4.3** demonstrates that East Grinstead and Three Bridges rail stations offer access to fast and frequent services to London, Clapham Junction, Horsham and Brighton.

4.1.12 In summary, it is clear that future residents of the proposed development will have the opportunity to access a range of local destinations by a choice of travel modes.

SECTION 5 TRAFFIC IMPACT

5.1.1 The potential traffic generation of the development has been robustly estimated using surveys of similarly located sites of 'houses privately owned' contained in the latest version of the TRICS database (7.6.3). Private housing trip rates are robust as they make no allowance for affordable homes (which typically generate less peak period vehicle movements).

5.1.2 The trip rates have been obtained using the following search parameters:

- Regions – England (Excluding Greater London);
- Size – between 20-80 dwellings;
- Location – surveys in 'suburban area' and 'neighbourhood centre' locations; and
- Survey days – weekdays.

5.1.3 The full TRICS outputs is attached as **Appendix A**.

5.1.4 The trip rates and the resulting peak hour traffic generation of the 50 potential new homes are provided in **Table 5.1**.

Table 5.1: Vehicular Trip Rates and Trip Generation – TRICS Assessment

	Morning Peak Hour 08:00-09:00			Evening Peak Hour 17:00-18:00		
	In	Out	Two-Way	In	Out	Two-Way
Vehicular Trip Rate	0.122	0.463	0.585	0.396	0.157	0.553
Vehicular Trips	6	23	29	20	8	28

Source: TRICS

5.1.5 As can be seen, a development of 50 residential dwellings could be expected to generate some 29 two-way vehicle movements in the morning peak hour and 28 two-way vehicle movements in the evening peak hour, equating to less than one vehicle movement every two minutes during the busiest periods of the day.

5.1.6 The site access / Sycamore Lane junction with Bramble Way will operate with ample spare capacity.

5.1.7 An increase of one vehicle every two minutes during peak hours is unlikely to have a significant impact on the operation of the local road network in terms of capacity and congestion.

5.1.8 A Transport Assessment with detailed traffic analysis (including any junctions and links for assessment as agreed with the local highway authority through scoping) would accompany any future planning

application but it is apparent that traffic generated by the proposed development is unlikely to have any significant impacts (congestion or safety) on the operation of local highway network.

SECTION 6 SUMMARY AND CONCLUSIONS

6.1 SUMMARY

6.1.1 A Transport Assessment with detailed traffic analysis (including any junctions and links for assessment to be agreed with the local highway authority) would accompany any future planning application but it is apparent that traffic generated by the proposed development is unlikely to have any significant impacts (congestion or safety) on the operation of local highway network.

6.2 Conclusion

6.2.1 This Transport Statement has demonstrated that:

- Safe and suitable access to the site can be achieved from Sycamore Lane and its junction with Bramble Way to the north of the site;
- There are opportunities for sustainable modes to be taken up with a range of services and facilities located within walking and cycling distance. The site benefits from access to existing bus services; and
- There are unlikely to be any significant impacts from the development on the transport network in terms of capacity and congestion.

6.2.2 As such, the site is considered deliverable in highways and transport terms.

FIGURES

HOPHURST LANE

SANDY LANE

STATION ROAD

BURLEIGH WAY

B2028 TURNERS HILL ROAD

SYCAMORE LANE

GRANGE ROAD

Crawley Down

Recreation Ground

Football Ground

Sans Souci

Parkfields Farm

West Lodge

Greensleeves

Hurst Farm

Deer Valley

Hall

Pav

Cricket

Playing Field

Crawley Down Village C of E School

Station Wood Sewage Ppg Sta

Kiln Wood

Rushetts Wood

Burleigh Wood

Burleigh Larches

Front Wood

The Coach House

Huntsland House

Cottage In The Woods

Allot Gdns

PO

PW

Bankton House

Grange Farm

Gardens Cottage

Sandhill Gate Cottage

Sandhill House

Plurenden

The Croft

Sarsne Lodge

Grange Hill Lodge

Grange Hill

Sandhill Farm

Sandhill

Thistle Cottage

Pit (dis)

The Merry

Mast

Path

Drain

Track

ROMAN ROAD (course of)

KEY

INDICATIVE DRAFT ALLOCATION BOUNDARY

i-Transport

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TITLE:

LAND SOUTH OF SYCAMORE LANE, CRAWLEY DOWN

SITE LOCATION PLAN

FIGURE No:

FIGURE 1

FILE REF: ITB15461

REV: -

KEY

- INDICATIVE DRAFT ALLOCATION BOUNDARY
- EMPLOYMENT AREA
- VILLAGE CENTRE
- BUS STOP
- ROUTE 272
- ROUTE 281
- ROUTE 291
- NATIONAL CYCLE NETWORK ROUTE 21

LEISURE & RECREATION

- L1 ROYAL OAK PUBLIC HOUSE
- L2 ALLOTMENTS
- L3 THE HAVEN CENTRE
- L4 CRICKET GROUND
- L5 PLAYING FIELDS
- L6 CRAWLEY DOWN TENNIS CLUB
- L7 PLAYING FIELDS
- L8 CRAWLEY DOWN VILLAGE HALL
- L9 ALL SAINTS CHURCH

EMPLOYMENT

- E1 GRANGE FARM SHOP AND KITCHEN
- E2 ROWFRANT BUSINESS CENTRE
- E3 FALCON PARK INDUSTRIAL AREA

RETAIL

- R1 MCOLLS FOOD & WINE
- R2 CO-OP & POST OFFICE
- R3 FLANAGAN BUTCHERS
- R4 HAIR SALON

EDUCATION

- ED1 CRAWLEY DOWN VILLAGE C OF E SCHOOL

HEALTHCARE

- H1 CRAWLEY DOWN PHARMACY
- H2 CRAWLEY DOWN HEALTH CENTRE

TO CRAWLEY

TO EAST GRINSTEAD

TO EAST GRINSTEAD

TO CRAWLEY

TO HAYWARDS HEATH AND BRIGHTON

Crawley Down

Crawley Down Village C of E School

Rowfant

Stubbits

Down Park Farm

Sans Souci

Recreation Ground

Football Ground

West Lodge

Greensleeves

Arkfields Farm

The Larches

Hurst Farm

Deer Valley

Bushy Wood

Kiln Wood

Huntsland Cottage

The Coach House

Huntsland House

Front Wood

Cottage In The Woods

Bushywood Cottage

Wallage Wood

Brandon House

Home Grove

Wallage Lodge

Thistle Cottage

Saw Mill

Brickyard Cottages

Hundred Acres

Providence Cottages

Forest Barn Farm

Warren Wood

Wallage Cottages

Bankton House

Grange Farm

Garden Cottage

Grange Hill Lodge

Grange Hill

Sandhill Farm

Sandhill Cottage

Sandhill House

Sandhill Gate Cottage

The Croft

Sarone Lodge

Plurenden

Burleigh House Farm

Burleigh Larches

Burleigh Wood

Rushetts Wood

Station Wood Sewage Ppg Sta

Pit (dis)

The Merry Pit (dis)

Nobs Wood Pond

Great Nobs

Little Nobs

Burleigh Oaks Farm

River Medway

ROMAN ROAD (course of)

Allot Gdns

Mast

Weir

Track

Path

Drain

Spr

ESS

Iss

FB

PO

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TITLE:

LAND SOUTH OF SYCAMORE LANE, CRAWLEY DOWN

LOCAL AMENITIES PLAN

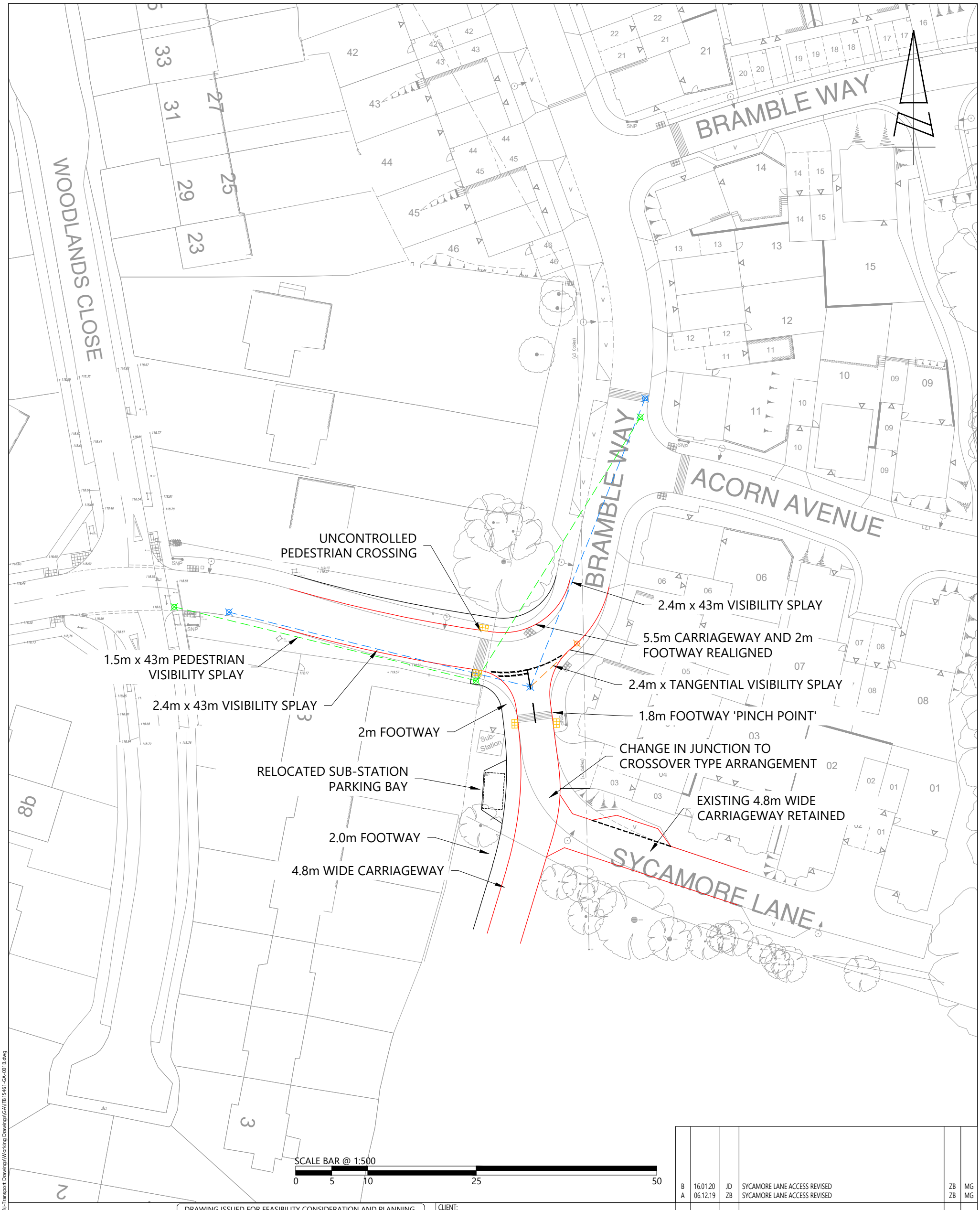
FIGURE No:

FIGURE 2

FILE REF: ITB15461

REV: -

DRAWINGS



REV	DATE	BY	DESCRIPTION	CHK	APD
B	16.01.20	JD	SYCAMORE LANE ACCESS REVISED	ZB	MG
A	06.12.19	ZB	SYCAMORE LANE ACCESS REVISED	ZB	MG

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT: MILLER HOMES

STATUS: PRELIMINARY

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TITLE: PROPOSED SITE ACCESS ARRANGEMENT

PROJECT: LAND SOUTH OF SYCAMORE LANE, CRAWLEY DOWN

DRAWN:	CHECKED:	APPROVED:
ZB	ZB	MG
PROJECT No:	SCALE @ A3:	DATE:
ITB15461	1:500	29.11.19
DRAWING No:		REV:
ITB15461-GA-001		B

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APPENDIX A. TRICS OUTPUT

Calculation Reference: AUDIT-236601-191216-1252

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	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: 24 to 70 (units:)
Range Selected by User: 20 to 80 (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 06/06/19

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	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	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5

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

Selected Location Sub Categories:

Residential Zone	5

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

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 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:

1.1 to 1.5	5 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

3 HC-03-A-20 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

4 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

5 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-05	PT levels too high
DH-03-A-01	PT levels too high
LN-03-A-03	PT levels too high
NF-03-A-01	Bungalows
NY-03-A-08	PT levels too high

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	5	51	0.078	5	51	0.388	5	51	0.466
08:00 - 09:00	5	51	0.122	5	51	0.463	5	51	0.585
09:00 - 10:00	5	51	0.180	5	51	0.173	5	51	0.353
10:00 - 11:00	5	51	0.078	5	51	0.141	5	51	0.219
11:00 - 12:00	5	51	0.169	5	51	0.118	5	51	0.287
12:00 - 13:00	5	51	0.165	5	51	0.157	5	51	0.322
13:00 - 14:00	5	51	0.180	5	51	0.184	5	51	0.364
14:00 - 15:00	5	51	0.129	5	51	0.165	5	51	0.294
15:00 - 16:00	5	51	0.235	5	51	0.176	5	51	0.411
16:00 - 17:00	5	51	0.333	5	51	0.161	5	51	0.494
17:00 - 18:00	5	51	0.396	5	51	0.157	5	51	0.553
18:00 - 19:00	5	51	0.275	5	51	0.184	5	51	0.459
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.340			2.467			4.807

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:	24 - 70 (units:)
Survey date date range:	01/01/11 - 06/06/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	5

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.