MID SUSSEX TRANSPORT STUDY

DISTRICT PLAN REVIEW

SCENARIO 4 REPORT (DRAFT)

IDENTIFICATION TABLE	
Client/Project owner	Mid Sussex District Council
Project	Mid Sussex Transport Study
Study	District Plan Review
Type of document	SCENARIO 4 REPORT (DRAFT)
Date	06/10/2022







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APPENDICES

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Appendix A2 - Employment Allocations

Appendix A3 - DPR Transport Scenario 4 and 4B

Appendix B1 - Junction Results Summary

Appendix B2 - M23 and A23 Traffic Flows

Appendix C - Detailed Junction Results

Appendix D - Flow Difference Maps

Appendix E - TRICS Outputs



1. INTRODUCTION

1.1 Work Undertaken

- 1.1.1 Mid Sussex District Council (MSDC) commissioned SYSTRA to:
 - Build a strategic highway model to underpin the Mid Sussex Transport Study (MSTS); and
 - Update the Mid Sussex Transport Study to test the impact of proposed development on the strategic and local transport network and upon significant routes in Ashdown Forest (adjacent to but outside of Mid Sussex District).
- 1.1.2 The work is further divided into the following stages:
 - 2019 Base Year Highway Model Production and Validation
 - 2039 Reference Case Scenario;
 - 2039 District Plan Review (DPR) Scenarios
 - 2039 District Plan Review (DPR) Scenarios including potential mitigation

1.2 Current Position and Next Steps

1.2.1 This report is part of an iterative process to test the impact of development and the potential mitigations to reduce those impacts. The next steps will be to propose sustainable mitigations and highway mitigations and this is described in **Chapter 8 Next Steps – Capacity Mitigation.** This report is, therefore, focussed on the 'without mitigation' situation. However, this report does include results of scenarios which have been informed by submissions made by the significant site promoters and tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the scenario's significant site developments (see paragraph 3.2.9). These are high level assumptions based on the site location, settlement size and on existing infrastructure. **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

1.3 Highway Model

- 1.3.1 The Mid Sussex Strategic Highway Model (MSSHM) was produced in accordance with standard good practice as set out in the Department for Transport's (DfT) transport analysis guidance (TAG), in particular TAG Unit M3-1 Highway Assignment Modelling. As such, the approaches to data processing, matrices and network production, along with model calibration are consistent with those of similar strategic highways models. The model's base year is 2019.
- 1.3.2 The model production made appropriate use of existing data and existing models in the area. A small programme of surveys was undertaken to fill in some gaps in data.

1.4 Transport Study

1.4.1 The impacts on the highway network of the agreed development scenarios were assessed based on the National Planning Policy Framework (NPPF). The assessment of impacts

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were based on criteria agreed by MSDC and West Sussex County Council (WSCC). These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts.

- 1.4.2 Where junctions or roads sections are assessed to be adversely impacted by the developments, the potential impact of sustainable transport mitigation will be assessed after which potential highway mitigation schemes will be tested. These mitigations will aim to remove all 'severe' impacts. This is described in **Chapter 8 Next Steps Capacity Mitigation**. This report includes some initial testing of the potential impact of car trip rate reductions.
- 1.4.3 A safety review will also be undertaken to provide a junction and road-section based assessment of accident clusters, cross-referenced to national accident rates available from the DfT and forecast traffic flow changes as a result of the scenarios compared to the Reference Case. This is described in **Chapter 9 Next Steps Safety Impacts**.
- 1.4.4 Parallel work will include:
 - Undertaking environmental impact to comply with National Planning Practice Guidance on transport evidence bases in plan making.
 - Undertaking air quality modelling and ecological interpretation for Habitats Regulations Assessment to test the impact of traffic, as a result of proposed development, on the Ashdown Forest Special Area of Conservation. This is based on the outputs of the Mid Sussex Transport Study.

1.5 Scenarios Tested

2039 Reference Case

1.5.1 The Reference Case represents the road network in 2039, and includes any committed highway infrastructure, development in the district and background growth to this date. This acts as a baseline when assessing the impacts of the development scenarios.

2039 Scenario 4 and Scenario 4B

1.5.2 The 2039 development scenarios are being refined as part of the Council's plan making process, including sustainability appraisal, to help inform preparation of the District Plan Review and select a preferred option. The scenarios build on the Reference Case and assess proposed Local Plan development and supporting infrastructure in 2039. Scenario 4B differs from Scenario 4 in that it additionally includes the development site at Ansty.

2039 Scenarios 4 and 4B with Car Trip Rate Reduction (Scenarios 4m1 and 4Bm1)

1.5.3 This report includes scenarios which have been informed by submissions made by the significant site promoters and tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

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1.6 Report Structure

- 1.6.1 The chapters in this report are:
 - Chapter 1 Introduction
 - O Chapter 2 2039 Reference Case Preparation
 - Chapter 3 2039 Scenario 4 and 4B Preparation
 - O Chapter 4 Scenario 4 Capacity Impacts
 - O Chapter 5 Scenario 4B Capacity Impacts
 - Chapter 6 Scenario 4 with Car Trip Rate Reduction Capacity Impacts
 - Chapter 7 Scenario 4B with Car Trip Rate Reduction Capacity Impacts
 - Chapter 8 Next Steps Capacity Mitigation
 - Chapter 9 Next Steps Safety Impacts



2. 2039 REFERENCE CASE PREPARATION

2.1 Introduction

- 2.1.1 This chapter describes the production of the 2039 Reference Case matrices and network, using the 2019 Base model as the starting point.
- 2.1.2 The 2039 Reference Case represents a benchmark against which the development scenarios are tested and compared. This enables separation of impacts resulting from the Scenarios from impacts due to background growth, committed development and infrastructure. The 2039 Reference Case includes the development sites that were in the previously modelled 2031 Site Allocations Development Plan Document (Sites DPD). It also includes the proposed mitigation for the 2031 Sites DPD Scenario as referenced in Section 2.8 below.
- 2.1.3 The following sections describe how the development growth was applied by location (external/non-MSDC or MSDC) and method (from the DfT's National Trip End Model or site specific).

2.2 2019-2039 External/Non-MSDC Development Growth (from TEMPro)

- 2.2.1 Travel demand matrices contain the forecast trips between origin and destination zones across the model study area. Forecasts are based on information obtained from the DfT's National Trip End Model (NTEM), obtained using the Trip End Model Presentation Program (TEMPro v7.2). This is compliant with guidance set out in WebTAG (Web-based Transport Assessment Guidance, published by the DfT). The forecasts include:
 - o population
 - employment
 - households by car ownership
 - trip ends
- 2.2.2 TEMPro is designed to allow analysis of pre-processed data from the NTEM. The pre-processed data is itself the output from a series of models developed and run by DfT's Transport Appraisal and Strategic Modelling (TASM) division. TEMPro can also be used to provide summaries of traffic growth using data from the National Transport Model (NTM).
- 2.2.3 For the transport study the trip ends data were used in the form of origin and destination growth factors. These were extracted for 2019-2039 for the AM (0700-1000) and PM (1600-1900) periods, for the locations required.
- 2.2.4 In August 2022, the Department for Transport announced the publication of the Common Analytical Scenarios ('CAS')-based National Trip End Model ('NTEM') planning datasets and the updated TEMPro v8.0 software. The new datasets and updated software are published under the Department's Forthcoming Changes (for November 2022) and further details are provided in the Release Notes at TASM (tagsoftware.co.uk). It is recommended that this update is taken account of in future Scenarios which follow the release of the update, and it should be noted that the Scenarios in this report use TEMPro v7.2 as stated above.



2.3 2019-2039 Mid Sussex Development Growth (Site Specific)

2.3.1 Reference Case growth in the District was applied on a site specific basis directly to model zones, in preference to using TEMPro, which was used for growth outside the District only.

Reference Case Housing in Mid Sussex District:

- 2.3.2 The housing developments listed in **Appendix A1 Commitments** are included.
- 2.3.3 In addition all completions that occurred between the model base year of 2019 and 2022 are included.

Reference Case Employment in Mid Sussex District:

- 2.3.4 The employment developments included are:
 - Northern Arc, Business Park: 1,500 employees
 - The Hub, Business Industrial and Storage/Distribution: 50,000 sqm
 - Science and Technology Park (including 154 room hotel): 2,500 employees
- 2.3.5 In addition the employment sites included in the previous 2031 Sites DPD Scenario and listed in **Appendix A2 Employment Allocations** are included.

2.4 2019-2039 External Development Growth (Site Specific)

2.4.1 Some large development sites in neighbouring authorities are included as site specific developments. These are:

Reference Case Housing in Neighbouring Authorities:

Kilnwood Vale: 2,500 units
 Land North of Horsham: 2,500 units
 North East Crawley: 2,000 units

Reference Case Employment in Neighbouring Authorities:

Kilnwood Vale, Industrial Estate: 721 employees
 Land North of Horsham, Industrial Estate: 714 employees
 Horley Business Park: 88,000 sgm

2.5 Freight

2.5.1 Growth in freight traffic was derived from national road traffic forecasts taken from the National Transport Model (NTM) in accordance with DfT guidance in paragraphs 7.3.18 to 7.3.19 of TAG Unit M4: Forecasting and Uncertainty.





2.6 Gatwick Airport

2.6.1 Gatwick Airport Limited (GAL) Preliminary Environmental Information Report on the Northern Runway project (September 2021) states in Chapter 4: Existing Site and Operation (paragraph 4.4.1) that the airport is currently estimated to grow to 62.4 million passengers per annum (mppa) by 2038, and up to 67.2mppa by 2047 in its current configuration as a single runway, two terminal airport. These totals are accepted as being achievable with permitted development only at the airport and so are included in core forecasting assumptions.

https://www.gatwickairport.com/globalassets/company/future-plans/northern-runway/2021/peir/vol1/peir-chapter-4-existing-site-and-operation.pdf

2.6.2 In terms of the impact of COVID-19 pandemic, Appendix 4.3.1 Section 2 of the same document states the following and therefore, for the purposes of this study it is assumed that the trajectories in paragraph 2.6.1 will be achieved:

Overall, the updated forecasts presented in this data book predict that it will take approximately five years for passenger traffic at Gatwick to return to levels seen in 2019 and that by the end of the 2020s, passenger levels at Gatwick will have returned broadly to where they would have been had the pandemic not occurred. This reflects the combination of ongoing capacity constraints already experienced before and during 2019 and underlying market growth across the London system.

https://www.gatwickairport.com/globalassets/company/future-plans/northern-runway/2021/peir/vol3/peir-appendix-4.3.1.pdf

2.6.3 Forecasting for Gatwick Airport takes account of the advice provided in paragraphs 7.3.9 to 7.3.11 of TAG Unit M4: Forecasting and Uncertainty. Paragraph 7.3.10 states:

The NTEM dataset includes all trip end productions for surface access trips to airports. However, the NTEM trip end attractions **exclude** surface travel for airline passengers and those escorting them. This may mean that the spatial distribution of the trip end attractions may need to be modified from NTEM levels if there is a major airport within the vicinity of the scheme.

2.6.4 The airport is in Crawley Borough and so, by default, model growth was applied using TEMPro. Therefore, based on paragraph 7.3.10 an adjustment was applied to ensure that passenger growth is accounted for. This was based on the trajectories stated above in paragraph 2.6.1 assuming current configuration as a single runway, two terminal airport.

2.7 Trip Rates

- 2.7.1 Trip rates were required to calculate trip generations for developments that were applied directly to an existing model zone or dedicated new model zone.
- 2.7.2 The TRICS (Trip Rate Information Computer System) database was used to calculate origin and destination trip rates for the AM peak, and PM peak hours. They were used to derive the forecast matrices for the Reference Case and are shown in **Table 1**; the higher tidal rates are in **bold**. For robustness the 85th percentiles were used rather than the mean trip rates for the survey selection.

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- 2.7.3 To ensure an appropriate sample, surveys regarded as not relevant were removed from the analyses. Surveys in the following groups were removed:
 - Town centre, neighbourhood centre and 'free-standing' developments
 - Saturday surveys
 - All non B1 or B2 (for employment)
 - C1 and C2 (for residential)
- 2.7.4 The trip rates for Private Houses and Flats use the TRICS residential category K Mixed Private Housing (Flats and Houses).

Table 1. General Vehicle Trip Rates

USE (TRICS CATEGORY)	PARAMETER	AM ORIG	AM DEST	PM ORIG	PM DEST
Private Houses and Flats	dwellings	0.397	0.191	0.143	0.486
Office	employees	0.043	0.511	0.394	0.021
Business Park	employees	0.183	0.367	0.465	0.045
Industrial Estate	employees	0.300	0.700	0.844	0.067
Hotel	rooms	0.284	0.104	0.151	0.252
Retail (Food Superstore)	per 100sqm	3.428	3.532	6.281	5.140
Primary School	per pupil	0.388	0.482	0.060	0.034
Secondary School	per pupil	0.179	0.237	0.041	0.039

2.7.5 Full TRICS outputs are included in **Appendix E – TRICS Outputs**.

2.8 Committed Infrastructure in 2039 Reference Case

2.8.1 The reference case schemes from the previous Sites DPD modelling were carried forward to the 2039 Reference Case. These are shown in **Table 2**. The dualling of the A2300 includes the closure of the Bishopstone Lane/A2300 junction for vehicular use.



Table 2. Reference Case Infrastructure

LOCATION			DESCRIPTION
Burgess Hill	A2300		Dualling, and junction improvements
	The Hub	Cuckfield Rd	Roundabout improvements
		Gatehouse Lane	Signal controlled crossing
	East of Kings Way	Junction Road / Silverdale road	Traffic signals
		Valebridge Rd / Janes Lane / Junction Rd	Traffic signals
		Kings Way	Traffic signals
		Church Rd / Mill Rd	Traffic signals
		Keymer Rd	Traffic signals
		Cants Lane	Traffic signals
		Ditchling Common	Speed restrictions
Copthorne	A264	A264 / Brookhill Rd / A220	Roundabout improvements
		Dukes Head Roundabout	Roundabout improvements
Hassocks	Hassocks Stonepound	Stonepound Crossroads	Traffic signals improvements
Haywards Heath	Penland Farm	Hanlye Lane, Borderhill Lane	Roundabout
	Fox Hill	South of Hurstwood Lane	Extension of 30mph speed limit
	Relief Road (east)	Hurstwood Lane	Traffic Signals
	Fox Hill	B2112, Colwell Rd	Roundabout improvements
Crawley	Copthorne	M23 J10	Junction improvements
	Tinsley	Gatwick road	Roundabout improvements
	Pound Hill	A2011	Link road, and junction improvements
	Tinsley	Radford Rd	Traffic signals
	Tinsley Green	Steers Lane / Radford Rd	Traffic signals
		Steers Lane / B2036	Traffic signals
	Hazelwick	A2011	Signalised roundabout
	Fernhill	B2036	Roundabout improvements
	Manor Royal	Gatwick Road	Roundabout improvements
	Cheals Junction	A23	Roundabout slip lane
	Pease Pottage	M23 J11	Signalised gyratory
	Smart Motorways	M23	Motorway improvements

- 2.8.2 The following mitigation associated with the Sites DPD Scenario was also included.
 - Sustainable transport trip reductions for the Sites DPD developments
 - Ansty A272/B2036 minor widening on A272 western and eastern arms
- 2.8.3 In addition, the following mitigation associated with the Sites DPD Scenario as proposed by the Science and Technology Park was included:
 - A2300/A23 Hickstead, Eastern Roundabout
 - A23 Southbound upgraded merge and diverge between A2300 and Mill Lane
 - A2300/Cuckfield Road roundabout upgrade and new S&T Park access/Cuckfield Road roundabout
 - A2300/Northern Arc roundabout
- 2.8.4 One additional scheme was also included:
 - New access road from A272/A23 northbound roundabout for Marylands Nursery



3. 2039 SCENARIO 4 AND 4B PREPARATION

3.1 Introduction

3.1.1 This section describes the preparation of 2039 Scenarios 4 and 4B.

3.2 Site Specific Growth

- 3.2.1 Scenario trip matrices were prepared for the AM peak and PM peak hours. The trip rates that were derived from TRICS for the committed Reference Case developments were used again to calculate trip generations for the development sites.
- 3.2.2 Scenario 4 assesses the impact of an additional 25 housing development sites (26 in Scenario 4B due to the addition of the site at Ansty) some of which also include employment, retail and community uses. The sites are listed in **Appendix A3 DPR Transport Scenario 4 and 4B.**
- 3.2.3 In addition **windfall sites** are assumed to be 1488 units by 2039, distributed pro-rata across the Reference Case housing developments.
- **Table 3** summarises the total housing units considered.

Table 3. Total Housing units Considered in Mid-Sussex in Scenario 4

SCENARIO	TOTAL UNITS CONSIDERED	DIFFERENCE FROM REF
Reference Case	13,884	
Scenario 4	20,435	6,551
Scenario 4 including windfall	21,923	8,039
Scenario 4B	22,035	8,151
Scenario 4B including windfall	23,523	9,639

3.2.5 **Figure 1** shows the location of the Scenario 4 and 4B development sites labelled by SHLAAID (Strategic Housing Land Availability Assessment ID) as referenced in Appendix A3. **Figure 2** shows the number of units for each site.

Development Zones – Representation of Sites

3.2.6 The larger developments sites were allocated to their own zone with appropriate access roads included.

Trip Distribution

3.2.7 The trip distributions were taken from the main model zones that the development is located in or near to and based on Census Journey Work 2011 for commuting trips and existing local model matrices for other purposes.



Scenarios 4 and 4B with Car Trip Rate Reduction (Scenarios 4m1 and 4Bm1)

- 3.2.8 This report includes scenarios which have been informed by submissions made by the significant site promoters and tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.
- 3.2.9 The following trip rate reductions are assumed for the Crabbet Park, West of Burgess Hill, Sayers Common and Ansty significant sites:
 - 15% reduction on residential unit car trip rates to account for home working, internalisation and mode share assumptions
 - 80% reduction on primary school car trip rates to account for internalisation of trips



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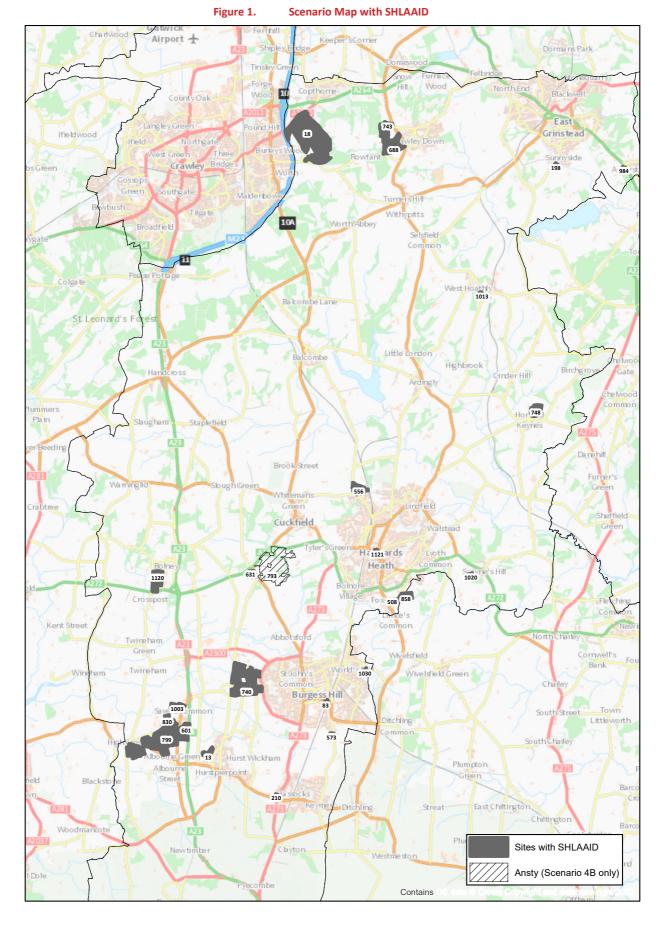




Figure 2. **Scenario Map with Number of Units** Airport + Dormans Park 10 East Grinstead lfieldwood TurrersHill Withypitts 10A Worth Abbey Selsfield Common Balkombe Lane St Leonard's F Little London Highbrook Cinder Hill Hor 45 indfield Cuckfield Ha 100 ards Boline 200 Heath Kent Street Twine ham Cornwell's Bank 25 Twineham St John's Wir Wive Isfield Green Chaile Burgess Hill 100 210 33 1850 South Chaile Hurst Wickham Stre Baro 25

Clayton

Baro

East Chiltington

Contains

Chiltington

Sites with Number of Units

Ansty (Scenario 4B only)



4. SCENARIO 4 CAPACITY IMPACTS

4.1 Introduction

- 4.1.1 This chapter reports the capacity impact results of **Scenario 4** compared to the Reference Case. The following items are included:
 - Traffic Flow Impacts
 - Impacts on the M23 and A23 Strategic Road Network
 - Identification of Junctions with Capacity Impacts
 - Cross Boundary Impacts
- 4.1.2 Reporting includes assessment of locations in neighbouring authorities.

4.2 Traffic Flow Impacts

4.2.1 **Appendix D – Flow Maps** shows the impact of the **Scenario 4** on traffic flows compared to the Reference Case. Maps are shown separately for the south and north areas and shown for all flow differences and for increases of 50 or more vehicles only.

4.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

- 4.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).
- 4.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.
- 4.3.3 **Table 4** summarises the Reference Case and **Scenario 4** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.
- 4.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.



Table 4. Scenario 4: M23 and A23 Vehicle Flows - Mainline Sections

Ref Case Scenario 4 Ref Case Scenario 4 Location Ref Case Max. Max. AM Dem AM Dem Diff from % Diff PM Dem PM Dem Diff from % Diff No. of Vehicles Vehicles (Veh) 2039 Ref (Veh) (Veh) 2039 Ref Lanes per hour per hour per lane M23 / A23 Northbound A23 - A27 to A273 DIVERGE 3% 12% A23 - A273 MERGE to A281 DIVERGE 5% 15% A23 - A281 MERGE to B2117 DIVERGE 1% 17% A23 - B2117 DIVERGE to B2118 MERGE 0% 2% A23 - B2118 MERGE to A2300 DIVERGE 5% 7% A23 - A2300 MERGE to A272 DIVERGE 8% 4% 13% 6% A23 - A272 MERGE to B2115 DIVERGE A23 - B2115 MERGE to B2110 DIVERGE 11% 3% 1% A23 - B2110 MERGE to J11 DIVERGE 8% M23 - J11 MERGE - J10a MERGE 5% 1% M23 - J10a MERGE to J10 DIVERGE 6% 1% M23 - J10 MERGE to J9 DIVERGE 7% 0% M23 - J9 MERGE to J8 DIVERGE 6% 1% M23 / A23 Southbound M23 - J8 MERGE to J9 DIVERGE 5% 7% M23 - J9 MERGE to J10 DIVERGE 1% 6% M23 - J10 MERGE to J10a DIVERGE 5% M23 - J10a DIVERGE - J11 DIVERGE 4% 5% A23 - J11 MERGE to B2114 DIVERGE 6% 8% A23 - B2114 DIVERGE to B2110 MERGE 4% 10% A23 - B2110 MERGE to B2115 DIVERGE 4% 11% 13% A23 - B2115 MERGE to A272 DIVERGE 9% A23 - A272 MERGE to A2300 DIVERGE 6% 10% A23 - A2300 MERGE to B2118/Mill Lane DIVERGE 12% -242 -7% -5% -1% A23 - B2118/Mill Lane DIVERGE to B2117 MERGE -121 -53 A23 - B2117 MERGE to A281 MERGE 11% 2% 2% A23 - A281 MERGE to A273 DIVERGE 11% A23 - A273 MERGE to A27 4% -53 -1%

- 4.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **13**% and southbound between the B2115 and the A273, where the increase is up to approximately **11**%.
- 4.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27 and the B2117, where the increase is up to approximately **17**% and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **13**%.
- 4.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.
- 4.3.8 **Table 5** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.



Table 5. Scenario 4: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of	Max.	Max.	AM Dem	AM Dem	Diff from	% Diff		PM Dem	Diff from	
							/0 DIII	PM Dem			% Diff
		Vehicles	Vehicles	(Veh)	(Veh)	2039 Ref		(Veh)	(Veh)	2039 Ref	
	Lanes	per hour	per hour								
		per lane									
M23 / A23											
Northbound											
A273 DIVERGE	1	1200	1200	780	855	75	10%	1055	1117	62	6%
A273 MERGE	1	1200	1200	302	425	123	41%	169	212	43	26%
A281 DIVERGE	1	1200	1200	356	512	156	44%	362	367	5	1%
A281 MERGE	1	1200	1200	231	235	5	2%	44	46	2	5%
B2117 DIVERGE	1	1200	1200	558	590	32	6%	532	903	371	70%
B2118 MERGE	1	1200	1200	762	938	176	23%	500	630	130	26%
A2300 DIVERGE	1	1200	1200	224	295	71	32%	57	65	8	15%
A2300 MERGE	1	1200	1200	741	977	236	32%	1382	1370	-12	-1%
A272 DIVERGE	1	1200	1200	338	326	-12	-3%	324	332	8	2%
A272 MERGE	1	1200	1200	792	1048	256	32%	344	410	67	19%
B2115 DIVERGE	1	1200	1200	350	471	121	35%	190	279	88	46%
B2115 MERGE	1	1200	1200	304	319	15	5%	224	205	-19	-8%
B2110 DIVERGE	1	1200	1200	397	483	86	22%	243	294	51	21%
B2110 MERGE	1	1200	1200	1016	1005	-11	-1%	606	601	-4	-1%
J11 DIVERGE	2	1350	2700	1805	1963	158	9%	1732	1751	19	1%
J11 MERGE	1	1350	1350	1039	1032	-7	-1%	1106	1127	21	2%
J10a MERGE	1	1350	1350	444	481	36	8%	259	262	3	1%
J10 DIVERGE	2	1350	2700	1542	1660	118	8%	1120	1147	28	2%
J10 MERGE	2	1350	2700	1038	1209	171	16%	1386	1366		-1%
J9 DIVERGE	2	1350	2700	1507	1562	55	4%	878	893	15	2%
J9 MERGE	2	1350	2700	1436	1437	1	0%	1582	1620	39	2%
										- 11	
M23 / A23											
Southbound											
J9 DIVERGE	2	1350	2700	1434	1406	-27	-2%	1714	1714	0	0%
J9 MERGE	2	1350	2700	912	908	-4	0%	1317	1386		5%
J10 DIVERGE	2	1350	2700	1721	1653	-68	-4%	1227	1378		12%
J10 MERGE	2	1350	2700	1101	1177	75	7%	1289	1392	103	8%
J10a DIVERGE	2	1350	2700	678	726	48	7%	734	802	67	9%
J11 DIVERGE	2	1350	2700	1104	1124	21	2%	887	944	57	6%
J11 MERGE	1	1350	1350	1467	1575	108	7%	1727	1949	222	13%
B2114 DIVERGE	1	1200	1200	337	431	94	28%	643	587	-56	-9%
B2110 MERGE	1	1200	1200	291	310	19	6%	256	331	74	29%
B2115 DIVERGE	1	1200	1200	347	260	-87	-25%	390	337	-52	-13%
B2115 MERGE	1	1200	1200	349	440	91	26%	623	675	52	8%
A272 DIVERGE	1	1200	1200	457	585	128	28%	695	813	118	17%
A272 MERGE	1	1200	1200	435	454	19	4%	762	742		-3%
A2300 DIVERGE	2	1200	2400	1531	1551	20	1%	1149	1260	111	10%
A2300 MERGE	1	1200	1200	1186	738	-448	-38%	783	954	170	22%
B2118/Mill Lane DIVERGE	1	1200	1200	815	694	-121	-15%	758	1364	605	80%
B2117 MERGE	1	1200	1200	535	1004	469	88%	262	395	133	51%
A281 MERGE	1	1200	1200	344	364	20	6%	15	19	4	25%
	1	1200		228	304	95	42%	53	154	100	188%
A273 DIVERGE A273 MERGE	1	1200	1200 1200	774	671	-103	-13%	1117	1080		-3%

4.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There is an exceedance in the Scenario only at the B2118/Mill Lane southbound diverge in the PM peak. It should be noted that the Reference Case includes a proposed scheme here as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

- 4.3.10 **Table 6** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4** alongside the Reference Case, for the AM and PM peak models:
 - Demand in vehicles
 - Ratio of flow to capacity (RFC)
 - Average vehicle delay in seconds
 - Average queue length in passenger car units (PCUs)

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Table 6. Scenario 4: M23 Junctions 9, 10 and 11 – Approach Arm Results

Junction Approach Arm AM AM AM AM PM PM PM PM AM AM AM AM PM PM PM PM Delay Dem RFC Avg Q Dem RFC Delay Avg Q Dem RFC Delay Avg Q Dem RFC Delay Avg Q (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) Junction 9 M23 Southbound off-slip (N) 1434 57.8 11.2 1714 93.9 30.7 1406 57.2 11.2 1714 93.0 8.2 M23 Northbound off-slip (S) 1507 44.9 1.0 0.0 878 24.4 0.0 1562 46.7 0.0 893 0.7 0.0 Gatwick Spur (W) 1057 54.3 3.0 0.0 1748 80.3 3.0 0.0 1059 54.3 3.0 0.0 1734 77.6 3.0 0.0 26.9 Circulatory North 912 87.3 32.4 5.3 1317 101.9 97.0 20.8 908 87.3 32.3 1386 102.7 111.6 2346 Circulatory East 38.2 0.5 0.0 3031 53.5 0.6 0.0 2314 38.0 0.5 0.0 3101 53.2 0.6 0.0 Circulatory South 1434 30.7 0.6 0.0 1714 36.9 0.6 0.0 1406 30.4 0.6 0.0 1714 36.0 0.6 0.0 23.0 Junction 10 M23 Southbound off-slip (N) 1721 86.4 1227 55.3 14.3 4.2 1653 81.6 20.8 1378 59.8 15.9 5.2 8.1 Copthorne Way (E) 680 33.3 18.6 2.7 1365 76.8 94.1 20.4 970 45.6 20.5 3.8 1427 77.7 89.5 19.2 M23 Northbound off-slip (S) 1542 67.1 43.4 14.0 1120 65.8 68.6 12.4 1660 70.4 48.5 15.0 1147 70.2 12.6 A2011 Crawley Avenue (W) 1825 84.7 8.4 76.8 1793 8.0 77.7 21.6 2154 14.5 6.7 82.4 20.7 2131 14.9 1496 1490 43.7 Circulatory North 99.8 62.9 7.8 1443 104.4 150.7 37.3 1536 100.9 80.2 13.8 105.3 168.0 Circulatory East 1787 77.5 16.4 6.9 1244 44.7 4.1 1772 1323 13.8 4.6 13.1 76.5 16.1 6.7 46.5 1357 Circulatory South 1366 70.7 21.6 7.6 1320 56.3 12.8 4 1 1566 79.2 24 5 9.2 56.3 12.8 4.1 952 Circulatory West 710 46.6 18.5 2.7 675 62.3 36.2 3.5 60.1 20.3 3.6 725 68.3 53.2 3.7 Junction 11 M23 Southbound off-slip (NE) 1104 52.7 16.7 4.4 887 65.2 25.8 5.1 1124 53.5 16.8 4.5 944 68.7 26.4 5.4 Brighton Road (S) 1152 50.1 21.4 6.3 676 31.2 19.2 3.6 1151 50.0 21.4 6.3 658 30.3 19.1 3.5 M23 Northbound off-slip (SW) 1149 31.7 9.9 2.9 618 18.2 9.1 1236 33.0 10.0 3.0 645 18.8 9.1 1.7 A264 (W) 1065 47 9 211 5.8 759 331 194 3 7 1108 50.0 214 6.1 902 39 0 20.0 4 5 A23 Brighton Road (N) 966 43.2 13.4 1998 28.0 1035 45.7 2162 91.9 32.8 13.6 3.3 86.7 13.9 3.6 16.6 17.4 Circulatory NE 1184 63.9 4.7 2013 74.7 11.9 1297 69.0 5.3 2227 81.2 13.5 5.9 Circulatory South 2288 54.3 12.0 7.0 2900 64.7 13.8 9.6 2421 56.9 12.5 7.7 3172 69.7 14.8 11.4 Circulatory SW 1140 98.2 58.1 6.5 973 80.8 25.9 5.0 1158 99.5 67.5 6.7 984 80.8 25.8 5.0 Circulatory West 2289 658 53.5 131 1592 46 1 182 6.6 2394 675 57.2 163 1629 467 18.0 6.6 Circulatory North 2806 85.9 17.5 11.0 1979 61.5 17.7 8.8 2887 87.3 18.0 11.5 2136 18.8 9.9

4.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4**.

4.4 Identification of Junctions with Capacity Impacts

- 4.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely "significant amount of movement" and "severe impacts". In addition, a "showstopper" is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.
- 4.4.2 An approach was devised to identify junctions forecast to experience 'severe' impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A 'severe' impact is defined as a junction with any approach arm experiencing both of the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of 3% or more to an RFC of 95% or more in any peak, in any Scenario; and
 - an increase in average delay of 30 seconds or more to an average delay of two
 minutes or more in any peak hour, in any Scenario
- 4.4.3 A '**significant**' impact is a junction with any approach arm experiencing the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of 3% or more to an RFC of 85% or more in any peak hour, in any Scenario
- 4.4.4 **Table 7** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4** when compared to the Reference Case.

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Table 7. Scenario 4: 'Severe' and 'Significant' Junction Impacts

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Scenario 4 vs Reference Case	14	38

4.4.5 In **Scenario 4** there are 'severe' impacts at **14** junctions and 'significant' impacts at **38** junctions. The junctions with 'severe' impacts are:

N1	Copthorne	A264 / A2220 Copthorne
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane
N8	Turners Hill	B2110 / B2028 Turners Hill
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
C7	Ansty	A272 / B2036
C10	Bolney	A23 / A272 Bolney Road
C10	aBolney	London Road / A272 Cowfold Road
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way
S2	Burgess Hill	A23 / A2300 Eastern Roundabout (planned scheme)
S3	Burgess Hill	A2300 / Cuckfield Road (planned scheme)
S6	Burgess Hill	Junction Road / B2113, Burgess Hill
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road
	N7 N8 N16 C7 C10 C12 S2 S3 S6 S8 S21	N7 Crawley Down N8 Turners Hill N16 Crawley C7 Ansty C10 Bolney C10aBolney C12 Haywards Heath S2 Burgess Hill S3 Burgess Hill S6 Burgess Hill

- 4.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.
- 4.4.7 **Figure 3** is a map showing the locations of the significant and severely impacted junctions.

4.5 Cross Boundary Impacts

- 4.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:
 - Crawley Borough;
 - Horsham District;
 - Tandridge District;
 - Wealden District; and
 - Lewes District
- 4.5.2 There are **two** junctions in neighbouring authorities which experience a 'severe' impact:
 - Crawley Borough: N16Lewes District: S21
- 4.5.3 **Table 8** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4 results in an increase in vehicle kilometres of **2.56%** in the **AM peak** and **1.66%** in the **PM peak**.

Table 8. Scenario 4: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK
Scenario 4 vs Reference Case	2.56%	1.66%

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Airport + Dormans Park East Grinstead 10A Worth Abbey Balcombe Lane St Leonard's F Highbrook Cinder Hill Hor 45 indfield Cuckfield A272 / B2036 Kent Street Cornwell's Bank Chaile **Scenario 4 Junctions** Hurst Wickham Severe Significant Planned Junction Mitigation Committed Schemes Clayton Sites with Number of Units Contains

Figure 3. 'Significant' and 'severely' impacted junctions - Scenario 4 versus Reference Case



5. SCENARIO 4B CAPACITY IMPACTS

5.1 Introduction

- 5.1.1 This chapter reports the capacity impact results of **Scenario 4B** compared to the Reference Case. The following items are included:
 - Traffic Flow Impacts
 - Impacts on the M23 and A23 Strategic Road Network
 - Identification of Junctions with Capacity Impacts
 - Cross Boundary Impacts
- 5.1.2 Reporting includes assessment of locations in neighbouring authorities.

5.2 Traffic Flow Impacts

5.2.1 **Appendix D – Flow Maps** shows the impact of **Scenario 4B** on traffic flows compared to the Reference Case. Maps are shown separately for the south and north areas and shown for all flow differences and for increases of 50 or more vehicles only.

5.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

- 5.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).
- 5.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.
- 5.3.3 **Table 9** summarises the Reference Case and **Scenario 4B** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.
- 5.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.



Table 9. Scenario 4B: M23 and A23 Vehicle Flows - Mainline Sections

Ref Case Scenario 4B Ref Case Scenario 4B Location Ref Case Max. Max. AM Dem AM Dem Diff from % Diff PM Dem PM Dem Diff from % Diff No. of Vehicles Vehicles (Veh) 2039 Ref (Veh) (Veh) Ref4 Lanes per hour per hour per lane M23 / A23 Northbound A23 - A27 to A273 DIVERGE 5% 13% A23 - A273 MERGE to A281 DIVERGE 5% 18% A23 - A281 MERGE to B2117 DIVERGE 2% 20% A23 - B2117 DIVERGE to B2118 MERGE 3% A23 - B2118 MERGE to A2300 DIVERGE 6% 6% A23 - A2300 MERGE to A272 DIVERGE 9% 1% 18% 7% A23 - A272 MERGE to B2115 DIVERGE A23 - B2115 MERGE to B2110 DIVERGE 13% 4% 1% A23 - B2110 MERGE to J11 DIVERGE 10% M23 - J11 MERGE - J10a MERGE 7% 2% M23 - J10a MERGE to J10 DIVERGE 7% 2% 8% 0% M23 - J10 MERGE to J9 DIVERGE M23 - J9 MERGE to J8 DIVERGE 7% 1% Southbound M23 - J8 MERGE to J9 DIVERGE 1% 6% 8% M23 - J9 MERGE to J10 DIVERGE 2% M23 - J10 MERGE to J10a DIVERGE 6% 7% M23 - J10a DIVERGE - J11 DIVERGE 5% 7% A23 - J11 MERGE to B2114 DIVERGE 7% 10% A23 - B2114 DIVERGE to B2110 MERGE 5% 14% A23 - B2110 MERGE to B2115 DIVERGE 6% 15% A23 - B2115 MERGE to A272 DIVERGE 13% 15% A23 - A272 MERGE to A2300 DIVERGE 6% 9% A23 - A2300 MERGE to B2118/Mill Lane DIVERGE -6% 13% -212 A23 - B2118/Mill Lane DIVERGE to B2117 MERGE -93 -4% -67 -2% A23 - B2117 MERGE to A281 MERGE 12% 3% 3% A23 - A281 MERGE to A273 DIVERGE 11% A23 - A273 MFRGF to A27 7% -62 -1%

- 5.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **18%** (13% in Scenario 4) and southbound between the B2115 and the A273, where the increase is up to approximately **13%** (11% in Scenario 4).
- 5.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27 and the B2117, where the increase is up to approximately **20%** (17% in Scenario 4) and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **15%** (13% in Scenario 4).
- 5.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.
- 5.3.8 **Table 10** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.



Table 10. Scenario 4B: M23 and A23 Vehicle Flows – Merges and Diverges

Ref Case Scenario 4B Ref Case Scenario 4B Location Ref Case Max. Max. AM Dem AM Dem Diff from % Diff PM Dem PM Dem Diff from % Diff No. of Vehicles Vehicles (Veh) 2039 Ref (Veh) per hour per hour Ref4 Lanes per lane M23 / A23 Northbound A273 DIVERGE 9% 5% 36% A273 MFRGE 21% A281 DIVERGE 35% 2% A281 MERGE -2% 1% **B2117 DIVERGE** 11% 76% **B2118 MERGE** 25% 17% 83% A2300 DIVERGE 45% A2300 MERGE 40% -52 -4% A272 DIVERGE -2% -16 -5% A272 MERGE 54% 56% **B2115 DIVERGE** 60% 43% -44 -20% **B2115 MERGE** 2% **B2110 DIVERGE** 21% 29% B2110 MERGE -1% -1% -6 -5 J11 DIVERGE 12% 1% J11 MERGE -2% 2% -16 J10a MERGE 8% 2% 8% 2% J10 DIVERGE J10 MERGE 16% -21 -1% J9 DIVERGE 5% 3% J9 MERGE 2% M23 / A23 Southbound J9 DIVERGE -29 -2% 0% 6% J9 MERGE 0% J10 DIVERGE -72 -4% 12% J10 MERGE 7% 8% 6% J10a DIVERGE 7% J11 DIVERGE 2% 6% 16% J11 MERGE 9% 27% -17% **B2114 DIVERGE** -108 B2110 MERGE 14% 29% -18% -142 -41% **B2115 DIVERGE** -70 **B2115 MERGE** 33% -21 -3% A272 DIVERGE 56% 30% -5% -9% A272 MERGE -20 -66 A2300 DIVERGE 1% 4% 22% A2300 MERGE -400 -34% B2118/Mill Lane DIVERGE 89% -119 -15% **B2117 MERGE** 88% 73% A281 MERGE 5% 23% A273 DIVERGE 37% 258% A273 MERGE -33

5.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There are also exceedances in the Scenario only at the A272 northbound merge in the AM peak and the B2118/Mill Lane southbound diverge in the PM peak. It should be noted the Reference Case includes a proposed scheme at the B2118/Mill Lane southbound diverge as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

- 5.3.10 Table 11 shows model results at the approach arms and main circulatory links at Junctions9, 10 and 11 of the M23. The following results are shown for Scenario 4B alongside theReference Case, for the AM and PM peak models:
 - Demand in vehicles
 - Ratio of flow to capacity (RFC)

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- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 11. Scenario 4B: M23 Junctions 9, 10 and 11 – Approach Arm Results

		2039 Re	terence	Case						2039 Sc	enario 4	В					
Junction	Approach Arm	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM
		Dem	RFC	Delay	Avg Q	Dem	RFC	Delay	Avg Q	Dem	RFC	Delay	Avg Q	Dem	RFC	Delay	Avg Q
		(Veh)	(%)	(s)	(pcu)	(Veh)	(%)	(s)	(pcu)	(Veh)	(%)	(s)	(pcu)	(Veh)	(%)	(s)	(pcu)
Junction 9	M23 Southbound off-slip (N)	1434	57.8	11.2	3.7	1714	93.9	30.7	8.3	1405	57.3	11.2	3.6	1714	93.0	29.2	8.2
	M23 Northbound off-slip (S)	1507	44.9	1.0	0.0	878	24.4	0.7	0.0	1581	46.7	1.0	0.0	902	25.2	0.7	0.0
	Gatwick Spur (W)	1057	54.3	3.0	0.0	1748	80.3	3.0	0.0	1063	54.5	3.0	0.0	1744	77.8	3.0	0.0
	Circulatory North	912	87.3	32.4	5.3	1317	101.9	97.0	20.8	915	87.8	32.8	5.4	1395	102.9	115.1	28.4
	Circulatory East	2346	38.2	0.5	0.0	3031	53.5	0.6	0.0	2320	38.1	0.5	0.0	3110	53.2	0.6	0.0
	Circulatory South	1434	30.7	0.6	0.0	1714	36.9	0.6	0.0	1405	30.4	0.6	0.0	1714	35.9	0.6	0.0
Junction 10	M23 Southbound off-slip (N)	1721	86.4	23.0	8.1	1227	55.3	14.3	4.2	1649	81.4	20.8	7.5	1375	59.6	15.9	5.2
	Copthorne Way (E)	680	33.3	18.6	2.7	1365	76.8	94.1	20.4	966	45.4	20.6	3.8	1421	77.3	87.2	18.3
	M23 Northbound off-slip (S)	1542	67.1	43.4	14.0	1120	65.8	68.6	12.4	1672	70.3	47.9	15.0	1144	66.4	67.4	12.6
	A2011 Crawley Avenue (W)	1825	84.7	21.6	8.4	2154	76.8	14.5	6.7	1795	82.3	20.7	8.0	2142	78.7	15.2	6.6
	Circulatory North	1496	99.8	62.9	7.8	1443	104.4	150.7	37.3	1539	100.8	79.3	13.4	1495	105.5	170.5	44.6
	Circulatory East	1787	77.5	16.4	6.9	1244	44.7	13.1	4.1	1769	76.3	15.9	6.6	1324	46.4	13.8	4.5
	Circulatory South	1366	70.7	21.6	7.6	1320	56.3	12.8	4.1	1561	78.9	24.4	9.2	1352	56.0	12.7	4.1
	Circulatory West	710	46.6	18.5	2.7	675	62.3	36.2	3.5	948	59.6	20.1	3.5	719	68.4	57.9	3.7
Junction 11	M23 Southbound off-slip (NE)	1104	52.7	16.7	4.4	887	65.2	25.8	5.1	1131	53.8	16.9	4.6	938	68.2	26.3	5.4
	Brighton Road (S)	1152	50.1	21.4	6.3	676	31.2	19.2	3.6	1150	49.8	21.4	6.2	657	30.3	19.1	3.5
	M23 Northbound off-slip (SW)	1149	31.7	9.9	2.9	618	18.2	9.1	1.7	1256	33.3	10.0	3.0	648	18.8	9.1	1.7
	A264 (W)	1065	47.9	21.1	5.8	759	33.1	19.4	3.7	1095	49.4	21.3	6.0	1007	43.4	20.5	5.1
	A23 Brighton Road (N)	966	43.2	13.4	3.3	1998	86.7	28.0	12.1	1055	46.5	14.1	3.7	2209	93.0	34.2	13.9
	Circulatory NE	1184	63.9	16.6	4.7	2013	74.7	11.9	5.1	1315	69.6	17.5	5.3	2306	83.4	14.2	6.2
	Circulatory South	2288	54.3	12.0	7.0	2900	64.7	13.8	9.6	2446	57.3	12.6	7.8	3244	70.8	15.1	11.8
	Circulatory SW	1140	98.2	58.1	6.5	973	80.8	25.9	5.0	1155	99.1	64.6	6.6	999	81.6	26.3	5.0
	Circulatory West	2289	65.8	53.5	13.1	1592	46.1	18.2	6.6	2411	67.6	62.3	19.6	1647	47.0	17.8	6.6
	Circulatory North	2806	85.9	17.5	11.0	1979	61.5	17.7	8.8	2891	86.9	17.8	11.3	2240	68.4	19.3	10.6

5.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4B**.

5.4 Identification of Junctions with Capacity Impacts

- 5.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely "significant amount of movement" and "severe impacts". In addition, a "showstopper" is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.
- 5.4.2 An approach was devised to identify junctions forecast to experience 'severe' impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A **'severe'** impact is defined as a junction with any approach arm experiencing both of the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
 - an increase in average delay of 30 seconds or more to an average delay of two
 minutes or more in any peak hour, in any Scenario
- 5.4.3 A 'significant' impact is a junction with any approach arm experiencing the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any peak hour, in any Scenario

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5.4.4 **Table 12** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4B** when compared to the Reference Case.

Table 12. Scenario 4B: 'Severe' and 'Significant' Junction Impacts

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Scenario 4 vs Reference Case	14	38
Scenario 4B vs Reference Case	20	41

In **Scenario 4B** there are 'severe' impacts at **20** junctions and 'significant' impacts at **41** junctions. Overall, there are 6 more 'severe' impact junctions than in Scenario 4 due to the additional site at Ansty. The junctions with 'severe' impacts are shown below with **bold** denoting the additional junctions compared to Scenario 4. The 3 junctions with a strikethrough have 'severe' impacts in Scenario 4 but not in Scenario 4B due traffic rerouting impacts resulting from the relief road provided as part of the Ansty site.

0	N1	Copthorne	A264 / A2220 Copthorne
0	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane
0	N8	Turners Hill	B2110 / B2028 Turners Hill
0	N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
0		Cuckfield	B2036 / Ardingly Road, Whitemans Green
	C7	Ansty	A272 / B2036
0	C10	Bolney	A23 / A272 Bolney Road
	C10	aBolney	London Road / A272 Cowfold Road
	C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way
0	C13	Haywards Heath	A272 Rocky Lane / B2112
0	C14	Haywards Heath	A272 / Rocky Lane
0	C15	Haywards Heath	B2272 / Bolnore Road
0	C16	Haywards Heath	A272 / B2272
0	S2	Burgess Hill	A23 / A2300 Eastern Roundabout (planned scheme)
0	S3	Burgess Hill	A2300 / Cuckfield Road (planned scheme)
0	S6	Burgess Hill	Junction Road / B2113, Burgess Hill
0	S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint
0	S8	Hassocks	A273 / B2116 Hassocks (Stonepound)
0	S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
0	S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road
0	S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane
0	S35	Sayers Common	A23 / B2118 Sayers Common
0		Burgess Hill	A2300 / A273 Jane Murray Way

- 5.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.
- 5.4.7 **Figure 4** is a map showing the locations of the significant and severely impacted junctions.

5.5 Cross Boundary Impacts

- 5.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:
 - Crawley Borough;
 - Horsham District;

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- Tandridge District;
- Wealden District; and
- Lewes District
- 5.5.2 There are **two** junctions in neighbouring authorities which experience a 'severe' impact:
 - Crawley Borough: N16Lewes District: S21
- 5.5.3 **Table 13** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4B results in an increase in vehicle kilometres of **3.14%** in the **AM peak** and **1.81%** in the **PM peak**.

Table 13. Scenario 4B: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK		
Scenario 4 vs Reference Case	2.56%	1.66%		
Scenario 4B vs Reference Case	3.14%	1.81%		



Airport + Dormans Park East Grinstead 10A Worth Abbey Balcombe Lane St Leonard's F Little Highbrook Cinder Hill Hor 45 Kent Street Cornwell's Bank velstield Green **Scenario 4B Junctions** Severe Hurst Wickham Significant Planned Junction Mitigation Committed Schemes Sites with Number of Units Clayton Ansty (Scenario 4B only) Contains

Figure 4. 'Significant' and 'severely' impacted junctions - Scenario 4B versus Reference Case



6. SCENARIO 4 WITH CAR TRIP RATE REDUCTION (4M1) CAPACITY IMPACTS

6.1 Introduction

- 6.1.1 This chapter describes the results of **Scenario 4m1** which, informed by submissions made by the significant site promoters, tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the Scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.
- 6.1.2 The following sections report the capacity impact results of **Scenario 4m1** compared to the Reference Case. The following items are included:
 - Traffic Flow Impacts
 - Impacts on the M23 and A23 Strategic Road Network
 - O Identification of Junctions with Capacity Impacts
 - Cross Boundary Impacts
- 6.1.3 Reporting includes assessment of locations in neighbouring authorities.
- **6.2** Traffic Flow Impacts
- 6.2.1 **Appendix D Flow Maps** shows the impact of **Scenario 4m1** on traffic flows compared to Scenario 4. Maps are shown separately for the south and north areas.
- 6.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

- 6.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).
- 6.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.
- 6.3.3 **Table 14** summarises the Reference Case and **Scenario 4m1** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.
- 6.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.





Table 14. Scenario 4m1: M23 and A23 Vehicle Flows - Mainline Sections

	Ref Case Scenario 4m1					Ref Case Scenario 4m1					
Location	Ref Case	Max.	Max.	AM Dem	AM Dem	Diff from	% Diff	PM Dem	PM Dem	Diff from	% Diff
	No. of	Vehicles	Vehicles	(Veh)	(Veh)	2039 Ref		(Veh)	(Veh)	2039	
	Lanes	per hour	per hour							Ref4	
		per lane									
M23 / A23											
Northbound											
A23 - A27 to A273 DIVERGE	3	1600	4800	4221	4328	107	3%	3574	3957	384	11%
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	3742	3904	162	4%	2687	3051	363	14%
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	3617	3630	13	0%	2369	2730	361	15%
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	3059	3034	-25	-1%	1837	1872	34	2%
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	3821	3970	149	4%	2337	2472	135	6%
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	4338	4595	257	6%	3662	3787	124	3%
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4792	5261	469	10%	3682	3873	191	5%
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4746	5134	388	8%	3715	3805	90	2%
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	5365	5671	306	6%	4078	4118	41	1%
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4599	4793	194	4%	3453	3509	56	2%
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5044	5258	214	4%	3712	3769	58	2%
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4540	4806	265	6%	3978	3985	6	0%
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4469	4687	217	5%	4683	4700	17	0%
M23 / A23											
Southbound											
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5237	5257	21	0%	5336	5587	251	5%
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4715	4735	20	0%	4939	5254	315	6%
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4095	4263	168	4%	5001	5277	276	6%
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3417	3537	120	4%	4267	4487	221	5%
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3780	3939	158	4%	5106	5468	361	7%
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3444	3509	65	2%	4463	4871	408	9%
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3735	3813	77	2%	4720	5183	463	10%
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3737	3966	229	6%	4953	5520	567	11%
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3715	3905	190	5%	5019	5473	454	9%
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	3370	3085	-285	-8%	4653	5185	532	11%
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2555	2391	-164	-6%	3895	3852	-43	-1%
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	3090	3399	309	10%	4157	4224	67	2%
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	3434	3748	314	9%	4172	4243	71	2%
A23 - A273 MERGE to A27	3	1600	4800	3980	4132	152	4%	5236	5170	-67	-1%

- 6.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **10%** (13% in Scenario 4) and southbound between the B2115 and the A273, where the increase is up to approximately **10%** (11% in Scenario 4).
- 6.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27, the B2117 and where the increase is up to approximately **15%** (17% in Scenario 4) and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **11%** (13% in Scenario 4).
- 6.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.
- 6.3.8 **Table 15** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.



Table 15. Scenario 4m1: M23 and A23 Vehicle Flows – Merges and Diverges

Ref Case Scenario 4m1 Ref Case Scenario 4m1 Location Ref Case Max. Max. AM Dem AM Dem Diff from % Diff PM Dem PM Dem Diff from % Diff No. of Vehicles Vehicles (Veh) 2039 Ref (Veh) per hour Ref4 Lanes per hour per lane M23 / A23 Northbound A273 DIVERGE 7% 5% 22% A273 MFRGE 37% A281 DIVERGE 37% 1% A281 MERGE -18 5% B2117 DIVERGE 7% 61% **B2118 MERGE** 23% 20% 7% A2300 DIVERGE 45% A2300 MERGE 28% -1% A272 DIVERGE 4% 2% 28% 21% A272 MERGE **B2115 DIVERGE** 25% 45% -7% **B2115 MERGE** 3% -15 **B2110 DIVERGE** 17% 19% B2110 MERGE -15 -1% 0% -3 J11 DIVERGE 6% 1% 0% 3% J11 MERGE 1% J10a MERGE 5% 6% 4% J10 DIVERGE J10 MERGE 14% -12 -1% J9 DIVERGE 3% 2% J9 MERGE 2% M23 / A23 Southbound J9 DIVERGE -1% 0% 5% J9 MERGE -9 -1% J10 DIVERGE -50 -3% 11% J10 MERGE 9% 7% 7% J10a DIVERGE 7% J11 DIVERGE 2% 6% 11% J11 MERGE 4% **B2114 DIVERGE** 28% -46 -7% B2110 MERGE 22% 4% -22% -13% **B2115 DIVERGE** -77 -50 **B2115 MFRGE** 21% 9% A272 DIVERGE 16% 15% -1% A272 MERGE 8% -10 A2300 DIVERGE 1% 8% 21% -461 -39% A2300 MERGE B2118/Mill Lane DIVERGE -121 -15% 76% **B2117 MERGE** 88% 42% A281 MERGE 2% 24% A273 DIVERGE 30% 188% A273 MERGE

6.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There is an exceedance in the Scenario only at the B2118/Mill Lane southbound diverge in the PM peak. It should be noted that the Reference Case includes a proposed scheme here as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

- 6.3.10 **Table 16** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4m1** alongside the Reference Case, for the AM and PM peak models:
 - Demand in vehicles
 - Ratio of flow to capacity (RFC)
 - Average vehicle delay in seconds
 - Average queue length in passenger car units (PCUs)

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Table 16. Scenario 4m1: M23 Junctions 9, 10 and 11 – Approach Arm Results

РМ Junction Approach Arm AM AM AM AM PM PM PM PM AM AM AM AM PM PM PM Delay Dem RFC Avg Q Dem RFC Delay Avg Q Dem RFC Delay Avg Q Dem RFC Delay Avg Q (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) Junction 9 M23 Southbound off-slip (N) 1434 57.8 11.2 1714 93.9 30.7 1425 57.2 11.2 1714 93.1 8.2 M23 Northbound off-slip (S) 1507 44.9 1.0 0.0 878 24.4 0.0 1555 46.4 0.0 894 24.6 0.7 0.0 Gatwick Spur (W) 1057 54.3 3.0 0.0 1748 80.3 3.0 0.0 1060 54.3 3.0 0.0 1728 77.5 3.0 0.0 25.1 Circulatory North 912 87.3 32.4 5.3 1317 101.9 97.0 20.8 903 86.9 31.9 1382 102.4 107.3 2346 0.0 Circulatory East 38.2 0.5 0.0 3031 53.5 0.6 0.0 2328 37.9 0.5 0.0 3096 53.2 0.6 Circulatory South 1434 30.7 0.6 0.0 1714 36.9 0.6 0.0 1425 30.4 0.6 0.0 1714 36.1 0.6 0.0 23.0 Junction 10 M23 Southbound off-slip (N) 1721 86.4 1227 55.3 14.3 4.2 1671 82.4 21.1 1360 59.1 5.0 8.1 15.7 Copthorne Way (E) 680 33.3 18.6 2.7 1365 76.8 94.1 20.4 916 43.5 20.1 3.6 1422 77.8 90.1 19.4 M23 Northbound off-slip (S) 1542 67.1 43.4 14.0 1120 65.8 68.6 12.4 1635 69.6 46.4 14.8 1159 67.5 83.9 14.1 A2011 Crawley Avenue (W) 1825 84.7 8.4 76.8 1792 70.2 21.6 2154 14.5 6.7 82.7 20.9 8.1 2124 13.1 6.1 1496 1487 43.5 Circulatory North 99.8 62.9 7.8 1443 104.4 150.7 37.3 1516 100.1 66.1 7.9 105.3 167.2 Circulatory East 1787 77.5 16.4 6.9 1244 44.7 4.1 1803 7.1 1314 13.8 4.5 13.1 78.1 16.8 46.3 1354 Circulatory South 1366 70.7 21.6 7.6 1320 56.3 12.8 4 1 1520 77.6 23.9 8.9 56.3 12.8 4.1 Circulatory West 710 46.6 18.5 2.7 675 62.3 36.2 3.5 906 57.6 19.6 3.4 738 63.0 29.7 3.7 Junction 11 M23 Southbound off-slip (NE) 1104 52.7 16.7 4.4 887 65.2 25.8 5.1 1126 53.6 16.9 4.5 940 68.5 26.4 5.4 Brighton Road (S) 1152 50.1 21.4 6.3 676 31.2 19.2 3.6 1157 50.3 21.4 6.3 658 30.3 19.1 3.5 M23 Northbound off-slip (SW) 1149 31.7 9.9 2.9 618 18.2 9.1 1214 32.6 9.9 3.0 642 18.8 9.1 1.7 A264 (W) 1065 47 9 211 5.8 759 331 194 3 : 1101 496 21.3 6.1 856 37 1 198 43 A23 Brighton Road (N) 966 43.2 13.4 1998 28.0 993 44.0 2140 91.3 32.0 13.4 3.3 86.7 13.5 3.3 Circulatory NE 1184 63.9 16.6 4.7 2013 74.7 11.9 1242 66.4 16.9 5.0 2196 80.3 13.2 5.7 Circulatory South 2288 54.3 12.0 7.0 2900 64.7 13.8 9.6 2368 55.8 12.3 7.4 3136 69.1 14.7 11.1 Circulatory SW 1140 98.2 58.1 6.5 973 80.8 25.9 5.0 1158 99.4 67.0 6.7 980 80.6 25.8 5.0 Circulatory West 2289 658 53.5 131 1592 46 1 182 6.6 2373 671 55.1 148 1622 465 18.1 6.6 Circulatory North 2806 85.9 17.5 11.0 1979 61.5 17.7 8.8 2871 87.0 18.0 11.4 2088 18.8 9.7

6.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4m1**.

6.4 Identification of Junctions with Capacity Impacts

- 6.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely "significant amount of movement" and "severe impacts". In addition, a "showstopper" is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.
- An approach was devised to identify junctions forecast to experience 'severe' impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A 'severe' impact is defined as a junction with any approach arm experiencing both of the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
 - an increase in average delay of 30 seconds or more to an average delay of two
 minutes or more in any peak hour, in any Scenario
- 6.4.3 A '**significant**' impact is a junction with any approach arm experiencing the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of 3% or more to an RFC of 85% or more in any peak hour, in any Scenario
- 6.4.4 **Table 17** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4m1** when compared to the Reference Case.

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Table 17. Scenario 4m1: 'Severe' and 'Significant' Junction Impacts

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Scenario 4 vs Reference Case	14	38
Scenario 4m1 vs Reference Case	10	39

In **Scenario 4m1** there are 'severe' impacts at **10** junctions and 'significant' impacts at **39** junctions. There are 4 fewer 'severe' impact junctions than in Scenario 4. The Scenario 4 junctions are listed again below with a strikethrough for those that are not 'severe' in Scenario 4m1:

	N1 Copthorne	A264 / A2220 Copthorne
	N7 Crawley Down	B2028 Turners Hill Road / Wallage Lane
0	N8 Turners Hill	B2110 / B2028 Turners Hill
	N16 Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
0	C7 Ansty	A272 / B2036
0	C10 Bolney	A23 / A272 Bolney Road
	C10aBolney	London Road / A272 Cowfold Road
0	C12 Haywards Heath	A273 / Isaac's Lane / Traustein Way
0	S2 Burgess Hill	A23 / A2300 Eastern Roundabout (planned scheme)
0	S3 Burgess Hill	A2300 / Cuckfield Road (planned scheme)
0	S6 Burgess Hill	Junction Road / B2113, Burgess Hill
0	S8 Hassocks	A273 / B2116 Hassocks (Stonepound)
0	S21 Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
0	S22 Burgess Hill	Valebridge Road / Junction Road / Leylands Road

- 6.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.
- 6.4.7 **Figure 5** is a map showing the locations of the significant and severely impacted junctions.

6.5 Cross Boundary Impacts

- 6.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:
 - Crawley Borough;
 - Horsham District;
 - Tandridge District;
 - Wealden District; and
 - Lewes District
- 6.5.2 There is **one** junction in neighbouring authorities which experience a 'severe' impact:
 - Lewes District: S21
- 6.5.3 **Table 18** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4B results in an increase in vehicle kilometres of **2.18%** in the **AM peak** and **1.51%** in the **PM peak**.

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Table 18. Scenario 4m1: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK	
Scenario 4 vs Reference Case	2.56%	1.66%	
Scenario 4m1 vs Reference Case	2.18%	1.51%	



Airport + Dormans Park East Grinstead 10A Balcombe Lane St Leonard's F Highbrook Cinder Hill Hor 45 indfield Cuckfield Kent Street Cornwell's Bank Chail 33 **Scenario 4m1 Junctions** Hurst Wickham Severe Significant Planned Junction Mitigation Committed Schemes Clayton Sites with Number of Units Contains

Figure 5. 'Significant' and 'severely' impacted junctions - Scenario 4m1 versus Reference Case



7. SCENARIO 4B WITH CAR TRIP RATE REDUCTIONS (4BM1) CAPACITY IMPACTS

7.1 Introduction

- 7.1.1 This chapter describes the results of **Scenario 4Bm1** which, informed by submissions made by the significant site promoters, tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the Scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.
- 7.1.2 The following sections report the capacity impact results of **Scenario 4Bm1** compared to the Reference Case. The following items are included:
 - Traffic Flow Impacts
 - Impacts on the M23 and A23 Strategic Road Network
 - Identification of Junctions with Capacity Impacts
 - Cross Boundary Impacts
- 7.1.3 Reporting includes assessment of locations in neighbouring authorities.

7.2 Traffic Flow Impacts

7.2.1 **Appendix D – Flow Maps** shows the impact of **Scenario 4Bm1** on traffic flows compared to Scenario 4B. Maps are shown separately for the south and north areas.

7.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

- 7.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).
- 7.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.
- 7.3.3 **Table 19** summarises the Reference Case and **Scenario 4Bm1** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.
- 7.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.





Table 19. Scenario 4Bm1: M23 and A23 Vehicle Flows - Mainline Sections

Ref Case Scenario 4Bm1 **Ref Case** Scenario 4Bm1 Location Ref Case Max. Max. AM Dem AM Dem Diff from % Diff PM Dem PM Dem Diff from % Diff No. of Vehicles Vehicles (Veh) 2039 Ref per hour per hour Ref4 Lanes per lane M23 / A23 Northbound A23 - A27 to A273 DIVERGE 3% 12% A23 - A273 MERGE to A281 DIVERGE 5% 15% A23 - A281 MERGE to B2117 DIVERGE 1% 17% A23 - B2117 DIVERGE to B2118 MERGE 1% -38 -1% A23 - B2118 MERGE to A2300 DIVERGE 4% 3% A23 - A2300 MERGE to A272 DIVERGE 7% 1% 14% 6% A23 - A272 MERGE to B2115 DIVERGE A23 - B2115 MERGE to B2110 DIVERGE 10% 3% 1% A23 - B2110 MERGE to J11 DIVERGE M23 - J11 MERGE - J10a MERGE 5% 1% M23 - J10a MERGE to J10 DIVERGE 5% 1% M23 - J10 MERGE to J9 DIVERGE 7% 0% M23 - J9 MERGE to J8 DIVERGE 5% 0% M23 / A23 Southbound M23 - J8 MERGE to J9 DIVERGE 0% 5% M23 - J9 MERGE to J10 DIVERGE 1% 7% 6% M23 - J10 MERGE to J10a DIVERGE 5% M23 - J10a DIVERGE - J11 DIVERGE 4% 7% A23 - J11 MERGE to B2114 DIVERGE 5% 9% A23 - B2114 DIVERGE to B2110 MERGE 2% 12% A23 - B2110 MERGE to B2115 DIVERGE 13% 3% 10% 14% A23 - B2115 MERGE to A272 DIVERGE A23 - A272 MERGE to A2300 DIVERGE 4% 9% A23 - A2300 MERGE to B2118/Mill Lane DIVERGE 13% -201 -6% -3% -1% A23 - B2118/Mill Lane DIVERGE to B2117 MERGE -75 -30 A23 - B2117 MERGE to A281 MERGE 11% 2% 2% A23 - A281 MERGE to A273 DIVERGE 10% A23 - A273 MERGE to A27 4% -1%

- 7.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **14%** (18% in Scenario 4B) and southbound between the B2115 and the A273, where the increase is up to approximately **11%** (13% in Scenario 4B).
- 7.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27 and the B2117, where the increase is up to approximately **17%** (20% in Scenario 4B) and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **14%** (15% in Scenario 4B).
- 7.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.
- 7.3.8 **Table 20** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

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Table 20. Scenario 4Bm1: M23 and A23 Vehicle Flows – Merges and Diverges

Ref Case Scenario 4Bm1 Ref Case Scenario 4Bm1 Location Ref Case Max. Max. AM Dem AM Dem Diff from % Diff PM Dem PM Dem Diff from % Diff No. of Vehicles Vehicles (Veh) 2039 Ref (Veh) per hour per hour Ref4 Lanes per lane M23 / A23 Northbound A273 DIVERGE 9% 5% 31% A273 MFRGE 40% A281 DIVERGE 41% 2% A281 MERGE -17 -8% 1% B2117 DIVERGE 11% 72% **B2118 MERGE** 25% 10% 11% A2300 DIVERGE 47% A2300 MERGE 34% -47 -3% A272 DIVERGE 4% -19 -6% A272 MERGE 48% 55% 40% **B2115 DIVERGE** 50% -1% -38 -17% **B2115 MERGE** -3 **B2110 DIVERGE** 18% 26% B2110 MERGE -11 -1% 0% -1 J11 DIVERGE 8% 1% J11 MERGE -1% 1% -8 J10a MERGE 3% 2% 7% 2% J10 DIVERGE J10 MERGE 14% -24 -2% J9 DIVERGE 4% 2% J9 MERGE 2% M23 / A23 Southbound J9 DIVERGE -10 -1% 0% 5% J9 MERGE -1% J10 DIVERGE -58 -3% 11% J10 MERGE 9% 7% 4% J10a DIVERGE 7% J11 DIVERGE 2% 5% 13% J11 MERGE 4% -14% **B2114 DIVERGE** 30% -89 B2110 MERGE 23% 10% -17% -140 -40% **B2115 DIVERGE** -68 **B2115 MFRGE** 32% 2% A272 DIVERGE 40% 28% -9% -8% A272 MERGE -37 -62 A2300 DIVERGE 0% 4% -5 24% A2300 MERGE -343 -29% B2118/Mill Lane DIVERGE 81% -127-16% **B2117 MERGE** 75% 47% A281 MERGE 5% 26% A273 DIVERGE 32% 230% A273 MERGE -108

7.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There is an exceedance in the Scenario only at the B2118/Mill Lane southbound diverge in the PM peak. It should be noted that the Reference Case includes a proposed scheme here as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

- 7.3.10 **Table 21** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4B** alongside the Reference Case, for the AM and PM peak models:
 - Demand in vehicles
 - Ratio of flow to capacity (RFC)
 - Average vehicle delay in seconds

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Average queue length in passenger car units (PCUs)

Table 21. Scenario 4Bm1: M23 Junctions 9, 10 and 11 - Approach Arm Results

2039 Scenario 4Bm1 AM AM AM PM PM PM AM AM PM PM Junction AM PM AM AM PM PM Approach Arm Delay Delay Dem RFC Avg Q Dem RFC Delay Avg Q Dem RFC Delay Avg Q Dem RFC Avg Q (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) (Veh) (%) (s) (pcu) Junction 9 M23 Southbound off-slip (N) 1434 57.8 11.2 1714 93.9 30.7 8.3 1424 57.2 11.2 1714 93.0 29.2 8.2 M23 Northbound off-slip (S) 1507 44.9 1.0 0.0 878 24.4 0.7 0.0 1561 46.5 0.0 898 24.7 0.7 0.0 Gatwick Spur (W) 1057 54.3 3.0 0.0 1748 80.3 3.0 0.0 1055 54.1 3.0 0.0 1729 77.5 3.0 0.0 25.0 Circulatory North 912 87.3 32.4 5.3 1317 101.9 97.0 20.8 907 87.0 32.1 1389 102.4 107.2 2346 Circulatory East 38.2 0.5 0.0 3031 53.5 0.6 0.0 2331 37.9 0.5 0.0 3104 53.2 0.6 0.0 Circulatory South 1434 30.7 0.6 0.0 1714 36.9 0.6 0.0 1424 30.4 0.6 0.0 1714 36.0 0.6 0.0 Junction 10 M23 Southbound off-slip (N) 1721 86.4 23.0 1227 55.3 14.3 4.2 1663 82.0 21.0 59.1 5.0 1360 15.7 Copthorne Way (E) 680 33.3 18.6 2.7 1365 76.8 94.1 20.4 920 43.6 20.2 3.7 1418 77.5 87.8 18.5 M23 Northbound off-slip (S) 1542 67.1 43.4 14.0 1120 65.8 68.6 12.4 1653 70.2 46.3 14.9 1145 66.6 69.5 12.6 A2011 Crawley Avenue (W) 1825 84.7 21.6 8.4 2154 76.8 14.5 1792 82.6 20.8 8.1 2133 77.9 14.9 1443 1496 99.8 7.8 104.4 150.7 1516 7.7 1489 105.4 168.3 43.8 Circulatory North 62.9 37.3 100.0 64.2 Circulatory East 1787 77.5 16.4 1244 44 7 4.1 1794 16.7 7.0 1315 46.2 13.7 4.5 6.9 13.1 77.7 1514 Circulatory South 1366 70.7 21.6 7.6 1320 56.3 12.8 4.1 77.2 23.7 8.8 1353 56.2 12.7 4.1 Circulatory West 710 46.6 18.5 2.7 36.2 910 57.8 19.6 53.8 3.7 675 62.3 3.5 3.4 719 67.9 Junction 11 M23 Southbound off-slip (NE) 1104 52.7 16.7 4 4 887 65.2 25.8 5.1 1124 53.5 16.8 4 -932 67.9 26.3 5.3 Brighton Road (S) 1152 50.1 21.4 6.3 676 31.2 19.2 3.6 1158 50.2 21.4 6.3 657 30.3 19.1 3.5 M23 Northbound off-slip (SW) 1149 31.7 9.9 2.9 618 18.2 9.1 1225 32.8 9.9 3.0 641 18.7 9.1 1.7 A264 (W) 1065 47 9 211 5.8 759 331 194 3 : 1097 494 213 943 40.7 20.2 48 6.0 A23 Brighton Road (N) 966 43 2 134 3 : 1998 86.7 28.0 12 1 997 44 1 135 3 4 2174 92.3 334 137 1184 Circulatory NE 63.9 16.6 4.7 2013 74.7 11.9 1249 66.6 17.0 5.0 2254 82.1 13.8 6.0 Circulatory South 2288 54.3 12.0 7.0 2900 64.7 13.8 9.6 2373 55.8 12.2 7.4 3186 70.0 14.9 11.5 Circulatory SW 1140 98.2 58.1 6.5 973 80.8 25.9 5.0 1162 99.6 68.4 6.7 991 81.3 26.1 5.0 Circulatory West 2289 658 53.5 131 1592 46 1 18.2 6.6 2387 673 56.4 157 1632 468 17.9 6.6 Circulatory North 2806 85.9 17.5 11.0 1979 61.5 17.7 8.8 2873 86.9 17.9 11.3 2171 19.0 10.2

7.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4B**.

7.4 Identification of Junctions with Capacity Impacts

- 7.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely "significant amount of movement" and "severe impacts". In addition, a "showstopper" is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.
- 7.4.2 An approach was devised to identify junctions forecast to experience 'severe' impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A 'severe' impact is defined as a junction with any approach arm experiencing both of the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
 - an increase in average delay of 30 seconds or more to an average delay of two minutes or more in any peak hour, in any Scenario
- 7.4.3 A 'significant' impact is a junction with any approach arm experiencing the following:
 - a junction with an increase in ratio of flow to capacity (RFC) of 3% or more to an RFC of 85% or more in any peak hour, in any Scenario

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7.4.4 **Table 22** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4Bm1** when compared to the Reference Case.

Table 22. Scenario 4Bm1: 'Severe' and 'Significant' Junction Impacts

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS	
Scenario 4B vs Reference Case	20	41	
Scenario 4Bm1 vs Reference Case	12	41	

7.4.5 In **Scenario 4Bm1** there are 'severe' impacts at **12** junctions and 'significant' impacts at **41** junctions. There are 8 fewer 'severe' impact junctions than in Scenario 4B. The Scenario 4B junctions are listed again below with a strikethrough for those that are not 'severe' in Scenario 4Bm1:

	N1 Copthorne	A264 / A2220 Copthorne
	N7 Crawley Down	B2028 Turners Hill Road / Wallage Lane
0	N8 Turners Hill	B2110 / B2028 Turners Hill
	N16 Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
0	C6 Cuckfield	B2036 / Ardingly Road, Whitemans Green
0	C10 Bolney	A23 / A272 Bolney Road
0	C13 Haywards Heath	A272 Rocky Lane / B2112
	C14 Haywards Heath	A272 / Rocky Lane
0	C15 Haywards Heath	B2272 / Bolnore Road
0	C16 Haywards Heath	A272 / B2272
0	S2 Burgess Hill	A23 / A2300 Eastern Roundabout (planned scheme)
0	S3 Burgess Hill	A2300 / Cuckfield Road (planned scheme)
0	S6 Burgess Hill	Junction Road / B2113, Burgess Hill
	S7 Hurstpierpoint	B2117 / B2116 Hurstpierpoint
0	S8 Hassocks	A273 / B2116 Hassocks (Stonepound)
0	S21 Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
0	S22 Burgess Hill	Valebridge Road / Junction Road / Leylands Road
	S34 Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane
	S35 Sayers Common	− A23 / B2118 Sayers Common
	S45 Burgess Hill	A2300 / A273 Jane Murray Way

- 7.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.
- 7.4.7 **Figure 6** is a map showing the locations of the significant and severely impacted junctions.

7.5 Cross Boundary Impacts

- 7.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:
 - Crawley Borough;
 - Horsham District;
 - Tandridge District;
 - Wealden District; and
 - Lewes District
- 7.5.2 There is **one** junction in neighbouring authorities which experience a 'severe' impact:

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Lewes District: S21

7.5.3 **Table 23** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4B results in an increase in vehicle kilometres of **2.74%** in the **AM peak** and **1.50%** in the **PM peak**.

Table 23. Scenario 4Bm1: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK		
Scenario 4B vs Reference Case	3.14%	1.81%		
Scenario 4Bm1 vs Reference Case	2.74%	1.50%		



Airport + Dormans Park Grinstead Crawley Br St Leonard's F Highbrook Çinder Hill Hor 45 Scenario 4Bm1 Junctions Severe Significant Planned Junction Mitigation Committed Schemes Sites with Number of Units Clayton Ansty (Scenario 4B only) Contains

Figure 6. 'Significant' and 'severely' impacted junctions - Scenario 4Bm1 versus Reference Case



8. NEXT STEPS - CAPACITY MITIGATION

8.1 Introduction

8.1.1 Where junctions or road sections are assessed to be adversely impacted by the developments, the potential impact of sustainable transport mitigation (on mode shift from car) will be assessed before highway mitigation schemes are devised and tested. These mitigations will aim to remove all 'severe' impacts.

8.2 Sustainable Mitigation

- 8.2.1 To assess the potential impact of sustainable mitigation targets for the number of trips shifting mode from car to sustainable modes will be considered. The mode shift targets will reflect the nature of the proposed sites and will vary by characteristics including:
 - site size
 - o location type (eg. urban extension or infill, rural village expansion or standalone)
 - o proximity to existing or proposed employment areas
 - o proximity to existing or proposed PT service
 - existing or proposed cycle/walk accessibility
- 8.2.2 For the development scenario being considered, a "with-sustainable-mitigation scenario" will be applied using suitable agreed trip rate reductions for the developments. Where appropriate these will include distance-based reductions and origin or destination specific reductions to reflect the impact of improved public transport or active mode routes to and from certain locations. Additional with-sustainable-mitigation scenarios can be applied to test variations in the assumed trip rate reductions.
- 8.2.3 MSDC have provided information submitted by the significant site promoters, which will be used to further assess sustainable travel and links to services/employment and to inform a more developed sustainable mitigation scenario.
- 8.2.4 The agreed parameters for the with-sustainable-mitigation run(s) will be set-out in tables showing the assumed reductions by site and characteristic contributing the reduction, along with other considerations including the origin/destinations that are benefitting. This will be based on a vision for how the development sites will operate based on recent TRICS guidance on travel behaviour and "decide and provide".
- 8.2.5 Following completion of the with-sustainable-mitigation model run(s) analysis as described earlier will be undertaken to compare to the Reference Case and to the scenarios without mitigation. The NPPF severe impact test will be based on the Reference Case comparison, while the comparison to without mitigation will inform of the effectiveness of the mitigation measures.

8.3 Highway Mitigation

- 8.3.1 Following completion of the sustainable mitigations analysis, highway mitigations may be considered for locations where 'severe' impacts remain in the with-sustainable-mitigation scenario(s), especially for main inter-urban routes. Capacity may not be increased for secondary routes where this could encourage short cutting.
- 8.3.2 The proposed highway mitigations will be applied to the with-sustainable-mitigation scenario(s) to form with-highway-mitigation scenarios(s). Analysis as described earlier will be undertaken to compare to the Reference Case and to the scenario without mitigation. The NPPF severe impact test will be based on the Reference Case comparison, while the comparison to without mitigation will inform of the effectiveness of the mitigation measures.

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9. NEXT STEPS - SAFETY IMPACTS

9.1 Introduction

- 9.1.1 The safety review will undertake a junction and road section based assessment of accident clusters, cross-referenced to national accident rates available from the Department for Transport and forecast traffic flow changes as a result of the Scenarios compared to the Reference Case. The tasks can be summarised as:
 - 1) Acquire road accident data for Mid Sussex District for the latest five-year period.
 - 2) Map collisions to help identify injury accident clusters of note according to number and severity of incidents.
 - 3) Undertake analysis to correlate the identified cluster map to where significant traffic flow increases are forecasted to occur as a result of the Scenarios when compared the Reference Case.
 - 4) Where locations with increased traffic flow from the Scenario include notable injury accident clusters, further assessment will be undertaken to identify already committed or proposed mitigation, or the need for safety mitigation to be considered.

9.2 Junction Identification

- 9.2.1 This section will assess the accident clusters at junctions which are forecast to have increased traffic flows due the Scenario, compared to the Reference Case.
- 9.2.2 To identify a priority list of junctions, criteria are required to set appropriate thresholds for the number of accidents in a cluster and the increase in traffic flow as a result of the Scenario. Junctions that meet both the cluster size and flow criteria will then be identified as priority locations for further analysis. Junctions that meet both the following criteria will be selected for the priority list:
 - Five or more accidents at the junction in the five year period
 - A traffic flow increase through the junction of 10% or more, in either AM or PM, in the Scenario compared to the Reference Case.

9.3 Road Section Identification

- 9.3.1 This section will assess the number of accidents on road sections which are forecast to have increased traffic flows due the Scenarios compared to the Reference Case.
- 9.3.2 To identify a priority list of road sections, criteria are required to set appropriate thresholds for the number of accidents on the road section and the increase in traffic flow as a result of the Scenario. Road sections that meet both the number of accidents and flow criteria are then identified as priority locations for further analysis. Road sections that meet both the following criteria will be selected for the priority list:
 - Five or more accidents on the road section in the five year period
 - A traffic flow increase of 10% or more, or 100 vehicles or more, when averaged across the AM and PM peak hours, in the Scenario compared to the Reference Case.



- 9.3.4 The national rates are provided annually as the number of accidents per billion vehicle kilometres for different road types. To enable comparison to these rates the traffic flows from the model will be converted to vehicle kilometres. For consistency with the national accident rates, estimates of annual vehicle kilometres will be calculated using the 2019 base model flows. The calculation of vehicle kilometres will also require an annualisation factor to be applied to the modelled peak hours, which is derived using data from permanent traffic counters.

9.4 Safety Mitigation

- 9.4.1 This section will review the existing junction and road layouts at the identified locations, the evidence base for capacity and safety concerns, the highways design to mitigate these concerns and calculate costings for the designed interventions.
- 9.4.2 This design stage will include:
 - Development of the highway design using DMRB and Manual for Streets design standards as appropriate
 - Swept path analysis, visibility and deflection checks
 - O Identification and design of suitable walking and cycling facilities as required
 - Highway boundary design consideration. It is assumed that proposed works should remain within the highway boundary.



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Town / Parish (NP Area) Ansty & Staplefield Ansty & Staplefield		Site Address (sites of 6+ units) Bridge Hall, Cuckfield Road, Burgess Hill Woodfield House, Isaacs Lane Burgess Hill	Overall Total (Gross) 35	Overall Losses (Gross)	Overall Cmpltns (Net) 0	Total Remaining (Net) 35 29	PP Ref # DM/21/1524 DM/19/3769	PP Lapse Date commenced 11/09/2022	SHLA ID# 570 840
Ansty & Staplefield Ardingly Ardingly Ashurst Wood Ashurst Wood Ashurst Wood Ashurst Wood Salcombe Balcombe Balcombe		Ansty Cross Garage Ansty The Oak Inn Street Lane Ardingly Haywards Heath West Sussex RH17 6UA Land west of Selsfield Road Ardingly Wealden House, Lewes Road, Ashurst Wood LIC, Wealden House, Lewes Road, Ashurst Wood Mount Pleasant Nursery Cansiron Lane Ashurst Wood Land south of Hammerwood Road Ashurst Wood Land to north of Barnfield Cottages, Haywards Heath Road, Balcombe Land adjacent Balcombe House Haywards Heath Road Balcombe Land opposite Newlands, London Road, Balcombe	12 5 35 54 25 6 12 16 17	0 0 0 0 0 1 0 0	0 1 0 0 0 0 0 0 5 0	12 4 35 54 25 5 12 11 17	SA allocation DM/19/0084 SA allocation DM/19/1025 NP allocation DM/18/3242 SA allocation DM/18/4541 DM/21/4235 NP allocation	commenced 11/11/2023 22/07/2022 commenced Pending s 106	644 1009 832 470 757 208 138 191 150
Bolney Bolney Bolney Bolney Burgess Hill	nanctonbury Ward anklands Ward	G&W Motors London Road Bolney Land opposite Queens Head (near cricket club), Bolney Bolney House, Cowfold Road, Bolney Site of Former Little Orchards London Road Bolney Northern Arc, Burgess Hill Land west of Freeks Lane Burgess Hill Station yard/car park Burgess Hill The Oaks Centre Junction Road Burgess Hill	10 30 5 5 3040 460 150	0 0 0 0 0 0 0	0 0 0 0 0 0 0	10 30 5 5 3040 460 150	NP allocation DM/17/4392 NP allocation DM/19/0001 DM/18/5114 DM/19/3845 NP allocation LP Allocated	commenced 29/05/2022 04/10/2022 commenced	82 953 711 978 493 969 83 84
Burgess Hill	Andrews Ward Andrews Ward Andrews Ward own Ward	North of Faulkners Way Burgess Hill Former Sewage Treatment Works Keymer Tile Works Nye Road Burgess Hill phase 2 Keymer Tile Works Nye Road phase 3 Land East of Kingsway Burgess Hill, Phase 1 Land East of Kingsway Burgess Hill Phase 3b Land East of Kingsway Burgess Hill, Phase 4 Open air market Burgess Hill Land at Victoria Road (north), Burgess Hill	20 307 170 180 78 39 237 25 54	0 0 0 0 0 0 0	0 0 122 85 76 19 0 0	20 307 48 95 2 20 237 25 54	NP allocation DM/19/1895 DM/16/2718 DM/16/5617 14/03208/REM DM/19/3144 DM/20/0886 LP Allocated NP allocation	29/06/2024 Commenced Commenced Commenced commenced pending s106	88 45 91 91 233 233 233 92 544
Burgess Hill		Burgess Hill Town Centre, Civic Way, Burgress Hill The Brow, Burgess Hill Land rear of 88 Folders Lane, Burgess Hill 1 Cyprus Road Burgess Hill Prospect House 1 -11 Junction Road Burgess Hill (Part GF - part overlap) Prospect House 1 -11 Junction Road Burgess Hill (GF) Prospect House 1 -11 Junction Road Burgess Hill (2nd floor extension) Flat 5 and Flat 12 subdivision Prospect House 1 -11 Junction Road Burgess Hill The Weald Inn Royal George Road Burgess Hill West Sussex RH15 9SJ 87 Junction Road Burgess Hill West Sussex RH15 0JL	142 100 73 10 2 3 3 4 10 6	0 0 0 0 0 0 0 2 1	0 0 57 0 0 0 0 0	142 100 16 10 2 3 3 2 9	DM/19/3331 NP allocation 14/4492/FUL DM/20/2740 DM/19/4670 DM/20/2157 DM/21/0338 DM/21/3487 DM/20/2381 DM/18/3102	02/07/2025 Commenced Commenced 03/01/2023 22/04/2024 15/07/2024 30/11/2024 20/11/2023 Commenced	528 756 534 447 117 117 117 117 1088 974
Burgess Hill Cuckfield		Amercias House 273 London Road Burgess Hill 66 Church Walk Burgess Hill 60 - 64 Church Walk Burgess Hill Land south 96 Folders Lane Burgess Hill Land south of Folders lane and East Keymer Road Burgess Hill Land south of Selby Close Burgess Hill St Wilfirds School Burgess Hill Land south of Southway Burgess Hill Land at Hanlye Lane east of Ardingly Road Cuckfield The Manor House, 14 Manor Drive, Cuckfield	6 6 15 40 300 12 200 30 55	0 0 0 0 0 0 0	0 0 0 0 0 0 0	6 6 15 40 300 12	DM/21/0688 DM/21/1011 DM/19/4077 SA allocation NP allocation	20/04/2021 21/04/2021 20/09/2024	1089 1108 1109 827 976 904 345 594 479
Cuckfield Cu Cuckfield East Grinstead No	orth Ward est Ward	Courtmeadow School, Hanlye Lane, Cuckfield Horsgate House, Hanlye Lane, Cuckfield Stonequarry Woods East Grinstead Junction of Windmill Lane/London Road East Grinstead Superdrug, 78 London Road, East Grinstead Martells Store 1 - 4 Normans Road East Grinstead Ashplatts House, Holtye Road, East Grinstead Imberhorne School, Windmill Lane, East Grinstead 67 - 69 Railway Approach, East Grinstead Imberhorne Lane Car Park, Imberhorne Lane, East Grinstead	10 5 30 40 10 129 30 200 7	0 0 0 0 5 0 0 1 0	0 0 0 0 0 0 128 0 0	10 0 30 0 0 1 29 200 0	NP allocation NP allocation NP allocation LP Allocated Allocated DM/21/2992 DM/15/5067 DM/19/1613 NP allocation NP allocation NP allocation	15/02/2025 commenced 10/12/2022	480 649 96 102 773 768 723 81 441 510
ast Grinstead		Delivery Office, 76 London Road, East Grinstead Phoenix House, 53 -59 Lingfield Road, East Grinstead 15 and 39 Crawley Down Road, Felbridge Queensmere House, 49 Queens Road, East Grinstead Hill Place Farm, Turners Hill Road, East Grinstead 17 Copthorne Road, East Grinstead Sussex House London Road East Grinstead Vision Express 53 - 59 London Road East Grinstead Tower Car Sales Tower Close East Grinstead Bell Hammer East Grinstead	12 9 63 14 200 26 8 6 8	0 0 0 0 0 0 0 0 2	0 0 0 0 0 0 4 0 0	12 9 63 14 200 22 8 4 8 35	NP allocation DM/19/1256 DM/20/1078 DM/17/2725 DM/19/1067 DM/16/5502 13/04040/FUL DM/18/3284 DM/21/3543 DM/18/1762	05/05/2023 Commenced Commenced commenced Commenced 20/03/2023 Pending S106 Commenced	559 369 197 923 562 548 409 1011 759 696
East Grinstead		11a Crawley Down Road Felbridge Boots 30 - 34 London Road East Grinstead Vacant plot 70 - 72 London Road East Grinstead Brookhurst Furze Lane East Grinstead Oakhurst Maypole Road East Grinstead Block B East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU Block F And G East Grinstead House Wood Street East Grinstead West Sussex Block D East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU Block E Floor G - 4 East Grinstead House Wood Street East Grinstead West Sussex Block E Fifth Floor East Grinstead House Wood Street East Grinstead West Sussex Block E Fifth Floor East Grinstead House Wood Street East Grinstead West Sussex Block E Fifth Floor East Grinstead House Wood Street	32 17 6 7 10 60 67 40	1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	31 17 6 7 10 60 67 40 69 15	DM/18/3022 DM/18/2311 DM/19/0303 DM/19/5211 DM/20/0015 DM/20/1369 DM/20/1370 DM/20/1361 and D DM/21/0401 DM/21/0386 DM/20/1516	commenced 17/12/2022 13/10/2023 29/09/2023 Commenced 03/06/2023 04/06/2023	21 968 1084 595 980 872 872 872 872 1110
ast Grinstead East Grinstead East Grinstead Hassocks	assocks Stonepound	Former East Grinstead Police Station East Grinstead Land south Crawley Down Road Felbridge Land south and west of Imberhorne Upper School East Grinstead Station Goods Yard Hassocks Land adjacent to Station Goods Yard Hassocks Hassocks Golf Club, London Road, Hassocks Land north of Clayton Mills, Hassocks land to rear of Friars Oak London Road Hassocks 4 Hassocks Road Hassocks Rookery Farm Rocky Lane Haywards Heath	22 200 550 54 16 165 500 130 10 320	0 0 0 0 0 0 0 0	0 0 0 0 0 80 0 0 0	550 54 16 85 500 130 10	SA Allocation SA Allocation SA Allocation SCHAD Allocated SCHAD Allocated DM/18/2616 DM/18/4979 DM/19/1897 DM/20/4426 DM/17/4190	Commenced 16/03/2023 16/10/2022 30/06/2024 Commenced	847 196 770 106 36 690 753 221 1111
Haywards Heath Fra Haywards Heath Lud Haywards Heath Haywards Heath Haywards Heath Haywards Heath	anklands Ward castes Ward	Land South of Rocky Lane, Haywards Heath (Phase 2) North of 99 Reed Pond Walk Franklands Village Haywards Heath Penland Farm, Balcombe Road, Hayward Heath Land at Gamblemead, Fox Hill, Haywards Heath Hurst Farm, Hurstwood Lane, Haywards Heath Caru Hall, Bolnore Road, Haywards Heath Land rear of Devon Villas, Western Road, Haywards Heath Beech Hurst Depot, Bolnore Road, Haywards Heath	134 24 210 170 350 12 9 18	0 0 0 0 0 0 0	125 0 150 130 0 0 0	9 24 60 40 350 0 9	DM/16/1312 DM/18/4118 DM/16/1803 DM/17/0331 and D NP allocation NP allocation DM/20/0840 DM/19/3619	15/12/2023 Commenced	485 531 247 57 246 507 597 619
Haywards Heath		NCP Car Park, Harlands Road, Haywards Heath The Priory, Syresham Gardens, Haywards Heath The Priory, Syresham Gardens, Haywards Heath 37 - 39 Perrymount Road, Haywards Heath Central House 25 -27 Perrymount Road Haywards Heath Chester House Harlands Road Haywards Heath Maxwelton House 41 - 43 Boltro Road Haywards Heath West Sussex Red Cross Hall 29 Paddockhall Road Haywards Heath West Sussex RH16 1HH 25 Boltro Road Haywards Heath Workshop and Garges North Road Haywards Heath	40 9 2 145 48 76 54 8 7	0 0 0 0 0 0 0 0	0 0 0 41 0 0 0 0	40 9 2 104 48 76 54 8 6	DM/17/2384 DM/18/2237 DM/18/2251 DM/18/4837 DM/21/1819 DM/21/0187 DM/20/3516 DM/18/4841 DM/17/0865 DM/20/1470	14/02/2023 Commenced Commenced 15/06/2024 04/03/2023 20/12/2024 19/06/2023 Commenced 13/01/2025	744 732 732 843 1092 1092 1090 618 1102
Haywards Heath Horsted Keynes Horsted Keynes		Linden House Southdowns Park Haywards Heath 2 - 6 The Broadway Haywards Heath Lloyds Bank 31-33 Perrymount Road Haywards Heath 1 and 2 Heath Square Boltro Road Haywards Heath 90 - 92 South Road Haywards Heath 14 - 16 Sussex Road Haywards Heath Land at Rogers Farm Haywards Heath Land south of The Old Police House Horsted Keynes Land south of St Stephens Church Horsted Keynes	14 19 38 15 5 8 25 25 25 30	0 0 0 0 0 0 0	0 0 0 0 0 0 0	14 19 38 15 5 8 25 25 25	DM/18/0421 DM/20/1388 DM/21/2679 DM/21/3676 DM/21/1881 DM/20/1881 SA Allocation SA Allocation SA Allocation	02/06/2024 09/08/2024 13/09/2024 13/12/2024 13/12/2024 17/12/2024	1113 1114 1115 1116 1117 1118 783 807 184
Hurstpierpoint and Sa Hurstpierpoint and Sayers Hurstpierpoint and Sayers Hurstpierpoint and Sayers Hurstpierpoint and Sayers Lindfield Rural	rs Common rs Common rs Common	Land to north of Little Park Farm, Hurstpierpoint Kingsland Laines Reeds Lane Sayers Common Hassocks West Sussex BN6 9JG Land south of White Horse Lodge, Sayers Common Land to north of Lyndon Reeds Lane Sayers Common Land east of High Beech Lane Lindfield Land east of High Beech Lane Lindfield (custom plots) Land Gravleye Lane and Scamps Hill Land adjacent to Barn Cottage, Lewes Road, Scaynes Hill Buxshalls Ardingly Road Lindfield Land south of Scamps Hill Lindfield Springfield Form Lawes Board Scaynes Hill	140 133 9 35 43 3 130 51 35 200	0 0 0 0 0 0 0 0 0	136 24 0 0 5 0 125 48 0	4 109 9 35 38 3 5 3 16 200	DM/15/4736 DM/19/1148 and D DM/19/3952 SA Allocation DM/19/2845 DM/17/2271 DM/17/3311 DM/19/0145 DM/20/0979 DM/20/2763	Commenced Commenced Commenced Commenced T5/12/2023 18/01/2022	238 220 613 829 151 151 6 725 586 483
Lindfield Rural Lindfield Rural Slaugham Slaugham Slaugham Slaugham Slaugham Turners Hill Turners Hill Twineham		Springfield Farm Lewes Road Scaynes Hill Land to the rear of Firlands, Church Road Scaynes Hill Slaugham Manor, Slaugham Place, Slaugham Land east of Brighton Road, Pease Pottage phase 3 Land east of Brighton Road, Pease Pottage phase 4 & 5 Land at St Martins Close (East) Handcross Land at St Martins Close (West) Handcross Old Vicarage Field, Church Road, Turners Hill Withypitts Farm Selsfield Road Turners Hill Twineham Grange Farm, Bob Lane, Twineham Land porth of Top Road, Sharethorne	6 20 25 186 277 30 35 44 20 6	0 0 0 0 0 0 0 0	3 0 13 43 0 0 0 0 0	0 20 12 143 277 30 35 44 20 6	14/03160/PDOFF SA Allocation DM/16/2531 DM/19/3549 DM/19/4636 NP allocation SA Allocation NP allocation SA Allocation DM/17/1374	Commenced Commenced Commenced 26/052021	761 897 765 666 666 1010 127 492+5 854 924
Vest Hoathly Sh	narpthorne	Land north of Top Road, Sharpthorne Land adjacent to Cookhams, south of Top Road, Sharpthorne Station Goods Yard, Station Yard, Sharpthorne Land north of Burleigh Lane Crawley Down Regency Hotel Old Hollow Land rear of Tiltwood House, Gage Close, Crawley Down	24 16 5 50 10 5	0 0 0 0 0	0 0 0 0 0	24 16 5 50 10 5	NP allocation NP allocation 11/04102/FUL SA Allocation DM/19/4549 DM/16/0600	Commenced 28/01/2024 Commenced	148 477 147 519 110 960 271

	Total (from large sites)	12941	34	1725	11083
	Total (from small sites)				246
	Total Commitments (all sites)				11329
•			•		

Communal Accomodation									
Town / Parish (NP Area)	Туре	Site Address (sites of 6+ units)	Overall Total	Overall Losses	Overall Cmpltns	Total Remaining	PP Ref #	PP Lapse Date	SHLAA ID#
			(Gross)	(Gross)	(Net)	(Net)			
Albourne	C2 - retirement village	Former Hazeldens Nursery London Road Albourne	84	0	0	84	DM/19/1001	11/09/2023	

Employment Allocations - December 2019

				Rev	ised Usage	Split		F	Revised Are	а
HLAAID Address	Settlement	Area	Location	B1 %	B2 %	B8 %		B1	В2	В8
24 Land at Stairbridge Lane (South of Bolney Grange), Bolney	Bolney	5.5	BolneyGrange	33.33	33.33	33.33		1.83	1.83	1.83
906 Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.6	BolneyGrange	33.33	33.33	33.33		0.20	0.20	0.20
907 Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.2	BolneyGrange	33.33	33.33	33.33		0.07	0.07	0.07
931 Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.7	BolneyGrange	33.33	33.33	33.33		0.23	0.23	0.23
192 Pease Pottage Nurseries, Brighton Road, Pease Pottage	Pease Pottage	1	Other	33.33	33.33	33.33		0.33	0.33	0.33
826 Burnside Centre, Victoria Road, Burgess Hill	Burgess Hill	0.96	Other	50	50	0		0.48	0.48	0.00
864 Marylands Nursery, Cowfold Road, Bolney	Bolney	2.4	Other	0	0	100		0.00	0.00	2.40
888 Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	Slaugham	2.3	Other	33.33	33.33	33.33		0.77	0.77	0.77
912 Site of Former KDG Victoria Road Burgess Hill	Burgess Hill	1.1	Other	50	50	0		0.55	0.55	0.00
940 Land north of the A264 at Junction 10 of M23 (Employment Area)	Copthorne	2.7	Other	50	0	50		1.35	0.00	1.35
							USE (ha)	5.81	4.46	7.18

SHLAAID	Site	Settlement	Yield
740	West of Burgess Hill	Burgess Hill	1400
799	South of Reeds Lane	Sayers Common	1850
18	Crabbet Park	Copthorne	1500
573	Batchelors Farm, Keymer Road	Burgess Hill	33
198	Land off West Hoathly Road	East Grinstead	45
858	Land at Hurstwood Lane	Haywards Heath	55
508	Land at Junction of Hurstwood Lane and Colwell Lan	€ Haywards Heath	30
556	Land east of Borde Hill Lane	Haywards Heath	60
688	Land to west of Turners Hill Road	Crawley Down	350
743	Hurst Farm, Turners Hill Road	Crawley Down	37
13	Land west of Kemps	Hurstpierpoint	90
984	The Paddocks, Lewes Road	Ashurst Wood	8
1120	Land at Foxhole Farm	Bolney	200
1026	Land at Chesapeke and Meadow View, Reeds Lane	Sayers Common	33
601	Land at Coombe Farm, London Road	Sayers Common	210
830	Land to the west of Kings Business Centre, Reeds Land	n Sayers Common	100
1003	Land to South of LVS Hassocks, London Road	Sayers Common	120
1020	Ham Lane Farm House, Ham Lane	Scaynes Hill	30
1013	Land at Hoathly Hill	West Hoathly	18
631	Challoners, Cuckfield Road	Ansty	37
748	Land to west of Marwick Close, Bolney Road	Ansty	45
210	Land rear of 2 Hurst Road (Land opposite Stanford A	N Hassocks	25
1030	Land at Hillbrow, Janes Lane, Burgess Hill	Burgess Hill	25
83	Burgess Hill Station (additional yield)	Burgess Hill	150
1121	Orchards Shopping Centre	Haywards Heath	100
	Windfall and Brownfield Allowance		1488
Scenario 4	B only		
793	Land at Ansty Farm, Cuckfield Road, Ansty	Ansty	1600

AdditionalUses 2FE Primary school, community centre 2000-4000 retail sqm retail, 5000-9000sqm commercial (Class E(g)) 1000 sqm commercial (Class E(g), 2FE Primary School, 4FE Secondary School C3 Residential C3 Residential C3 Residential C3 Residential C3 Residential Community centre C3 Residential C3 Residential C3 Residential 2FE Primary school, community centre (existing Primary School in Bolney relocated here) C3 Residential C3 Residential

1000sqm E class, community hall, community centre, 2FE Primary school

			<u> </u>		2039 Sce	enario 4					2039 Sce	nario 4B				2039 Sc	enario 4m	<u>1</u>			2039 Sce	nario 4Bı	<u>m1</u>			
ID	Area	Junction	Planned Junction Miti- gation	Ref v 2019	Scenario v Ref	'Severe' change in Ref v 2019 also?	arms r 'Severe	of junction meeting e' criteria	demand where 'Severe'	Average change in delay where 'Severe' (secs)	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junct arms meeting 'Severe' criteri	demand where 'Severe'	change in delay where 'Severe' (secs)	Scenario v Ref	'Severe' change in Ref v 2017 also?	Number of junctio arms meeting 'Severe' criteria	demand where 'Severe'	change in delay where 'Severe' (secs)	Scenario v Ref	'Severe' change in Ref v 2017 also?	arms n 'Severe	of junction meeting ' criteria	demand where 'Severe'	change delay where 'Severe (secs)
N1	Copthorne	A264 / A2220 Copthorne		SEVERE	SEVERE	YES	AM 1	PM 0	AM+PM	AM+PM 58	SEVERE	YES	AM PN	1 AM+PM 268	AM+PM 63	SIG.		AM PM 0	AM+PM 0	AM+PM 0	SIG.		AM 0	PM 0	AM+PM 0	AM+PN
N4	Copthorne	B2028 / B2037 Copthorne		SIG.	SEVERE	11.5	0	0	0	0	SIG.	ILS	0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane		SIG.	SEVERE	\/F6	1	0	47	71	SEVERE	\/50	1 0	46	69	0=1/====	VE0	0 0	0	0		\/50	0	0	0	0
N8 N9	Turners Hill Felbridge	B2110 / B2028 Turners Hill A264 / A22 Felbridge		SEVERE SEVERE	SEVERE	YES	0	0	230	0	SEVERE	YES	0 0	234	177 0	SEVERE	YES	0 0	128	153 0	SEVERE	YES	0	0	128	161
	West Hoathly	Selsfield Road / Vowels Lane		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	A2220 / B2036 (CRAWLEY)		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)		SEVERE			0	0	0	0			0 0	0	0			0 0	0	0			0	0	0	0
	Crawley Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY) A2220 Haslett Avenue / Station Hill (CRAWLEY)		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	Gatwick Road / Manor Royal (CRAWLEY)		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)		SIG.	SEVERE		0	1	162	73	SEVERE		0 1	160	69	SIG.		0 0	0	0	SIG.		0	0	0	0
	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT) A23 / B2110 Northbound On-Slip		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Handcross Handcross	B2114 / B2110		SEVERE	310.		0	0	0	0	310.		0 0	0	0	Sid.		0 0	0	0	Sid.		0	0	0	0
N20	Handcross	A23 Southbound Off-Slip / B2114		SIG.			0	0	0	0			0 0	0	0			0 0	0	0			0	0	0	0
	Balcombe	Haywards Heath Road / Bramble Hill		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Balcombe Pease Pottage	B2036 / B2110 Horsham Road / B2114 Brighton Road		SEVERE	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)		SEVERE SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
N27	Handcross	B2114 / B2110 Handcross		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Crawley	M23 / Junction 11 Southbound On-Slip		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
N29	Crawley Handcross	B2036 / Radford Road B2114 Junction, Handcross		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
C3	Slough Green	B2115 Junction, Slough Green			Sid.		0	0	0	0	SIG.		0 0	0	0	Jid.		0 0	0	0	310.		0	0	0	0
	Haywards Heath	B2114 / B2036 Whitemans Green		SIG.			0	0	0	0	SIG.		0 0	0	0			0 0	0	0	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green		SEVERE	SIG.		0	0	0	0	SEVERE	YES	2 2	561	248	SIG.		0 0	0	0	SEVERE	YES	1	2	406	225
C6a	Cuckfield Ansty	B2036 / B2184, Cuckfield A272 / B2036		SIG. SEVERE	SEVERE	YES	0	0	112	0 156	SIG.		0 0	0	0	SEVERE	YES	0 0	101	136	SIG.		0	0	0	0
	Cowfold	A281 North Junction, Cowfold	<u>'</u>	SIG.	JEVERL	1123	0	0	0	0	310.		0 0	0	0	JEVERE	123	0 0	0	0			0	0	0	0
C9	Cowfold	A281 South Junction, Cowfold		SIG.			0	0	0	0			0 0	0	0			0 0	0	0			0	0	0	0
	Bolney	A23 / A272 Bolney Road		SIG.	SEVERE		1	0	139	62	SEVERE		1 0	249	219	SEVERE		1 0	134	56	SEVERE		1	0	220	182
	Bolney North Chailey	London Road / A272 Cowfold Road A272 / A275 North Chailey		SIG.	SEVERE		0	0	31	64			0 0	0	0			0 0	0	0			0	0	0	0
	Haywards Heath	A273 / Isaac's Lane / Traustein Way		SIG.	SEVERE		1	0	134	123	SIG.		0 0	0	0	SEVERE		1 0	122	108	SIG.		0	0	0	0
	Haywards Heath	A272 Rocky Lane / B2112		SIG.	SIG.		0	0	0	0	SEVERE		0 1	86	84	SIG.		0 0	0	0	SEVERE		0	1	80	69
	Haywards Heath	A272 / Rocky Lane B2272 / Bolnore Road		SIG. SEVERE	SIG.		0	0	0	0	SEVERE SEVERE	VEC	0 1	133	85	SIG.		0 0	0	0	SIG. SEVERE	YES	0	0	186	0
C15 C16	Haywards Heath Haywards Heath	A272 / B2272		SIG.			0	0	0	0	SEVERE	YES	1 1	321 264	161 177			0 0	0	0	SEVERE	TES	1	1	238	135
C17	Haywards Heath	B2112 / B2272		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Cowfold	A23 / A272 Northbound On-Slip			010		0	0	0	0	SIG.		0 0	0	0			0 0	0	0	010		0	0	0	0
C20	Cowfold Burgess Hill	A23 / London Road Northbound On-Slip A23 / A2300 Southbound On-Slip		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	Y	SEVERE	SEVERE	YES	1	0	302	183	SEVERE	YES	1 0	323	196	SEVERE	YES	1 0	287	175	SEVERE	YES	1	0	308	179
S3	Burgess Hill	A2300 / Cuckfield Road	Y	SEVERE	SEVERE	YES	0	1	313	68	SEVERE	YES	0 2	401	84	SEVERE	YES	0 1	301	60	SEVERE	YES	0	1	296	63
S4	Burgess Hill Burgess Hill	Cuckfield Road / The Hub A2300 / Northern Arc Spine Road	V	SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	T T	SEVERE	SEVERE	YES	1	1	194	183	SEVERE	YES	1 1	199	193	SEVERE	YES	1 0	79	114	SEVERE	YES	1	0	78	109
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint		SIG.	SIG.		0	0	0	0	SEVERE		1 0	87	127	SIG.		0 0	0	0	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)		SEVERE	SEVERE	YES	3	0	187	97	SEVERE	YES	3 0	196	103	SEVERE	YES	3 0	177	87	SEVERE	YES	2	0	129	107
S10	Pyecombe Ditchling	A23 / A281 Southbound On-Slip B2112 / B2116 Ditchling (LEWES DISTRICT)		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane			SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	3.0.		0	0	0	0
S18	Hassocks	A273 / B2112		SIG.			0	0	0	0			0 0	0	0			0 0	0	0			0	0	0	0
S19 S21	Hassocks Burgess Hill	B2112 / Lodge Lane B2112 / Green Road (LEWES DISTRICT)			SIG. SEVERE		0	0	126	81	SIG. SEVERE		0 0	144	114	SIG. SEVERE		0 0	109	55	SIG. SEVERE		0	0	130	0
	Burgess Hill	Valebridge Road / Junction Road / Leylands Road		SEVERE	SEVERE	YES	2	0	149	89	SEVERE	YES	2 0	148	87	SEVERE	YES	2 0	132	72	SEVERE	YES	1	0	84	72
	Burgess Hill	A273 / B2036 / Marchants Way		SIG.			0	0	0	0	SIG.		0 0	0	0			0 0	0	0			0	0	0	0
	Burgess Hill	A273 / Sussex Way		SIG.			0	0	0	0			0 0	0	0			0 0	0	0			0	0	0	0
	Burgess Hill Burgess Hill	B2113 Keymer Road / Folders Lane A273 Jane Murray Way / Malthouse Lane		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
S30	Burgess Hill	B2036 London Road / West Street			SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.			SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Burgess Hill	A273 Jane Murray Way / B2036 London Road		SIG.			0	0	0	0	SEVERE		0 0	102	59			0 0	0	0			0	0	0	0
	Burgess Hill Sayers Common	B2036 Cuckfield Road / A273 Isaacs Lane A23 / B2118 Sayers Common		SIG.	SIG.		0	0	0	0	SEVERE		1 0		148	SIG.		0 0	0	0	SIG.		0	0	0	0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Burgess Hill	A23 / A2300 Northbound On-Slip		SIG.			0	0	0	0			0 0	0	0			0 0	0	0			0	0	0	0
	Pyecombe Burgess Hill	A23 / A273 Northbound On-Slip Valebridge Road / Janes Lane		SIG.	SIG.		0	0	0	0	SIG.		0 0	U	0	SIG.		0 0	0	0	SIG.		0	0	0	0
	Burgess Hill	A2300 / A273 Jane Murray Way		SIG.	SIG.		0	0	0	0	SEVERE		1 0	132	61	SIG.		0 0	0	0	SIG.		0	0	0	0
S46	Burgess Hill	A23 / B2117 Southbound On-Slip		SIG.			0	0	0	0			0 0		0			0 0	0	0			0	0	0	0
S47	Burgess Hill	B2036 London Road / Dunstall Avenue / Maple Drive		SIG.	SIG.		0	0	0	0	SIG.		0 0	0	0	SIG.		0 0	0	0	SIG.		0	0	0	0
Numbe	er of Junction with	SEVERE Impacts		14	14	8	16	4	2390	1468	20	9	21 11	4168	2522	10	7	12 2	1569	1014	12	8	10	7	2284	1476
		SIGNIFICANT impacts		48	38						41					39					41					
		E_ Increase in DEC of 39/ or more to 0E9/ or more																								

Mid Sussex Transport Study: M23 and A23 Traff		May	May	Ref Case	Scenario 4	Diff from	% Diff	Scenario 4I		% Diff	Scenario 4	lm1 Diff from	% Diff	Scenario 4	Bm1 Diff from	% Diff	Ref Case PM Dem	Scenario 4 PM Dem	Diff from		Scenario 4	B Diff from	% Diff	Scenario 4	m1 Diff from	% Diff	Scenario 4	Bm1 Diff from	% Diff
Location	Ref Case No. of	Max. Vehicles	Wax.	(Veh)	(Veh)	2039 Ref	7₀ DITT	AM Dem (Veh)	2039 Ref	76 DIΠ	(Veh)	2039 Ref	7₀ UIIT	(Veh)	2039 Ref	76 DIΠ	(Veh)	(Veh)	2039 Ref	% Diff	(Veh)	2039 Ref4	76 DI∏		2039 Ref4	76 UITT		2039 Ref4	∕₀ DITT
	Lanes	per hour per lane	per hour																										
M23 / A23 Northbound																													
A23 - A27 to A273 DIVERGE A273 DIVERGE	3	1600 1200	4800 1200	4221 780	4359 855		3% 10%	4433 851	212 71		4328 839		3% 7%	4354 849		3% 9%	3574 1055	4005 1117			4041 1110			6 3957 6 1113	384 58			413	12% 5%
A23 - A273 DIVERGE to A273 MERGE A273 MERGE	2	1600 1200	3200 1200	3441 302	3504 425		2% 41%	3582 365	141 64		348 9			3 504			2519 169	2888 212			2931 229	412	16%	6 2844 6 206		13% 22%		360 52	14% 31%
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	3742	3929	186	5%	3948	205	5%	3904	162	4%	3927	184	5%	2687	3100	413		3160	472		6 3051	363	14%	3100		15%
A281 DIVERGE A23 - A281 DIVERGE to A281 MERGE	2	1200 1600	1200 3200		512 3416	30	44% 1%	479 3 469	123 82	2%	487 341 7	7 31	37% 1%	501 3 426	39	1%	362 2325	367 2733	408		369 2791	465	20%				2732	407	17%
A281 MERGE A23 - A281 MERGE to B2117 DIVERGE	1 2	1200 1600	1200 3200	231 3617	235 3652		2% 1%	3696	-4 78	-2% 2%	213 363 (-8% 0%	3 213 3 3639			2369	46 2779	_	5% 17%	2835	_	20%	6 46 6 2730	361	5% 15%		407	1% 17%
B2117 DIVERGE A23 - B2117 DIVERGE to B2118 MERGE	1 2	1200 1600	1200 3200	558 3059	590 3062		6% 0%	620 3076	62 16		596 3034		7% -1%	617 3022	59		532 1837	903 1876			936 1899			6 859 6 1872				385	72% 1%
B2118 MERGE A23 - B2118 MERGE to A2300 DIVERGE	1	1200 1600	1200 3200	762 3821	938 4000		23%	956 4031	194 210		936 397 0			953 3 974			500 2337	630 2506			585 2485	86		6 601 6 2472					10%
A2300 DIVERGE	1	1200	1200	224	295	71	32%	324	100	45%	325	5 101	45%	329	105		57	65	8	15%	103	47	83%	61	4	7%	63	6	11%
A23 - A2300 DIVERGE to A2300 MERGE A2300 MERGE	1	1600 1200	3200 1200	3597 741	3705 977	236	32%	3 707 1041	110 299	40%	364 5	209	28%	3 645 993	251		2280 1382	2441 1370	-12	-1%	2381 1330	-52		6 2411 6 1375	-7	-1%	1335	-47	-3%
A23 - A2300 MERGE to A272 DIVERGE A272 DIVERGE	1	1600 1200	4800 1200	4338 338	4682 326		-3%	4748 330	410 -8	9% -2%	4595 352		6% 4%	4637 351	299 13		3662 324	3811 332		4% 2%	3712 308		19 -59	6 3787 6 329	124	3% 2%			-6%
A23 - A272 DIVERGE to A272 MERGE A272 MERGE	3	1600 1200	4800 1200	4000 792	4356 1048		9% 32%	4418 1217	418 425		4244 1017			4287 1168	286 377		3338 344	3479 410			3403 535			6 3457 6 416	119 72			38 189	1% 55%
A23 - A272 MERGE to B2115 DIVERGE B2115 DIVERGE	3	1600 1200	4800 1200	4792 350	5404 471	612	13% 35%	5634 559	842 209	18%	526 3	1 469		5455 524			3682 190	3890 279			3938 273	257		6 3873			3908	226	6% 40%
A23 - B2115 DIVERGE to B2115 MERGE	3	1600	4800	4442	4933	490	11%	5076	633	14%	4822	380	9%	4932	490		3491	3611	120	3%	3666	174	5%	6 3596	105	3%	3642	151	4%
B2115 MERGE A23 - B2115 MERGE to B2110 DIVERGE	3	1200 1600	1200 4800	304 4746	319 5252		5% 11%	310 5 5385	639		312 513 4	4 388	3% 8%	301 5 5233	486		224 3715	205 3816	101	3%	180 3845		49	6 3805	-15 90				-17% 3%
B2110 DIVERGE A23 - B2110 DIVERGE to B2110 MERGE	1 3	1200 1600	1200 4800	397 4349	483 4769		22% 10%	479 4 906	82 557		4670 4670		17% 7%	468 4765			243 3472	294 3522			314 3532			6 289 6 3516	46 43	19% 1%			26% 1%
B2110 MERGE A23 - B2110 MERGE to J11 DIVERGE	1	1200 1600	1200 4800	1016 5365	1005 5774		-1% 8%	1011 5 5916	-6 551	-1% 10%	1001 567 1			1005 5 770			606 4078	601 4123		-1% 1%	600 4132			603 4118	-3 41	0% 1%	604 4126	-1 48	0% 1%
J11 DIVERGE	2	1350	2700	1805	1963	158	9%	2027	221	12%	1918	3 113	6%	1956	150	8%	1732	1751	19	1%	1753	3 21	19	6 1747	15	1%	1747	16	1%
M23 - J11 DIVERGE - J11 MERGE J11 MERGE	1	1800 1350	5400 1350	3560 1039	1032	-7	-1%	3890 1023	330 -16	-2%	3753 1043	1 1	0%		-8	-1%	2346 1106	2372 1127	21	2%	2379 1131	24		6 2372 6 1137	30	3%	1122	15	1%
M23 - J11 MERGE - J10a MERGE J10a MERGE	3	1800 1350	5400 1350	4599 444	4843 481		5% 8%	4913 479	314 35		4793 465			4846 456		5% 3%	3453 259	3499 262		1% 1%	3510 265		29	6 3509 6 261	56 2	2% 1%			1%
M23 - J10a MERGE to J10 DIVERGE J10 DIVERGE	3 2	1800 1350	5400 2700	5044 1542	5324 1660		6% 8%	5392 5 1672	348 130		5258 1635		4% 6%	5302 5 1653	258 111		3712 1120	3761 1147			3775 1144		29 29	6 3769 6 1159		2% 4%			1% 2%
M23 - J10 DIVERGE to J10 MERGE J10 MERGE	3	1800 1350	5400 2700	3502 1038	3664	162	5% 16%	3720 1204	218 166	6%	3623 1182	3 122		3649	147	4%	2592 1386	2614 1366	22		2630 1366	38	19	6 2610 6 1375	18		2619	27	1% -2%
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4540	4873	333	7%	4924	384	8%	4806	5 265	6%	4836	295	7%	3978	3980	1	0%	3996	18	0%	6 3985	6	0%	3982	3	0%
J9 DIVERGE M23 - J9 DIVERGE to J9 MERGE	3	1350 1800	2700 5400		1562 3312		9%	1581 3343	74 310		1555 3250		3% 7%	3 1561 3 3274	241	.,,,	878 3101	893 3087			902 3094		09	6 894 6 3091	16 -10			20	-1%
J9 MERGE M23 - J9 MERGE to J8 DIVERGE	2	1350 1800	2700 7200	1436 4469	1437 4748		0% 6%	1437 4780	311	0% 7%	1436 4687		0% 5%	3 1436 4711		0% 5%	1582 4683	1620 4707			1616 4710			6 1608 6 4700	27 17			38	2% 0%
M23 / A23																											-		
Southbound M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5237	5264	. 27	1%	5 5286	49	1%	5257	7 21	0%	5 5260	23	0%	5336	5612	276	5%	5648	312	6%	6 5587	251	5%	5616	279	5%
J9 DIVERGE	2	1350	2700	1434	1406	-27	-2%	1405	-29	-2%	1425	5 -8	-1%	1424	-10	-1%	1714	1714	. 0	0%	1714	0	0%	6 1714	0	0%	1714	0	0%
M23 - J9 DIVERGE to J9 MERGE J9 MERGE	2	1800 1350	5400 2700	3803 912	3857 908	-4	0%	3881 915	78 3	0%	3832 903	3 -9	-1%	3836 3 907	-5	-1%	3622 1317	3898 1386	69	5%	3934 1395	78	69	6 1382	64	5%	1389	72	5%
M23 - J9 MERGE to J10 DIVERGE J10 DIVERGE	2	1800 1350	7200 2700		4765 1653		1% -4%	4796 1649	-72		4735 1673			4743 1663			4939 1227	5284 1378			5329 1375			6 5254 6 1360	315 132		5291 5 1360	351 133	7% 11%
<i>M23 - J10 DIVERGE to J10 MERGE</i> J10 MERGE	3 2	1800 1350	5400 2700	2994 1101	3113 1177		4% 7%	3147 1174	153 72		3063 1200		2% 9%	3080 3 1200		0,10	3712 1289	3906 1392			3954 1392			6 3895 6 1382	182 93			218 91	6% 7%
M23 - J10 MERGE to J10a DIVERGE J10a DIVERGE	3	1800 1350	5400 2700	4095	4289 726	194	5%	4320	225 50	6%	4263 726	3 168	4%	4280 725	185	5%	5001	5298 802	297	6%	5346 780	345		6 5277 6 789	276 55		5311	310	6%
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3417	3563	146	4%	3592	175	5%	3537	7 120	4%	3556	138	4%	4267	4497	230	5%	4566	299		6 4487	221	5%	4547	280	7%
J11 DIVERGE M23 - J11 DIVERGE - J11 MERGE	3	1350 1800	2700 5400	1104 2314	1124 2439		2% 5%	1131 2461	27 148		1126 2413		2% 4%	3 1124 3 2432	118	5%	887 3379	944 3552			938 3628			6 940 6 3547	53 168			235	5% 7%
J11 MERGE A23 - J11 MERGE to B2114 DIVERGE	1 3	1350 1600	1350 4800	1467 3780	1575 4014		7% 6%	1598 4059	131 279		1528 3939		4% 4%	1526 3957	59 177		1727 5106	1949 5501			1999 5627			6 1921 6 5468	194 361		1955 5 5570	228 463	13% 9%
B2114 DIVERGE A23 - B2114 DIVERGE to B2110 MERGE	1	1200 1600	1200 4800	337 3444	431 3583		28% 4%	427 3632	91 188		430 3509		28% 2%	437 3520		30%	643 4463	587 4915			535 5092				-46 408				-14% 12%
B2110 MERGE	1	1200	1200	291	310	19	6%	333	41	14%	304	4 13	4%	320	28	10%	256	331	74	29%	330	73	29%	6 312	55	22%	316	60	23%
A23 - B2110 MERGE to B2115 DIVERGE B2115 DIVERGE	1	1600 1200	4800 1200		3893 260	-87	-25%	3965 205	229 -142	-41%	3813 270	77			104	-40%		5246 337	-52		5422 320	-70	-18%		-50	-13%	322	-68	13% -17%
<i>A23 - B2115 DIVERGE to B2115 MERGE</i> B2115 MERGE	3	1600 1200	4800 1200				7% 26%	3760 462	371 114	11/0	3543 423		5% 21%	3033		7,0	4330 623	4908 675	370	13/0	5102 601		107				5009 635	680 13	16% 2%
A23 - B2115 MERGE to A272 DIVERGE A272 DIVERGE	3	1600 1200	4800 1200		4073 585		9% 28%	4222 714			3966 529			4094 640							5703 904								14% 28%
A23 - A272 DIVERGE to A272 MERGE A272 MERGE	3	1600 1200	4800 1200	3280	3487	207	6%	3508 415	228	7%	3437 468	7 157	5%	3454	174	5%	4257	4770	513	12%	4799 696	542	13%	6 4721	464	11%	4758		12%
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3715	3941	. 226	6%	3924	208	6%	3905	5 190	5%	3852	137	4%	5019	5512	493	10%	5494	476	9%	6 5473	454	9%	5458	439	9%
A2300 DIVERGE A23 - A2300 DIVERGE to A2300 MERGE	2	1200 1600	2400 3200	2184	2390	206		1551 2372		9%	1545 2360	176	8%		142	7%	1149 3870			10%	1193 4302		119	6 4235	366	9%		395	4% 10%
A2300 MERGE A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	1 3	1200 1600	1200 4800		738 3128		-38% -7%	785 3158	-400 -212		72 ⁴ 3085						783 4653				956 5258								24% 13%
B2118/Mill Lane DIVERGE A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	1	1200 1600	1200 3200	815	694	-121	-15% -5%	696 2462	-119 -93	-15%	693 2392	3 -121	-15%	688	-127	-16%		1364	605	80%	1430 3828	672	89%	6 1334	576	76%	1374	616	81%
B2117 MERGE	1	1200	1200	535	1004	469	88%	1004	469	88%	1008	3 472	88%	939	403	75%	262	395	133	51%	454	192	73%	6 373	111	42%	384	122	47%
A23 - B2117 MERGE to A281 MERGE A281 MERGE	1	1600 1200	3200 1200	344	364	. 20	11% 6%	3465 361	17	5%	339 9	9 5	2%	361	. 17	5%	4157 15	19	4	25%	4281 19	4	23%	6 19	4	24%	19	4	2% 26%
A23 - A281 MERGE to A273 DIVERGE A273 DIVERGE	2	1600 1200	3200 1200				11% 42%	3827 313			3748 296			3780 302				4257 154			4300 191			6 4243					2% 230%
A23 - A273 DIVERGE to A273 MERGE A273 MERGE	2	1600 1200	3200 1200	3206	3479	273	9%	3514 741		10%	345 2	2 246	8%	3479	273	9%	4119		-16	0%	4109 1065	-10	0%	6 4090	-29	-1%	4092	-27	-1% -4%
A23 - A273 MERGE to A27	3	1600	4800				-13% 4%				4132										5174								

Mid Sussex Transport	: Study: Junction approach arm statistics for id	dentified locations	2019					2039	Reference Ca	ase				2039	9 Scenario 4					203	9 Scenario 4I	S				2039 Sc	enario 4m1					2039 Scenari	o 4Bm1				
ID Area	· ·	Approach Arm	AM AM Dem RF0		AM Avg Q	PM Pl	M PM FC Delay	PM AM Avg Q Den	AM n RFC	AM A Delay Av	M PM g Q Dem	PM RFC	PM P Delay Av	M AI	M AM RFC	AM Delay	AM P	M PM em RFC	PM Delay A	PM A	M AM RFC	AM Delay A	AM PM	PM RFC	PM PN Delay Avg	M AM Dem	AM RFC [AM AM Delay Avg Q	PM Dem	PM PN RFC Dela	1 PM ay Avg Q	AM AI	M AM FC Dela	AM Avg Q	PM Dem	PM PM RFC Dela	PM y Avg Q
NORTH			(Veh) (%)		(pcu)	(Veh) (9	%) (s)	(pcu) (Veh	(%)	(s) (p	cu) (Veh)	(%)	(s) (p	cu) (Ve	eh) (%)	(s)	(pcu) (Ve	eh) (%)	(s) ((pcu) (Ve	eh) (%)	(s) (I	ocu) (Veh)	(%)	(s) (pc	(Veh)	(%)	(s) (pcu)	(Veh)	(%) (s)	(pcu)	(Veh) (%	%) (s)	(pcu)	(Veh)	(%) (s)	(pcu)
	A264 / A2220 Copthorne	Brookhill Road (N)	337 36	84.9 14	3 02	520	46.7 14.4	0.2	95 41 5	1/1 5	0.3	75.4	17.1	1 1	495 E4.0	14.0	0.4	95/1 06	21.1	1.9	492 50	14.0	0.4	7 06 6	32.0	5.1	/0.1	1/1 0	4 027	02.4	6.8 3.6	160	49.2	4.9	020	0/1 9	7 42
N1 Copiliorne N1	AZU4 / AZZZU CUPHIUITIE	A264 (E) Copthorne Hotel Access	729 50 44 0	66.8 12. 0.7	.5 0.2	1135	84.4 13.5 1 2 0 9	1.0 6	58 50.1 65 1.1	11.3	0.3 127	75.4 3 100.5	41.0	10.8	818 63.8 97 1.7	14.9	0.4	224 102.1 84 1	74.7	21.5	828 64.2 97	14.9	0.4 95	7 102.2 7 100.2	74.8 2	21.5 795	62.0	12.0 0.4	5 1235	102.1 7	2.9 21.2 9.5 0.0	801	62.4 12	2.0 0.5	1233	102.0 7:	.2 20.5
N1 N1		A2220 (S) A264 Copthorne Way (W)	824 60 1327 94	50.5 12. 94.6 15	.1 0.3	571 A	44.0 11.8 79.9 10.2	0.2 11	30 73.3 71 111 5	12.2 237.6	0.4 93 86.9 128	2 75.5 1 90.6	13.9	0.8 1	538 102.9 344 114.6	77.9	28.6 1 102.0 1	329 100.	36.1	9.2 1 27.7 1	1538 102. 7	74.3	27.1 133 103.6 138	3 100.4 5 103.1	38.2 1 85.9	10.0 1525 28.5 1315	1.0 101.2	48.3 15.9 291.1 99	9 1312 4 1371	100.0 3 102.5 7	2.1 7.7 5.4 24 5	1529 1	01.5 53 14.4 292	3.7 18.3 2.0 99.7	1318	100.2 3! 102.6 7	5.2 8.8 7.8 25.4
N2 Copthorne		B2028 Turners Hill Road (N)	193 28	28.1 5	.0 0.1	411	61.7 7.2	0.5 3	31 16.6	3.6	0.1 86	1 42.0	4.2	0.3	389 19.3	3.6	0.1	081 51) 4.6	0.5	398 19.8	3.6	0.1 108	8 51.3	4.6	0.5 373	114.5	3.6 0	1 1071	50.7	4.6 0.5	375	18.7	3.6 0.1	1075	50.8	.6 0.5
N2 N2		A264 Snow Hill (E) B2028 Turners Hill Road (S)	402 4 ⁻ 358 4 ⁻		.2 0.1 .9 0.2	440 383	77.1 12.2 58.0 7.0	1.2 2 0.4 7	61 12.2 17 33.9	3.5 3.4	0.0 40 0.1 44	5 23.9 1 22.1	4.6	0.2	285 13.1 859 40.2	1 3.6 2 3.5	0.0	427 31.3 379 18.3	3 5.7 3 3.8	0.3	290 13.3 872 40.5	3.6	0.0 43 0.1 37	5 32.2 9 18.8	5.8	0.3 28 ⁴ 0.1 835	13.1	3.5 0.0 3.5 0.1	0 424 1 392	31.2 19.5	5.7 0.3 3.8 0.1	285 849	13.1 3 39.8 3	3.5 0.0 3.5 0.1	428	31.7 19.4	0.3 0.8 0.1
N2		A264 Copthorne Common Road (W)	917 103		.2 18.9	977 1	00.8 26.4	6.3 10	90 52.2	3.7	0.2 133	64.2	3.1	0.1 1	101 51.6	3.7	0.2 1	525 71.0	3.2	0.1 1	1111 52.0	3.8	0.2 154	1 71.5	3.2	0.1 1100	52.5	3.7 0.2	1527	71.4	3.2 0.1	1113	52.7	3.8 0.2	1543	71.9	0.1
N4		B2028 West Park Road (N) B2037 Snow Hill (E)	388 35 360 3	35.7 3. 37.3 4.	.0 0.1	353 87	36.8 4.0 9.3 3.7	0.1 5 0.0 5	09 38.8 43 47.2	3.4 4.8	0.1 54 0.2 5	49.9 6 6.5	4.7 4.6	0.3	549 42.5 532 48.2	3.5	0.1	658 62.1 62 8.4	5.5	0.5	556 43.1 528 48.1	3.5	0.1 66 0.3 5	9 63.5 8 8.0	5.6 5.7	0.5 544 0.0 533	41.9	3.5 0.5 5.0 0.5	1 647 3 60	61.8 8.0	5.5 0.5 5.5 0.0	548 532	42.2 3 47.9 5	3.5 0.1 5.1 0.3	653 61	8.1	0.5 0.5 0.6 0.0
N4 N4		B2028 West Park Road (S) B2037 Effingham Road (W)	487 53 180 19	53.7 5. 19.1 3.	.1 0.3	291 587	25.5 3.2 56.5 3.8	0.0 8	52 85.7 27 27.8	10.6 3.8	1.7 30 0.1 94	20.6	3.1	0.0	889 88.1 387 32.3	1 11.7 3.8	2.0 0.1 1	293 19. 074 73.	3.1	0.0	902 88.9 391 32.8	12.1	2.1 29 0.1 107	2 19.4 8 73.2	3.1	0.0 892 0.2 365	89.3 30.7	12.4 2.3 3.8 0.3	2 295 1 1076	19.7 73.9	3.1 0.0 4.0 0.3	902 368	90.4 13 31.0 3	3.1 2.3 3.8 0.1	294 1074	19.6 : 73.6 :	0.0
N6 East Grinstead	A22 / Imberhorne Lane	A22 (W) A22 (E)	725 40 648 69	16.2 7.	.8 1.2	918	62.7 11.4	2.1 7	03 45.0	4.1	0.5 110	72.9	11.5	2.1	719 45.9	3.9	0.4 1	184 77.9 782 73.9	12.7	2.3	720 45.9 661 103.1	3.9	0.4 119	8 79.1	13.1	2.3 716	45.8	3.9 0.4	4 1170	77.1 1	2.5 2.2	716	45.8 3 03.1 96	3.9 0.4	1189	78.5 12 73.7 14	
N6		Imberhorne Lane (S)	256 34	34.7 15.	.0 0.9	184	32.3 19.0	0.8 4	74 76.1	28.5	2.2 27	3 46.7	20.6	1.2	494 90.2	2 46.8	2.4	278 47.	22.5	1.3	496 90.2	46.7	2.4 27	8 47.0	20.6	1.3 493	90.0	46.2 2.4	4 278	47.0 2	0.6 1.3	495	90.0 46	6.3 2.4	277	47.0 20	0.6 1.3
N7 Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N) B2028 Turners Hill Road (S)	219 1: 243 1:	L1.5 1. L2.1 1	.1 0.0	640 166	32.6 1.5 8.2 1.0	0.0 4	54 22.5 49 30.1	1.2	0.0 128 0.0 16	7 63.4	2.5	0.0	563 28.2 709 31.9	2 1.4	0.0 1	612 77.9 215 10	9 4.1	0.0	579 28.9 723 32.3	1.4	0.0 163 0.0 21	9 79.0 4 10.1	4.3	0.0 529	26.4	1.4 0.0	0 1602 0 213	77.6 10.1	4.1 0.0 1.0 0.0	540 693	26.9 1 31.3 1	1.4 0.0 1.3 0.0	1627 216	78.7 4 10.1	0 0.0
N7		Wallage Lane	408 63		.3 0.3	136	24.9 9.5	0.1 4	90 101.1	95.0	8.2 34	5 101.1	100.3	7.4	474 104.9	9 165.7	16.4	255 102.	143.2	8.6	469 104.8	163.7	16.0 24	8 102.9	147.3	8.7 483	103.2	134.3 12.9	9 256	102.5 13	7.9 8.4	478 1	03.5 139	9.5 13.4	248	102.6 14	8.3
N8		B2028 North Street (N) B2110 East Street (E)	530 30 358 82	30.6 2. 32.3 17.	.0 0.0 .7 1.5	732 375	38.6 1.8 93.0 31.6	0.0 9 3.0 4	20 50.5 02 112.8	2.5 295.8	0.1 159 29.5 29	80.5 1 105.6	4.8 175.7	0.0	995 53.6 405 117.6	2.6 384.8	0.1 1 37.1	780 90. 267 110.	9.0 L 264.9	0.1 1 17.8	1007 54.2 405 118.3	2.7 398.2	0.1 180 38.1 26	0 91.1 5 110.5	9.9 273.3 1	0.1 973 8.2 406	53.0 116.8	2.6 0.: 369.8 35.9	1 1773 9 269	89.5 109.5 25	8.6 0.1 4.5 17.3	980 405 1	53.2 2 16.9 371	2.6 0.1 1.1 35.9	1791 266	90.6 109.8 26	0.4 0.1 0.2 17.5
N8 N8		B2028 Selsfield Road (S) B2110 Paddockhurst Road (W)	770 40 597 108	10.0 1. 08.2 186.	.7 0.0 .0 28.8	591 547 1	31.1 1.5 06.6 166.2	0.0 11 23.2 4	20 52.9 64 112.8	2.0 289.5	0.0 75 34.0 39	40.3 9 110.5	1.9 262.5	0.0 1	212 55.8 470 115.9	3 2.1 347.4	0.0 39.9	834 41. 370 112.	1.6 312.0	0.0 1 27.9	1230 56.1 470 115. 9	2.1 348.7	0.0 83 39.8 36	5 41.1 7 113.2	1.7 319.0 2	0.0 1193 28.1 462	55.0	2.1 0.0 337.1 38.4	0 825 4 369	40.9 112.5 30	1.6 0.0 6.4 27.4	1201 459 1	55.3 2 15.2 337	2.1 0.0 7.0 38.1	830 368	41.0 112.8 31	7 0.0 5 27.6
N9 Felbridge		A264 Copthorne Road (W)	699 63		.0 2.3	631	68.5 22.5	2.9 5	80 109.3	265.9	27.6 57	5 103.2	155.8	11.8	593 110.4	1 287.0	30.8	598 102.9	150.3	11.0	594 110.5	287.6	30.8 59	9 102.9	149.8	10.9 590	110.5	288.8 31.0	0 596	103.1 15	3.2 11.4	590 1	10.4 286	6.7 30.7	597	103.0 15	7 11.2
N9		A22 Eastbourne Road (N) A22 London Road (S)	322 54 1121 63		.1 11.7	1083	66.5 47.1	3.6 14	02 108.4	241.2	59.8 112	8 89.4	107.1	18.5 1	46.1 429 108.4	12.9	59.8 1	155 91.3	18.1 3 147.8	30.3 1	46.1 1429 108.4	241.3	59.8 116	3 73.9	18.3 150.2	2.7 459 31.2 1426	46.1	12.9 1.3 241.3 59.8	8 1150	90.9 14	7.7 2.6 3.8 29.1	1426 1	46.1 12 08.4 241	2.9 1.3 1.3 59.8	1155	91.3 14 9	30.6
N10 West Hoathly N10		Selsfield Road (N) Vowels Lane (E)	547 2° 190 3!	27.5 1. 35.0 5	.3 0.0	819	40.4 1.5 27.2 7.5	0.0 6	26 30.4 35 54.9	1.3	0.0 112	7 54.8 5 85.3	2.0	0.0	623 29.5 339 57.2	1.3	0.0 1	199 56.9 336 99	69.4	0.0	649 30.6 345 58.3	1.3	0.0 120	4 57.0 1 100.5	2.1 77.5	0.0 621 6.9 341	29.5	1.3 0.0	0 1193	56.8 98.4 6	2.1 0.0 7.2 5.2	639	30.3 1 57.3 6	1.3 0.0	1199	57.0 :	
N10		Selsfield Road (S)	708 38	38.3 1.	.9 0.0	560	33.3 2.2	0.0 7	92 44.1	2.2	0.0 67	1 45.0	3.2	0.1	791 93.6	24.2	0.3	697 49.0	3.8	0.1	778 95. 3	30.1	0.3 70	2 49.1	3.7	0.1 799	93.1	22.8 0.:	3 695	48.8	3.7 0.1	785	93.0 23	3.0 0.3	698	48.9	0.1
N11		B2036 Balcombe Road (N) A2220 Copthorne Road (E)	719 83 421 50	33.7 13. 50.7 10.	.1 1.1 .4 0.3	860 1 672	01.6 63.7 99.2 38.9	13.4 7 6.0 9	34 87.0 42 78.4	14.8 11.4	1.5 73 0.7 83	9 100.9 4 93.9	62.5 22.7	10.4 3.4 1	765 87.9 221 100.8	14.6 42.6	1.5 11.1	738 102. 869 77.	95.4 11.2	16.0 0.8 1	765 87.7 1223 100. 6	14.5	1.5 73 9.9 87	8 102.7 6 78.1	97.2 1 11.3	0.9 1212	88.0 9 9.7	14.6 1.1 26.7 5.7	735 7852	102.3 8 77.1 1	9.7 15.0 1.2 0.8	766 1216	88.0 14 99.8 27	4.6 1.5 7.2 5.9	734 866	102.3 89 78.2 1	4 15.0 4 0.9
N11 N11		B2036 Balcombe Road (S) A2220 Worth Park Avenue (W)	701 103 784 92	05.8 130. 92.6 17.	.0 27.5 .7 2.1	537 714	83.5 12.8 75.8 11.9	0.8 8 0.5 9	17 106.2 69 101.0	147.9 54.6	33.2 60 12.6 113	79.8 5 95.5	12.9 16.5	1.0	692 106.6 979 101.5	5 162.8 6 65.0	30.6 15.5	644 77. 229 101.	7 11.4 5 55.6	0.7	693 106.5 979 101.5	160.4 64.9	30.1 65 15.5 122	7 79.3 101.7	11.7 58.6	0.8 698 7.1 987	105.7 101.5	145.3 27. 62.9 15.	7 638 1 1225	77.3 1 101.5 5	1.4 0.7 4.3 15.6	697 1 988 1	05.8 146 01.4 62	6.5 27.8 2.4 15.0	648 1226	78.6 1: 101.4 5:	7 0.8 7 15.4
N12 Crawley		A2220 Haslett Avenue (W)	747 3:	31.0 15.	.6 2.8	887	51.2 59.2	5.8 10	16 41.3	14.2	3.3 154	2 66.0	40.5	8.6 1	067 43.0	13.9	3.3 1	641 68.3	3 38.4	8.6 1	1075 43.3	13.9	3.3 163	5 68.4	38.4	8.6 1054	42.6	13.9 3.3	3 1635	68.4 3	9.0 8.7	1058	42.7 13	3.9 3.3	1639	68.4 3	2.8 8.6
N12 N12		A2220 Haslett Avenue (E) Worth Road (S)	145 1: 259 100	00.0 102.	.2 0.7	438 232	25.7 14.3 60.6 33.0	1.6 3 2.9 5	24.8 01 104.0	20.5 165.6	1.7 74 19.9 23	43.6 5 67.9	16.9 34.5	3.0	447 32.4 545 105.5	21.3	2.3	710 40. 251 69.	16.5 35.2	3.1	447 32.4 550 105.4	21.3	2.3 72 25.5 25	4 41.2 3 70.0	16.6 35.4	2.8 425 3.2 532	30.9	21.1 2.1 171.5 21.9	713 9 251	40.8 1 69.4 3	5.5 2.8 5.1 3.1	536 1	30.9 21 04.5 172	1.1 2.2 2.5 22.2	732	41.9 10 69.4 3.5	2.9 3.1
N13 Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)		20 (6.7 30.	.8 0.1	20	10.0 45.1	0.2	23 7.4	30.9	0.2 5	3 18.9	40.1	0.5	29 9.4	31.1	0.2	72 25.	3 41.2	0.6	28 9.1	31.1	0.2 7	3 25.5	41.2	0.6 26	8.5	31.0 0	2 73	25.8 4	1.2 0.6	26	8.5 31	1.0 0.2	74	25.8 4:	2 0.6
N13 N13		A2220 Haslett Avenue (E) A2220 Haslett Avenue (W)	757 53	53.4 17.	.5 3.2	906	47.8 13.1	2.9 10	27 70.9	20.7	4.7 156	5 35.2 6 87.6	26.0	7.9 1	078 74.0	21.5	5.0 1	665 90.	28.9	8.4 1	1086 74.5	21.6	5.0 165	8 90.8	29.0	8.4 1065	73.2	21.3 4.9	937	90.7 2	8.9 8.4	1069	73.4 21	1.6 1.3 4.9	1663	90.6	8.9 8.4
N13a <i>Crawley</i> N13a		A2220 Haslett Avenue (E) Station Hill (S)	588 25 344 70	25.4 11. 76.2 34	.1 1.7	733	29.1 9.6 51.0 33.2	1.8 10	04 40.9 04 99.6	12.4 93.4	3.0 98 4.5 25	58.3	10.3	2.5 1	174 47.0 403 99.2	13.0	3.5 1	025 39.3 249 57.0	2 10.3	2.6 1	1182 47.3 403 99.3	13.0	3.5 103 4.5 24	1 39.4 9 57.8	10.3	2.6 1142 2.4 402	46.2	12.9 3.4 87.0 4.4	4 1010 4 249	38.8 1 57.9 3	0.3 2.6 4.9 2.4	1146	46.3 12 98.8 87	2.9 3.4 7.1 4.4	1024	39.2 10 57.9 3	2.6
N13a		A2220 Haslett Avenue (W)	787 4:	11.9 11.	.4 2.2	1103	61.3 33.5	9.1 10	49 54.6	10.9	2.6 176	6 97.1	48.1	11.6 1	107 57.2	2 10.9	2.7 1	871 102. 8	105.7	31.2 1	1115 57.5	10.9	2.7 186	3 102.2	93.9 2	25.4 1094	56.6	10.9 2.	7 1864	102.4 9	8.3 27.5	1098	56.8 10	0.9 2.7	1869	102.7 103	30.2
N14 Crawley N14		B2036 Balcombe Road (N) B2036 Balcombe Road (S)	295 30 590 72	36.3 3. 72.0 3.	.2 0.0 .9 0.1	710 s	93.9 10.5 43.3 3.8	1.5 3 0.1 7	99 48.1 12 90.9	3.7 7.3	0.1 56 0.9 41	2 100.1 2 50.3	43.8 3.6	6.2 0.1	459 55.2 744 94.9	3.8	0.1	674 100. 525 64.	35.7 3 3.9	5.7 0.1	467 56.0 752 95.0	3.8	0.1 66 1.5 54	8 100.1 3 65.5	36.6	5.8 435 0.1 752	52.4 9 5.3	3.7 0.1 10.1 1.1	1 664 5 510	100.0 3 62.1	5.1 5.5 3.8 0.1	438 756	52.7 3 95.5 10	3.7 0.1 0.3 1.5	651 518	100.2 39 62.7	6.2 6.8 0.1
N14		Worth Road (W)	248 49		.8 0.2	282	46.9 3.8	0.1 2	83 77.5	6.3	0.5 65	1 96.5	13.0	2.1	274 77.1	1 6.3	0.5	660 100. 8	45.0	8.8	273 77.2	6.4	0.5 65	5 100.9	47.4	9.3 275	77.2	6.4 0.	5 662	100.7 4	2.6 8.4	274	77.2 6	6.4 0.5	666	100.9 4	9.1
N15		Gatwick Road (N) Gatwick Road (S)	313 33 1713 74	74.9 10.	.4 0.2	664	83.8 14.0 28.2 13.0	1.2 3 0.0 19	46 40.9 69 83.4	9.6	0.2 68 0.1 74	90.5 7 33.6	18.0	0.0 2	336 39.1 163 90.3	9.4	0.1	725 95. 778 34.	23.1	0.0 2	332 38.4 2188 91. 2	9.4	0.1 72 0.5 77	9 34.8	13.0	3.2 342 0.0 2100	40.0 88.1	9.4 0.3	726 777	95.3 2 34.7 1	3.2 3.2 3.0 0.0	2115	40.1 9 88.6 10	9.4 0.2 0.9 0.2	728	95.5 23 34.8 13	3.3
N15 N16 <i>Crawley</i>	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	Manor Royal (W)	751 94	33.2	6 0.1	590 4	08.3 106.1	30.1	21 25 5	0.1	0.1 103	99.9	1/12 0	4.6	483 44.7	7 0.1	0.1	106 100.	33.5	5.9	485	19.9	0.1 110	7 100.2	32.8	5.8 690	90.5	20.2 1.0	1 1005	100.2 3	5.9 6.1	689	30.5 20	9.0	1006	100.2 33	0.8 6.1
N16 Crawley N16 N16		B2036 Balcombe Road (N) B2037 Antlands Lane (E) B2036 Balcombe Road (S)	685 6 772 69	57.1 8. 59.4 7	.0 0.2	365 4 1067	42.0 9.1 97.7 13.8	0.2 10	25 95.9	13.5	1.8 28 13.9 100	7 36.1	9.7	0.2 1	100 102.0	59.7	15.6	300 35.1	9.3	0.2 1	1098 101.	54.6	14.1 30 24.5 117	3 35.4 7 78.3	9.3	0.2 1090	101.6	51.7 13.1 64.2 21.1	2 304	35.8 77.6	9.4 0.2 9.8 0.2	1092 1	01.6 52	2.5 13.5 5.1 22.2	294	34.7 9 77.8	45.b 0.4 0.2
		Redehall Road (N)	305 4		.7 19	542	81.3 38.9	3.9 2	22 74.4	45.7	3.0 70	7 101 2	115 9	8.9	338 81 2	3 51 5	3.1	734 102	5 141.8	13.7	336 813	51.6	3.1 72	6 102.7	143.8	4.1 22/	79.3	49.2 21.	1 735	102 7 14	3.4 14 1	334	79.8	9,8 3.1	732	102.5 1/4	1.0 13.4
N17 N17 N17		B2037 (E) Copthorne Back (S)		19.4 20. 13.8 18.	.9 3.5	101	6.6 12.4 9.4 20.3	0.3 12 0.3 2	22 76.3 36 41.9	19.3 31.5	4.6 11 1.6 14	8 7.0 9 20.5	13.1	0.4 1	261 83.5 315 54.6	23.2	5.2	129 7.1 124 16	5 13.1 7 20.3	0.4 1	1263 95. 5	42.2	5.7 13 2.2 11	2 7.7 8 15.9	13.1	0.4 1262	83.5	23.0 5.: 33.4 2.0	1 126 0 138	7.4 1 18.6 2	3.1 0.4 0.6 0.7	1271	83.2 22 51.5 33	2.7 5.1 3.5 2.1	127	7.4 13 17.8 20	0.4
N17		B2037 (W)	281 28	28.6 15.	.9 1.1	787	76.9 25.4	3.9 3	59 27.6	9.5	0.8 90	93.9	46.6	4.9	422 32.1	1 9.9	0.9	978 97.	63.6	5.0	426 32.3	10.0	1.0 98	3 98.0	65.8	5.0 397	30.3	9.7 0.9	9 967	97.0 5	9.6 5.0	401	30.5	9.8 0.9	972	97.4 63	5.0
N18 Handcross N18	A23 / B2110 Northbound On-Slip	A23 Northbound B2110 Northbound on-Slip	3051 59 776 4		.1 0.0 .4 0.1	2327 <i>4</i> 512	43.5 0.7 29.2 3.3	0.0 43 0.0 10	49 86.1 16 61.8	3.1 4.1	0.0 347 0.3 60	63.9 6 37.3	1.2 3.6	0.0 4 0.1 1	769 90.4 005 62.8	4.2	0.0 3	522 64.2 601 37.0	1.3 3.6	0.0 4	92.0 92.0 1011 63.5	4.9	0.0 353 0.4 60	2 64.2 0 36.9	1.3 3.6	0.0 4670 0.1 1003	89.1 62.2	3.8 0.0 4.2 0.3	3516 603	64.2 37.1	1.3 0.0 3.6 0.1	4765 1005	90.5 4 62.8 4	4.2 0.0 4.3 0.3	3522 604	64.3 37.2	3 0.0 6 0.1
		B2114 London Road (N)	747 3:	31.0 15.	.6 2.8	887	51.2 59.2	5.8 10	16 41.3	14.2	3.3 154	2 66.0	40.5	8.6 1	067 43.0	13.9	3.3 1	641 68.	3 38.4	8.6 1	1075 43.3	13.9	3.3 163	5 68.4	38.4	8.6 1054	42.6	13.9 3.3	3 1635	68.4 3	9.0 8.7	1058	42.7 13	3.9 3.3	1639	68.4 3	7.8 8.6
N19 N19		B2110 High Beeches Lane (E) B2110 (S)	145 1: 259 100	11.0 19. 00.0 102.	.2 0.7	438 232	25.7 14.3 60.6 33.0	1.6 3 2.9 5	24.8 01 104.0	20.5 165.6	1.7 74 19.9 23	43.6 67.9	16.9 34.5	3.0	447 32.4 545 105.5	21.3	2.3	710 40. 251 69.	16.5 35.2	3.1	447 32.4 550 105.4	21.3	2.3 72 25.5 25	4 41.2 3 70.0	16.6 35.4	2.8 425 3.2 532	30.9	21.1 2.1 171.5 21.9	713 9 251	40.8 1 69.4 3	6.5 2.8 5.1 3.1	536 1	30.9 21 04.5 172	1.1 2.2 2.5 22.2	732	41.9 10 69.4 3.5	2.9 3.1
N20 Handcross N20		A23 Southbound Off-Slip (N) B2114 (N)	226 33	33.7 4.	.3 0.1	578	74.4 4.8	0.3 3	37 58.2 15 14.3	6.9	0.4 64	3 88.2	9.1	1.1	431 75.2 118 15.6	9.5	0.8	587 80.3 355 F4	7.2	0.7	427 75.1 123 16.0	9.7	0.8 53	5 74.2	6.6	0.5 430	74.7	9.3 0.8	8 597	81.6	7.4 0.7	437	76.3 9	9.7 0.9	554	76.4	0.6
N20 N20		B2114 (N) B2114 (S)	400 48	18.1 3.	.0 0.0	252	31.4 3.0	0.0 5	84 68.9	3.0	0.0 40	5 49.1	3.0	0.0	610 71.2	2 3.0	0.0	417 50.4	3.0	0.0	620 72.0	3.0	0.0 43	7 52.6	3.0	0.0 604	70.6	3.0 0.0	0 414	50.0	3.0 0.0	610	71.2	3.0 0.0	426	51.4	3.0 0.0
N21 Balcombe N21		Haywards Heath Road (W) Haywards Heath Road (E)	317 68 530 20	58.2 10. 26.6 1	.7 0.0	550 232	92.3 21.8 11.7 1.0	0.0 3	51 75.0 74 37.5	12.0 1.5	0.0 65 0.0 27	2 100.6 2 13.3	53.7	4.9	490 95.6 922 43.6	20.0	0.1	680 100.8 319 15	3 58.7 3 1.1	5.8	525 95.0 959 44.5	21.9	0.3 68	6 100.8 3 16.8	58.9	5.8 462 0.0 897	9 2.3 42.7	17.1 0.0 1.6 0.0	0 678 0 313	100.7 5 15.0	8.7 5.8 1.1 0.0	489 941	95.5 20	0.0 0.1 1.6 0.0	683	100.8 59 16.1	1 0.0
N21		Bramble Hill (S)	0	0.0 4.	.3 0.0	0	0.1 3.6	0.0	0 0.0	4.6	0.0 15	33.9	7.1	0.1	0 0.9	9 4.6	0.0	222 42.	9.5	0.1	0 6.8	4.8	0.0 22	6 42.9	9.6	0.1	0.0	4.6 0.0	0 225	43.1	9.6 0.1	0	1.0 4	4.6 0.0	222	42.5	0.5 0.1
N22	B2036 / B2110	B2036 (N) B2036 (S) B2110 (W)	722 4 776 5	17.5 3. 53.7 109.	.1 0.1 .7 0.0	1103 391	60.8 2.8 26.6 94.7	0.1 8 0.0 8	27 56.3 96 60.1	3.9 112.6	0.2 140 0.0 44	9 77.2 3 30.0	4.4 97.0	0.1	862 58.9 947 62.1	4.2 1 113.5	0.2 1	530 83. 472 31.	5.9 5 98.1	0.2	889 60.7 958 61.6	4.3	0.2 153 0.0 47	9 83.4 2 31.1	5.8 97.8	0.2 855 0.0 949	58.5	4.1 0.2 113.6 0.0	2 1510 0 466	82.4 31.2 9	5.5 0.2 7.8 0.0	861 958	59.6 4 62.5 113	4.3 0.2 3.6 0.0	1523 466	82.5 30.9 9	0.5 0.2 0.6 0.0
N22			250 49		.6 0.3	203	31.7 4.3	0.1 3	57 75.9	13.0	1.0 36	5 57.3	5.4	0.2	443 94.7	28.4	3.1	462 73.0	6.8	0.5	444 93.9	26.6	2.9 49	4 77.5	7.4	0.6 426	91.8	23.9 2.	5 452	71.2	6.6 0.4	428	92.0 24	4.3 2.5	473	74.2	0.5
N24		Horsham Road (W) B2114 Brighton Road (N)	330 43 501 62	52.5 3.	.9 0.1	320 4 548	40.0 3.6 70.7 3.9	0.1 8	47 107.3 50 102.1	151.9 50.8	34.2 78 11.8 77	100.0 2 100.5	20.8	5.7	847 106.6 861 102.9	139.0	31.3 15.1	789 100.3 781 100.4	26.1	5.0	851 106.6 860 102.7	139.4	31.5 78 14.5 78	9 100.3 9 100.8	26.7 34.4	5.2 847 7.0 859	106.8	142.8 32.1 62.2 14.1	7 788 7 778	100.3 2 100.3 2	5.4 4.9 6.2 5.1	850 1 861 1	06.9 143 02.9 65	3.8 32.5 5.0 15.4	789 783	100.4 2	7.6 5.4 1.9 5.9
N25 Crawley		B2114 Brighton Road (S)	400 58		0.2	252	39.1 4.6	0.1 5	84 96.2	21.2	3.0 40	66.3	6.9	0.5	610 99.4	30.5	4.8	417 67.	7.0	0.5	620 100.4	40.6	6.6 43	69.5	6.9	0.5 604	98.5	27.2 4.:	414	67.4	7.0 0.5	610	99.4 30	0.6 4.8	426	68.3	0.5
N25 <i>Crawley</i> N25 N25		Hazlewick Avenue (N) Bycroft Way (E) Hazlewick Avenue (S)	439 23 314 20	20.3 9.	.5 0.0	228	58.4 9.0 18.8 9.6	0.0 5	25 33.2 01 70.7	9.6	0.0 161	9 33.1	10.6	0.2	662 41.3	7.9	0.0 1	340 33.	9.5	0.4	668 41.6 852 864	9.7	0.0 169	3 33.8	10.7	0.2 653	36.1	7.9 0.1 9.7 0.1	1704 1 337	33.5 1	9.7 0.5 0.8 0.2	657	35./ 7 41.0 9	7.9 0.0 9.7 0.1	1698 341	33.7 10	0.4
		Hazlewick Avenue (S) M23 Southbound	593 50 2268 40		4 0.0	3162	65.8	0.0 7	94 66.7	2.8	0.5 25	24.1	3.2	0.0	113 70.0	11.5	0.0	906 90	0.8	0.0	3147 70.4	11.9	0.0 205	4 26.3	0.8	0.0 835	87.1	3.0	0 3905	25.3	4.5	3020	69.7	3.0	3021	20.4	6 0.0
N26 Crawley		M23 Southbound on-slip	542 32		.1 0.1	1197	64.0 5.5	0.1 11	01 61.0	5.5	0.1 128	9 67.4	5.7	0.2 1	177 64.3	3.1	0.1 1	392 71.	3 5.9	0.2 1	1174 64.3	5.6	0.1 139	2 71.6	5.9	0.2 1200	65.3	5.6 0.	1 1382	71.0	5.9 0.2	1200	65.3	5.6 0.1	1380	71.1	0.0
N27 Handcross N27		B2114 London Road (N) B2110 High Beeches Lane (E)	467 59 315 42	59.3 4. 12.3 4.	.0 0.1	634 250	76.8 4.0 35.9 4.6	0.2 6 0.1 5	23 81.1 33 72.4	5.4 5.9	0.4 82 0.4 35	4 102.2 50.0	58.0	12.8	749 99.7 583 78.4	20.4	3.7 0.6	806 102.9 461 62.3	72.5	15.7	757 100.5 625 82.8	31.3	6.1 79 0.7 48	7 103.2 7 65.1	80.2 1 5.5	7.2 739 0.3 568	97.9 76.6	14.5 2.4 6.5 0.5	4 808 5 439	102.8 7 59.6	1.2 15.5 5.3 0.3	752 598	99.4 18	8.9 3.4 6.9 0.6	803 462	103.1 7 62.2	7.4 16.7 6.4 0.3
N27		B2110 (S)	416 48	18.7 3.	.2 0.0	243	28.0 3.0	0.0 6	18 75.3	4.3	0.2 39	1 45.0	3.1	0.0	716 86.1	5.5	0.5	481 55.	3.2	0.0	710 85.5	5.5	0.5 52	0 60.1	3.3	0.0 697	84.0	5.1 0.4	4 471	54.2	3.2 0.0	696	84.0 5	5.2 0.4	497	57.3	0.0
N28 <i>Crawley</i> N28		A23 Southbound Junction 11 Southbound on-Slip	1636 35 865 46	35.9 0. 16.3 4.	.8 0.0 .2 0.0	2717 1221	56.5 1.8 63.1 4.3	0.0 23 0.0 14	14 55.5 67 75.1	1.6 5.0	0.0 337 0.3 172	75.4 7 85.9	3.2 8.3	0.0 2 1.9 1	439 59.3 575 80.1	1.8 1 5.4	0.0 3 0.5 1	552 82.3 949 95. 3	4.2	0.0 2 3.3 1	2461 60.0 1598 81.0	1.9	0.0 362 0.5 199	8 84.9 9 97.7	4.7 11.0	0.0 2413 3.6 1528	. 58.2 77.9	1.8 0.0 5.2 0.4	0 3547 4 1921	81.7 94.5 1	4.1 0.0 0.5 3.2	2432 1526	58.5 1 77.7 5	1.8 0.0 5.1 0.4	3615 1955	96.0 10	0.0 0.7 3.3
	B2036 / Radford Road	B2036 Balcombe Road (N)	842 6	55.4 5.	.1 0.4			0.0 11	00 87.9		1.7 105		2.3	0.0 1	117 85.5	9.5				0.0 1	1116 85.4		1.4 105			0.0 1114	86.6		5 1061		2.2 0.0		86.9 10			45.6	
N29 <i>Crawley</i> N29 N29		B2036 Balcombe Road (S) Radford Road (W)		L3.4 4.	.5 0.0 .6 0.1		26.2 1.2 64.8 6.4	0.0 7 0.7 4	87 37.7 03 73.4	1.5 15.5	0.0 14 2.2 82	7.3 8 95.1	1.0 10.3	0.0	754 36.0 426 74.2	1.4 2 15.1	0.0	162 7.8 842 101. 9	1.0 48.8	0.0	753 35.9 429 74.2	1.4	0.0 16 2.2 84	3 7.9 102.1	1.0 53.2 1	0.0 765 13.3 411	36.6 72.6	1.4 0.0 14.4 2.0	0 147 0 842	7.1 101.6 4	1.0 0.0 2.2 10.5	767 413	36.7 1 72.9 14	1.4 0.0 4.7 2.1	153 842	7.4 1 01.7 4	0 0.0 4 11.0

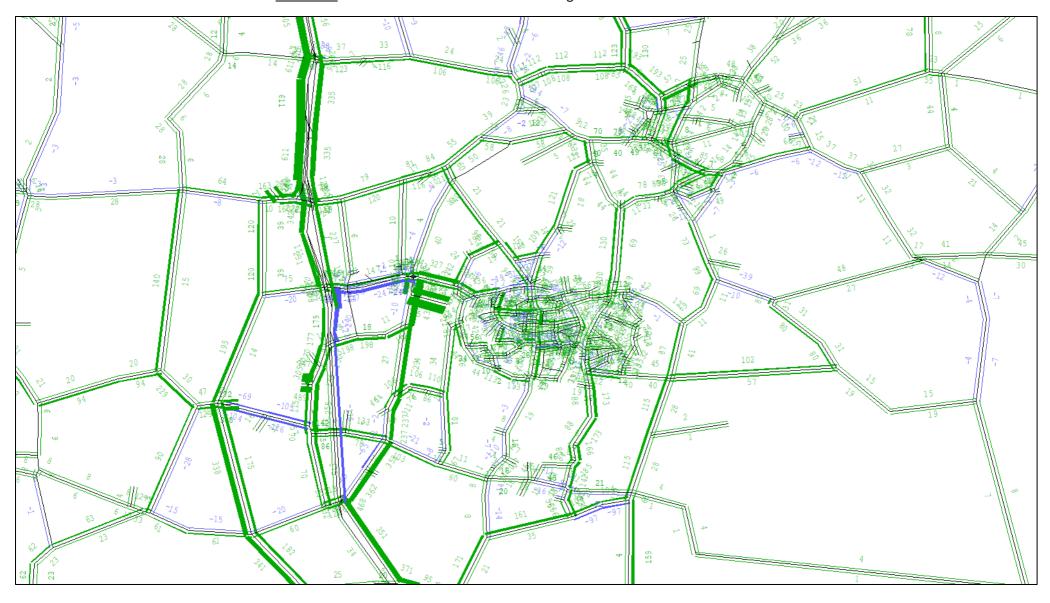
ID Area	Junction	Approach Aim	AM	AM AN	VI AM	PM	PM PM	l PM	AM	AM A	MA MA	PM	PM	PM P	M AM	1 AM	AM	AM I	PM PM	1 PM	PM	AM AM	AM	AM PI	M PN	M PM	PM	AM AM	AM	I AM	PM	PM PM	PM	AM AM	1 AM	AM	PM P	PM PM	1 PM
		Approach Arm	Dem I	7	lay Avg Q (pcu)	Dem (Veh)	RFC Dela (%) (s)	y Avg Q (pcu)	Dem (Veh)	RFC De (%)	elay Avg ((s) (pcu	Q Dem (Veh)	RFC (%)	Delay Av (s) (p	g Q Der cu) (Vel	n RFC	Delay (s)	Avg Q D (pcu) (V	em RFC /eh) (%)	C Delay) (s)	Avg Q (pcu)	Dem RFC (Veh) (%)	Delay (s)	Avg Q De (pcu) (Ve	em RF eh) (%	Delay (s)	Avg Q (pcu)	Dem RFC (Veh) (%)	Dela (s)	y Avg Q (pcu) (Dem (Veh)	RFC Delay (%) (s)	Avg Q (pcu) (Dem RF((Veh) (%)	C Delay) (s)	Avg Q (pcu)	Dem R (Veh) (RFC Delay (%) (s)	.
CENTRAL																																							4
C1 Handcross C1 C1	B2114 Junction, Handcross	B2110 High Street (N) (priority) B2114 (S) (priority) B2110 (W)	648 239 427	12.3	2.6 0.0 1.0 0.0 3.4 0.0	817 167 262	49.0 8.8 36.6	2.9 0.0 1.0 0.0 3.4 0.0	0 810 0 280 0 613	49.4 14.4 83.1	3.0 0 1.1 0 4.2 0	0.1 946 0.0 176 0.2 404	54.7 5 9.3 55.8	3.0 1.0 3.5	0.1 8 0.0 2 0.1 6	50.6 87 14.8 98 91.8	3.0 3 1.1 5.0	0.1 0.0 0.4	979 55 179 9 494 67	5.1 2.9 9.4 1.0 7.8 3.6	0.1 0.0 0.1	851 5: 287 14 688 89	1.0 3.0 1.8 1.1 0.8 4.6	0.1 0.0 0.3	970 5 183 531 7	54.3 2.9 9.7 1.0 72.7 3.7	0.1 0.0 0.1	832 50. 287 14. 682 90.	.6 3 .8 1 .4 4	3.0 0.1 1.1 0.0 1.8 0.3	965 178 484	54.5 2.9 9.4 1.0 66.5 3.6	0.1 0.0 0.1	844 5 287 1 680 8	1.0 3.0 4.8 1.1 9.9 4.7	0 0.1 1 0.0 7 0.3	963 183 507	54.2 2.9 9.7 1. 69.5 3.	9 .0 3.7
C2 Lower Beeding C2 C2	B2110 / B2115 Leechpond Hill	B2110 (E) B2110 Leechpond Hill (S) B2115 (W)	501 274 268	14.0	3.0 0.0 1.1 0.0 4.0 0.1	589 162 334	32.5 8.1 46.9	2.0 0.0 1.0 0.0 3.6 0.3	0 625 0 165 1 556	37.8 8.5 77.2	2.9 0 1.0 0 4.4 0	0.0 691 0.0 296 0.2 484	38.5 14.6 72.0	2.2 1.1 5.1	0.0 6 0.0 1 0.3 5	38.2 67 8.4 644 75.3	2 2.9 1 1.0 3 4.3	0.0 0.0 0.2	657 36 308 15 519 77	6.7 2.2 5.2 1.1 7.4 5.7	0.0 0.0 0.4	652 33 169 3 555 7	3.5 2.9 3.5 1.0 5.7 4.4	0.0 0.0 0.2	621 3 311 1 536 7	34.3 2.1 15.4 1.1 79.9 6.0	0.0 0.0 0.5	649 38. 164 8. 551 76.	.4 2 .3 1 .1 4	2.9 0.0 1.0 0.0 1.4 0.2	660 307 514	36.8 2.2 15.2 1.1 76.7 5.6	0.0 0.0 0.4	655 3 164 551 7	8.7 2.9 8.3 1.0 6.0 4.3	0.0 0 0.0 3 0.2	637 310 528	35.3 2.7 15.3 1. 78.8 5	.1 5.9
C3 Slough Green C3 C3	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority) B2114 (E) (priority) B2115 Sloughgreen Lane (W)	153 593 316	28.9	1.0 0.0 1.3 0.0 4.1 0.1	63 386 336	3.2 (19.3 :	0.9 0.0 1.1 0.0 3.6 0.5	0 155 0 674 1 474	7.9 30.4 70.0	1.0 0 1.3 0 4.9 0	0.0 79 0.0 603 0.3 567	4.0 3 29.6 7 77.6	1.0 1.3 4.5	0.0 1 0.0 7 0.2 5	.46 7.4 /80 33.4 /609 73.1	1 1.0 1 1.4 1 4.9	0.0 0.0 0.3	90 4 615 29 606 82	4.5 1.0 9.5 1.3 2.6 4.9	0.0 0.0 0.3	145 805 33 521 74	7.3 1.0 3.6 1.4 4.3 5.0	0.0 0.0 0.3	99 563 2 622 8	5.0 1.0 26.0 1.2 35.1 5.3	0.0 0.0 0.4	146 7. 754 32. 489 70.	.4 1 .5 1	1.0 0.0 1.4 0.0 1.8 0.2	91 615 607	4.6 1.0 29.6 1.3 82.9 5.0	0.0 0.0 0.3	146 784 3 501 7	7.4 1.0 3.5 1.4 2.0 4.9	0 0.0	96 571 615	4.8 1. 26.6 1. 84.1 5	.0
C4 Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N) Copyhold Lane (E)	425 134	21.7 23.6	1.2 0.0 4.9 0.1	589	29.4 26.0	1.3 0.0 5.1 0.	0 471 1 133	23.9	1.2 0 5.9 0	0.0 870 0.1 166	42.6 33.6	1.6 7.0	0.0 6 0.2 1	30.7 40 30.6	7 1.3 5 7.2	0.0	963 45 153 32	5.4 1.7 2.9 7.6	0.0	649 33 210 43	2.4 1.3 3.0 7.2	0.0	973 4 170 3	45.5 1.7 36.7 7.8	0.0	585 29. 138 29.	.4 1 .7 7	1.3 0.0 7.0 0.1	964 157	45.5 1.7 33.7 7.7	0.0	613 3 168 3	0.7 1.3 5.4 7.0	3 0.0 0 0.2	966 168	45.3 1. 36.0 7	.7
C5 Ususuanda Uarath	D2444 / D2026 Whitemans Cross	Borde Hill Lane (S)	690		2.3 0.0	336	21.1	2.5 0.0	0 979	53.2	2.7 0	0.1 403	26.7	2.9	0.1 11	.02 58.8	2.9	0.1	468 31	1.3 3.1	0.1	1192 6	3.3	0.1	491 3	31.7 3.0	0.1	1069 57.	.0 2	2.8 0.1	461	31.0 3.2	0.1	1139 6	0.6 3.0	0.1	477	31.1 3.1	1
C5 Haywards Heath C5 C5	B2114 / B2036 Whitemans Green	B2036 (N) B2036 (S) B2114 Staplefield Road (W)	264 887 469	101.7 4	4.2 0.1 42.3 10.0 4.3 0.2	543 399	62.7 48.9	3.2 0.0 3.6 0.0	1 268 0 966 1 629	105.5 1 80.5	4.6 0 110.0 27 5.1 0	7.4 785 0.4 645	89.0 78.6	3.6 4.5	0.2 2 0.1 10 0.3 6	39.5 118 107.8 555 80.9	4.7 3 151.1 9 4.8	38.0	802 88 696 84	4.6 5.1 8.8 3.6 4.3 5.0	0.2 0.1 0.4	1046 108 666 83	3.4 163.2 1.7 4.8	41.1 0.3	746 7 721 8	78.8 3.4 36.9 5.2	0.2 0.1 0.4	277 40. 1011 107. 635 79.	.6 148 .2 4	3.0 37.2 1.7 0.3	797 697	88.8 3.6 84.4 5.0	0.2	1022 10 646 7	7.9 154.2 9.7 4.7	0.1 2 38.8 7 0.3	750 710	80.3 3. 85.7 5.	.0
C6 Cuckfield C6 C6	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N) Ardingly Road (E) B2036 London Road (S)	676 364 800	47.8	4.7 0.3 4.1 0.1 73.4 16.3	633 387 421	76.0 52.8 52.1	3.7 0.3 4.7 0.3 3.8 0.3	1 813 2 675 1 814	103.4 84.6 108.1 1	79.6 17 6.1 0 168.6 36	7.9 885 0.6 649 5.5 526	106.6 89.7 6 66.8	9.8 4.9	31.8 8 1.2 7 0.3 8	330 106.1 782 95.4 340 110.0	128.9 1 9.7 206.0	29.1 1.4 43.2	915 109 767 10 1 519 65	9.3 181.5 1.3 48.3 5.1 4.9	9.6 0.3	830 10 0 852 10 0 860 11 7	5.9 145.7 0.3 22.7 7.5 342.2	32.6 4.5 70.9	955 11 806 10 522 6	12.9 246.5 17.0 152.0 61.9 4.4	60.0 31.8 0.2	825 105. 745 91. 832 109.	.4 116 .7 7 .7 199	5.9 26.4 7.7 0.9 0.3 42.0	912 764 520	109.1 177.5 100.9 40.8 65.6 4.9	42.9 7.9 0.3	818 10 825 9 829 11	129.4 17.8 11.3 14.4 286.4	28.8 3 1.8 4 59.1	944 1 794 1 525	112.0 229.0 105.8 129. 63.1 4.	6 5 .0 2
C6a <i>Cuckfield</i> C6a C6a	B2036 / B2184, Cuckfield	B2036 London Road (N) B2184 London Lane (E) B2036 High Street (S)	442 523 277	64.6	3.0 0.0 3.9 0.1 4.7 0.1	624 188 233	71.7 : 22.3 : 28.6 :	3.0 0.0 3.3 0.0 3.4 0.0	0 573 0 466 0 348	64.7 58.0 48.9	3.0 0 4.2 0 4.6 0	0.0 815 0.2 199 0.2 327	89.2 24.1 39.0	3.0 3.8 3.5	0.0 5 0.0 4 0.0 3	660 61.5 667 54.8 673 49.6	3.0 3 4.1 5 4.5	0.0 0.1 0.2	845 90 184 21 335 39	0.0 3.0 1.9 3.8 9.1 3.4	0.0 0.0 0.0	498 54 383 44 477 63	3.0 5.3 4.1 2.1 4.5	0.0 0.1 0.2	995 10 174 2 348 3	00.4 10.7 21.7 4.3 39.1 3.4	4.0 0.1 0.0	550 60. 451 53. 382 50.	.8 3 .4 4 .9 4	3.0 0.0 4.0 0.1 4.5 0.2	841 187 333	89.9 3.0 22.3 3.8 39.2 3.4	0.0 0.0 0.0	482 5 376 4 453 5	2.8 3.0 5.4 3.9 9.4 4.4	0 0.0 9 0.1 4 0.2	975 182 343	99.6 3. 22.7 4. 39.3 3	0 .2 .3.4
C7 Ansty C7 C7	A272 / B2036	A272 (E) B2036 (S) A272 (W)	659 605 674	85.9	6.3 0.6 8.2 0.9 11.4 1.6	778 308 716	101.1 4: 47.2 : 91.0	1.8 8.5 5.5 0.3 5.8 0.8	5 894 2 682 8 886	100.9 100.7 96.5	37.9 8 42.0 7 8.9 1	3.8 911 7.4 531 1.5 956	. 102.9 . 77.2 5 107.9	76.6 8.0 164.9	18.2 9 0.7 7 41.5 9	048 101.4 776 109.4 068 102.5	45.8 198.5 6 61.0	10.9 39.4 16.2	940 104 599 83 976 110	4.5 105.1 3.2 8.8 0.2 207.1	25.1 0.9 51.3	748 89 751 100 1021 10	9.5 9.5 2.9 78.2 0.6 21.2	1.3 15.6 5.4 1	899 10 559 7 098 10	01.8 60.0 74.2 6.7 09.6 191.4	13.1 0.5 51.3	937 101. 759 108. 953 101.	.2 43 .3 177 .8 48	3.3 10.3 7.7 34.9 3.3 12.5	936 603 955	104.3 101.6 84.3 9.2 109.7 197.8	24.2 1.0 48.9	733 8 741 10 994 9	66.7 8.0 12.6 73.7 19.0 6.2	1.0 7 14.5 2 0.9	895 1 561 1081 1	102.1 64. 75.8 6. 109.6 191	,1 1 ,.9 1.8
C8 Cowfold C8 C8	A281 North Junction, Cowfold	A281 (N) A281 (S) A272 Station Road (W)	233 812 753	98.4	4.7 0.1 7.0 0.9 51.4 10.8	583 773 651	83.1 101.2 4: 78.4	7.7 0.8 3.9 9.0	8 241 0 804 2 785	35.4 97.6 102.1	4.8 0 7.8 1 56.9 12	0.1 607 1.1 779 2.4 797	85.8 101.4 9 5.1	8.6 48.0 6.1	0.9 2 9.7 8 0.7 7	38 34.6 37 98.9 83 102.1	5 4.9 9 9.7 L 57.3	0.1 1.5 12.4	589 81 784 100 781 93	1.9 7.4 0.6 31.8 3.2 5.5	0.7 6.2 0.5	239 34 840 98 783 10	1.6 4.8 3.9 9.7 2.1 57.7	0.1 1.5 12.5	552 7 789 10 806 9	77.2 6.8 00.5 31.2 96.1 6.7	0.6 6.1 0.8	248 36. 831 98. 784 102.	.1 4 .9 10 .1 56	1.9 0.1 0.0 1.6 5.7 12.3	592 782 781	82.5 7.5 100.6 32.4 93.2 5.5	0.7 6.4 0.5	250 3 838 9 784 10	6.4 4.9 9.5 11.9 2.1 57.3	9 0.1 9 2.1 3 12.4	563 785 1 801	78.8 7.1 100.5 30. 95.6 6	.0 J.6 5.4
C9 Cowfold C9 C9	A281 South Junction, Cowfold	A281 (N) A272 Bolney Road (E) A281 (S)	781 781 355	93.4 94.3	4.5 0.3 5.1 0.5 5.8 0.3	831 815 253	100.9 30 97.0 38.6	0.0 6.4 7.4 1.0	4 805 0 859 2 476	100.8 101.2 74.8	31.7 6 34.3 7 8.1 0	5.6 843 7.7 836 0.7 342	101.5 96.4	44.7 6.0 5.6	9.7 8 0.7 8 0.3 4	310 100.7 387 100.9 370 73.5	7 30.1 28.4 5 7.9	6.2 6.3 0.6	847 101 843 96 340 51	1.5 44.7 6.5 6.5 1.2 5.6	9.7 0.8 0.2	810 100 893 100 477 74).7 31.2).5 20.7 1.3 8 1	6.5 4.3 0.7	850 10 847 9 345	01.5 44.8 96.1 5.7	9.7 0.6 0.3	811 100. 884 101. 464 72	.7 29 .0 30	9.6 6.2 0.5 6.8 7.8 0.6	846 841 343	101.5 44.7 96.4 6.4 51.7 5.6	9.7 0.8 0.3	813 10 887 10 461 7	00.7 29.3 00.8 26.7 72.2 7.7	6.1 7 5.8 7 0.6	848 1 843 348	101.5 44. 96.0 5. 52.4 5	.8 5.7 5.7
C10 Bolney C10 C10	A23 / A272 Bolney Road	A23 Southbound Off-Slip A272 (E) A272 (W)	237 776 631	33.7 88.4	5.1 0.1 6.2 0.7	339	49.6 95.2 72.8	5.1 0.3 2.3 2.0	3 457 0 1056	36.9 103.6	4.5 0 89.4 24	0.2 695 4.0 875	53.6 82.2	5.1 8.3	0.4 5 1.2 11	85 48.1 .70 106.9	5.0 151.2	0.3 41.2	813 61 874 80	1.5 5.4 0.2 8.3 2.6 3.0	0.5	714 50 1209 11 !	5.0 5.2 5.6 308.9	0.4	904 6 957 8	59.4 6.1 37.8 10.8	0.8	529 43. 1152 106.	.5 4 .6 145	1.9 0.3 5.8 39.7	799 880	60.5 5.4 81.0 8.5	0.5	640 4 1180 11	9.7 4.8 3.6 271.4	3 0.3 4 74.6	886 957	68.2 6. 88.4 11.	.0
C10a Bolney C10a C10a	London Road / A272 Cowfold Road	London Road (N) A272 (E)	402 661	101.5 8 23.2	30.3 8.7 1.6 0.1	390	102.2 9/	1.1 9.8 0.9 0.0	8 338 0 1154	101.4	95.5 8 3.8 0	3.5 324 0.4 850	100.6	81.4	7.0 3 0.1 13	326 104.5 58.7	5 159.2 7 5.3	13.0	332 102 950 32	2.3 112.6 2.9 1.4	9.7	330 103 1467 6	3.7 143.2 4.6 6.8	11.8	308 10 092 4	02.5 121.2 40.0 2.1	9.7	351 102. 1295 55.	.8 122	2.0 11.0 4.9 0.7	329 952	102.2 111.4 33.2 1.4	9.5	351 10 1376 6	2.3 111.9 0.2 5.9	9 10.0	305 1 1086	102.8 126. 40.0 2	.6 1 2.1
C11 North Chailey	A272 / A275 North Chailey	A272 (W) A272 (W) A275 (N)	360 91	49.0 13.4	4.1 0.1 4.2 0.0	592	75.5 35.1	1.7 0.0 1.7 0.0 7.6 0.0	3 597	68.7	3.3 0	0.1 869 0.0 171	99.5	8.3 15.8	1.3 6 0.6	69.6 638 71.5 86 14.5	3.4	0.0	879 100 126 60	0.2 14.8 0.9 30.2	2.8	654 7: 87 1	3.0 3.5 1.7 5.0	0.0 1	897 10 177 6	00.5 20.9	4.4	634 71. 87 14.	.3 3	3.4 0.1 4.9 0.1	879 133	100.1 13.7 61.1 28.6	2.6	650 7 86 1	2.7 3.4 4.7 5.0	1 0.1 0 0.1	895 1 177	100.5 21. 59.9 20	.1
	A273 / Isaac's Lane / Traustein Way	A272 (E) A275 (S) A273 (W)	836 288 589	45.6	5.6 0.2 5.8 0.5	576	56.2 6	1.3 0.1 1.0 0.1	1 893 1 21 2 1064	97.3	94.8 23 229.4 1 16.3 3	8.2 876 1.7 87 8.9 824	35.8 65.2	28.1 18.2 4.6	0.4	107.1 22 86.9 87 106.3	139.2 225.5 3 139.1	1.6 42.8	901 102 128 68 843 64	2.1 50.2 8.0 38.2 4.1 4.4	11.7	926 10° 22 88 1159 10 °	1.5 106.2	35.2 1.7 32.3	891 10 101 7 807 6	70.3 51.3 53.2 4.6	15.3	918 106. 20 84. 1168 105.	.7 131 .7 220	32.6 0.4 1.5 1.1 38.0	899 125 834	66.8 37.3 63.9 4.4	11.8	922 10 21 8 1131 10	2.9 77.9	33.7	889 1 100 802	68.9 49. 63.0 4	1.6
C12 C12 C12		Isaac's Lane Parkfield Way (zone access) Traunstein Way	753 267 714	4.0	3.6 0.1 3.2 0.0 5.4 0.5	949 64 445	85.1 4 1.0 3 45.1 4	1.3 0.4 3.2 0.0 1.0 0.5	4 960 0 310 1 1142	73.7 5.5 103.2	4.3 0 3.2 0 82.4 25	0.3 1292 0.0 72 5.3 937	95.8 1.5 76.9	9.9 3.3 5.3	2.2 9 0.0 3 0.6 11	74.2 74.2 74.2 74.2 74.2 74.2 74.2 74.2	4.4 3.3 5 125.6	0.4 0.0 39.2	1407 100 80 1 1056 85	0.7 31.2 1.6 3.3 5.7 6.9	9.9 0.0 1.1	967 7: 316 : 1232 104	1.7 4.5 5.6 3.3 1.9 111.1	0.4 1 0.0 35.7 1	337 9 85 159 8	91.7 7.0 1.7 3.3 37.8 6.6	1.3 0.0 1.0	978 74. 314 5. 1175 105.	.1 4 .6 3 .2 118	4.4 0.4 3.3 0.0 3.5 36.9	1399 79 1045	100.4 27.3 1.6 3.3 85.0 6.7	8.5 0.0 1.0	921 7 315 1211 10	0.0 4.4 5.6 3.2 3.7 89.7	0.3 2 0.0 7 28.8	1331 84 1120	92.1 7.3 1.6 3. 85.8 6.	.3
C13 C13 C13	A272 Rocky Lane / B2112	B2112 Wivelsfield Road (N) Kennards Lane (E) A272 Rocky Lane (E) B2112 Fox Hill (S)	671 315 174 700	40.8 22.4	7.2 0.8 5.2 0.2 5.0 0.1 6.4 0.7	770 303 237 423	87.4 42.3 34.7 50.0	9.1 1.3 5.1 0.3 5.3 0.3 5.2 0.3	3 573 3 271 2 235 3 925	89.0 61.9 27.3 84.2	18.1 2 12.2 0 5.5 0 7.4 1	2.4 705 0.7 228 0.2 486 1.1 758	102.7 8 80.0 74.5 8 86.1	88.2 31.1 13.2 12.2	16.7 5 1.8 2 1.4 2 1.9 9	94.1 270 63.0 233 26.4 253 84.3	25.1 13.0 1 5.4 3 7.5	3.6 0.8 0.2 1.1	714 105 236 97 561 83 703 88	5.2 132.8 7.6 70.4 3.4 16.5 8.0 15.5	25.2 4.5 2.0 2.4	611 9 : 229 5: 244 2: 939 8:	7.2 32.1 5.3 12.1 7.3 5.4 2.3 7.2	4.9 0.6 0.2 1.0	702 10 236 10 554 7 729 9	07.3 171.7 01.6 112.3 77.5 12.8 90.7 17.5	31.7 7.2 1.5 2.9	586 93. 267 63. 229 26. 950 84.	.3 23 .7 13 .6 5	3.5 3.3 3.5 0.8 5.6 0.2 7.6 1.2	710 232 560 703	105.1 132.1 95.7 63.9 82.8 16.1 87.1 14.7	25.0 4.0 2.0 2.2	602 9 231 5 240 2 956 8	4.0 24.0 6.7 12.7 7.0 5.4 3.5 7.1	3.5 7 0.6 4 0.2 1 1.1	696 1 234 1 559 723	106.4 156.9 100.3 88. 78.8 13. 89.9 16	9 2 .7 .3 5.8
C13 C14 Haywards Heath C14	A272 / Rocky Lane	A272 Rocky Lane (W) A272 (E) Rocky Lane (S)	771 701 404	85.1	7.7 1.0 6.0 0.6 9.5 0.1	670	82.1 40.0	1.4 0.3 1.3 0.3	3 1059 1 726	103.0 100.6 86.4	78.3 24 28.6 7 27.1 1	7.7 1086	79.6 101.6	4.9 45.6 16.1	0.5 12 13.0 10 0.4 8	247 103.5 271 100.5 354 95.7	5 87.2 5 27.0 38.4	7.2	1104 80 1127 104 654 7	0.9 4.9 4.1 91.7 2.2 18.9	0.5 27.4	1293 103 1081 103 829 0	3.5 86.0 1.4 42.7 2.8 33.7	27.3 1 12.0 1	149 8 174 10 659	32.6 5.0 06.4 130.9 74.0 19.5	0.6 40.1	1222 103. 1065 100. 823 93	.5 87 .5 26	7.3 27.3 5.7 7.0 1.9 2.4	1104 1122 654	81.0 4.9 103.7 83.7 72.3 19.0	24.9	1254 10 1059 10 815	3.5 86.9 0.4 26.2 2.8 33.7	2 6.8	1147 1161 1	83.0 5.7 105.7 119.73.7 19	1 9.3 9.4
C14 C14		A272 (W) Highbank (N)	546 219	52.0 3.2	3.7 0.1 3.1 0.0		4.0	4.1 0.3 3.1 0.0	2 714 0 232	73.7	5.1 0 3.2 0).4 1084).0 116	100.6 2.1	32.6	8.3 7	769 74.5 769 74.5 769 74.5	5 5.3	0.5	1110 100 118 2	0.5 31.1 2.1 3.2	7.8		2.9 5.9 1.2 3.2	017	133 10 118	00.7 33.4 2.1 3.2	8.5	764 75. 237 4.	.2 5	5.3 0.5 3.2 0.0	1103 118	100.7 33.6 2.1 3.2	8.5	858 8 239	3.6 6.1 4.2 3.2	1 0.7 2 0.0		100.7 34.4 2.1 3.2	
C15 Haywards Heath C15 C15	B2272 / Bolnore Road	B2272 (E) Bolnore Road B2272 (W)	825 75 1109	100.0 1 1.1 95.0	15.4 2.8 3.1 0.0 3.5 0.2	915 144 852	106.1 120 2.2 73.6	0.7 30.3 3.2 0.0 3.1 0.0	1 868 0 113 0 1201	105.0 1 1.7 101.0	107.0 25 3.1 0 26.8 8	5.0 943 0.0 159 3.1 882	2.4 71.7	3.2 3.1	43.8 9 0.0 1 0.0 12	002 107.2 .18 1.8 .65 101.8	2 146.0 3 3.1 41.3	34.5 0.0 13.0	967 111 169 2 865 68	1.3 214.7 2.6 3.2 8.7 3.1	53.8 0.0 0.0	919 10 8 119 1309 10 4	3.1 161.8 1.8 3.1 1.6 92.2	38.5 1 0.0 30.5	003 11 174 844 6	281.7 2.6 3.2 56.0 3.1	70.9 0.0 0.0	896 106. 118 1. 1259 101.	.8 138 .8 3 .9 44	32.6 3.1 0.0 3.1 14.0	962 168 857	110.7 204.6 2.6 3.2 68.5 3.1	51.3 0.0 0.0	896 10 119 1272 10	1.8 3.1 1.8 3.1 13.9 78.9	31.1 1 0.0 26.0	991 1 172 842	113.8 260.2 2.6 3.2 66.3 3.2	2 6
C16 Haywards Heath C16 C16	A272 / B2272	A272 Tylers Green (W) B2272 Butlers Green Road (E) A272 Isaac's Lane (S)	944 835 1172	83.1 81.6	34.1 35.7 5.6 0.6 5.1 0.7	1016 1009 761	98.5 12 99.4 19 53.6	2.7 2.7 9.7 4.4 1.0 0.2	7 845 4 910 2 1531	103.3 86.9 97.3	88.0 20 6.5 0 8.9 2	0.8 1078 0.8 1044 2.5 889	101.9 103.8 55.0	53.7 92.5 3.6	14.8 8 24.3 9 0.1 16	355 102.9 345 87.5 365 99.7	82.0 6 6.7 7 14.6	19.1 0.9 4.9	1103 101 1072 105 884 52	1.6 49.4 5.9 132.1 2.2 3.5	13.5 34.6 0.1	950 80 1587 9	9.0 192.6 5.1 6.2 7.0 9.1	45.7 1 0.8 1 2.5 1	130 10 110 10 004 6	01.8 52.3 07.7 165.0 51.0 3.8	14.5 42.9 0.2	851 102. 939 87. 1636 99.	.8 80 .2 6 .1 12	0.0 18.7 5.6 0.9 2.4 4.0	1093 1065 891	101.7 50.6 106.1 134.4 52.8 3.5	13.9 35.1 0.1	850 10 927 8 1548 9	7.0 157.1 66.5 6.5 8.3 11.6	36.7 0.8 3.5	1121 1 1097 1 988	102.0 56.5 107.4 158.6 60.3 3.8	5 1 .6 4 3.8
C17 Haywards Heath C17 C17	B2112 / B2272	B2112 Hazelgrove Road (N) Caxton Way (E) B2272 Franklynn Road (S)	210 169 482	22.4 2.4 50.9	4.0 0.1 3.1 0.0 4.3 0.2	451 107 244	59.6 (2.0 :	5.8 0.8 3.3 0.0 1.4 0.5	5 243 0 176 1 745	27.1 2.7 74.9	4.3 0 3.2 0 5.1 0	0.1 506 0.0 114 0.4 344	67.9	7.9 3.3 4.6	0.7 2 0.0 1 0.2 9	254 28.4 94 3.1 926 90.0	4.4 3.2 7.5	0.1 0.0 1.1	585 77 119 2 384 42	7.4 9.5 2.4 3.3 2.7 4.7	1.0 0.0 0.2	255 25 197 3 967 9 4	3.8 4.5 3.2 3.2 1.0 9.7	0.1 0.0 1.7	578 7 124 399 4	76.1 9.2 2.5 3.3 14.0 4.7	1.0 0.0 0.2	264 29. 187 2. 886 86.	.5 4 .9 3	1.4 0.1 3.2 0.0 5.6 0.9	577 118 386	76.5 9.3 2.4 3.3 42.9 4.7	1.0 0.0 0.2	259 2 188 897 8	8.9 4.4 3.0 3.2 7.4 6.8	4 0.1 2 0.0 3 0.9	572 122 390	75.4 9.6 2.5 3. 43.0 4	0 .3
C17 C17 C18 Cowfold	A272 Cowfold Road / Wineham Lane	B2112 Sussex Road (S) B2272 South Road (W) Spronkett's Lane (N)	804 490 153	54.1	6.5 0.8 4.7 0.2 10.3 0.3	289 1025 72	27.0 3 96.7 8 21.0 10	3.4 0.0 3.4 1.5 0.1 0.1	905 5 593 1 140	70.8 44.0	79.7 19 7.1 0 13.4 0	9.4 418 0.7 1037 0.4 75	39.6 7 101.6 6 23.9	3.6 47.9	0.1 8 13.1 6 0.2 1	103.4 667 82.0 .46 45.8	91.5 9.9 3 13.7	21.0 1.2 0.5	133 41	2.3 3.7 1.6 49.4 1.3 13.1	0.1 13.5 0.4	876 103 711 8 3 167 50	92.8 7.0 12.0 0.6 13.9	21.0 1.7 1 0.5	460 4 045 10 188 5	3.7 01.6 48.9 59.9 17.7	0.1 13.3 0.8	887 103. 658 80. 141 44.	.3 90 .0 9	3.4 0.4	1039 117	42.0 3.7 101.6 49.5 36.3 12.4	0.1 13.5 0.3	893 10 667 8 146 4	89.8 31.3 9.6 5.5	20.9 5 1.2 5 0.4	458 1043 1 140	43.2 3.7 101.6 48.4 44.3 14.0	
C18 C18 C18		A272 Cowfold Road (E) Wineham Lane (S) A272 Cowfold Road (W)	651 48 754		1.4 0.0 7.8 0.1 1.7 0.0	834 64 837	41.6 18.2 43.0	1.6 0.0 9.6 0.1 1.7 0.0	0 632 1 212 0 959	32.1 47.2 48.5	1.4 0 8.5 0 1.8 0	0.0 899 0.3 72 0.0 977	44.1 2 22.9 48.5	1.6 11.5 1.9	0.0 6 0.2 3 0.0 9	30.0 351 81.1 357 48.3	1.3 1 17.2 3 1.8	0.0 1.4 0.0	930 44 81 24 959 47	4.9 1.7 4.7 11.1 7.9 1.9	0.0 0.2 0.0	623 29 356 8 964 4	9.4 1.3 1.9 17.5 3.5 1.8	0.0 1.4 0.0	936 4 86 2 990 4	45.1 1.7 26.8 11.7 49.2 2.0	0.0 0.2 0.0	623 30. 342 78. 952 48.	.1 1 .7 15 .1 1	1.3 0.0 5.7 1.2 1.8 0.0	928 79 962	44.9 1.7 24.1 11.1 48.1 1.9	0.0 0.2 0.0	621 2 342 7 951 4	9.8 1.3 8.3 15.5 8.0 1.8	3 0.0 5 1.2 8 0.0	930 85 987	45.0 1.7 26.2 11.5 49.1 1.9	1.7 (1.5 (1.9 (
C19 Cowfold C19	A23 / A272 Northbound On-Slip	A23 Northbound A272 Northbound on-Slip A23 Northbound	2946 266 3212	19.1	2.0 0.0 3.6 0.1	2189	38.8	1.2 0.0 3.4 0.0	0 4000 0 792	76.7 48.8	4.0 0 3.9 0	0.0 3338 0.2 344	58.6	2.4	0.0 43 0.1 10	356 83.7 048 60.6	5.0	0.0	3479 61 410 26	1.2 2.6 6.5 3.7	0.0	4418 8 6 1217 6	5.7 5.6 7.5 4.0	0.0 3	403 6 535 3	51.3 2.5 32.3 3.6	0.0	4244 81. 1017 58.	.8 4	1.6 0.0 3.9 0.2	3457 416	61.0 2.6 26.6 3.7	0.0	4287 8 1168 6	4.6 5.1 5.1 3.9	0.0	3376 532	61.0 2.1 32.1 3.	5 .6
C20 Cowfold	A23 / London Road Northbound On-Slip																																						

Mid Sussex Transport	Study: Junction approach arm statistics for	r identified locations	2019					2039 Re	ference Case	e				2039 Scenari	io 4					2039 Scenari	o 4B				2	2039 Scenari	o 4m1					2039 Scena	ario 4Bm1				
ID Area	Junction	Approach Arm	AM A		AM y Avg Q (pcu)	PM PN Dem RF (Veh) (%	PM I C Delay A) (s) (p	PM AM Dem pcu) (Veh)	AM RFC D	AM AM elay Avg Q (pcu)	PM Dem (Veh)	PM PM RFC Dela (%) (s)	PM / Avg Q (pcu)	AM Al Dem Ri (Veh) (9	M AM FC Dela %) (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM PM RFC Delay (%) (s)	PM Avg Q (pcu)	AM Al Dem Ri (Veh) (9	M AM FC Delay 6) (s)	AM Avg Q [(pcu) (PM PN Dem RF Veh) (%	M PM C Delay (s)	PM Avg Q (pcu)	AM AI Dem RF (Veh) (%	M AM FC Dela 6) (s)	AM ay Avg Q (pcu)	PM Dem (Veh)	PM PM RFC Dela (%) (s)	PM Avg C (pcu)	AM Dem (Veh)	AM ARFC De (%)	AM AM relay Avg Q (s) (pcu)	PM Dem (Veh)	PM PN RFC Dela (%) (s)	
SOUTH																																					
S1 Burgess Hill S1	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip A23 Southbound	195 1763		3.6 0.0 2.7 0.0	199 2 2922 7	3.1 5.1 5.9 6.9	0.1 1186 0.0 2184	57.8 56.8	2.2 0.0 3.3 0.0	783	38.8 1 93.1 13	.5 0.0	0 738 0 2390	32.0 60.9	1.3 0.0 3.8 0.0	954 4252	46.4 1.7 101.0 54.9	7 0.0	785 2372	33.6 1.4 60.2 3.7	4 0.0 7 0.0	956 4 4302 10	15.9 1.7 11.8 69.8	0.0 37.7	724 2360	31.7 60.3	1.3 0.0 3.7 0.0	950 4235	46.4 100.8 50	1.7 0. 0.5 15.	0 842 9 2326	36.8 59.4	1.4 0.0 3.6 0.0	973 0 4265	47.2 101.3	1.7 0.0 9.6 26.1
S2 Burgess Hill S2 S2	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip A2300 (E) A2300 (W)	717 935 331	93.7 4	3.5 0.1 1.2 0.3 3.0 0.0	851 4 782 8 224 2	8.3 3.4 1.7 3.4 2.2 3.0	0.1 1531 0.1 2254 0.0 492	108.7 83.6 24.7	178.6 69.2 12.4 5.1 0.0 0.0	2 1149 1 2265 0 101	50.5 11 75.8 6 5.1 0	.5 3.1 .5 2.5	1 1551 1 5 2012 1 0 604	11.1 22 3 10.0 19 5 26.9	2.2 84.2 5.2 93.9 0.0 0.0	1260 2464 108	54.9 12.0 80.8 7.6 5.4 0.0	3.5 5 3.0 0 0.0	1551 1 2064 1 610	10.6 212. 10.7 207. 26.9 0.	9 80.9 9 101.4 0 0.0	1193 5 2470 7 156	52.2 11.7 79.7 7.3 7.7 0.0	3.2 2.9 0.0	1545 1 1972 1 597	10.8 21 09.5 18 26.8	5.8 82.1 6.9 89.2 0.0 0.0	1238 2453 104	54.0 1: 80.8 5.2	1.9 3. 7.6 3. 0.0 0.	4 1526 0 2095 0 572	108.9 1 109.7 1 25.9	182.0 69 190.9 96 0.0 0.	3 1193 1 2466 0 111	52.3 1 80.7 5.6	1.7 3.2 7.6 3.0 0.0 0.0
S3 Burgess Hill S3 S3	A2300 / Cuckfield Road	Cuckfield Road (N) A2300 (E) Cuckfield Road (S)	98 1161 : 202		1.3 0.0 5.9 46.9 1.5 0.1	118 1 1082 10 176 2	4.7 4.6 1.5 41.9 0.7 4.3	0.1 483 12.3 2761 0.1 600	64.7 67.2 62.6	28.4 2.9 0.9 0.0 24.0 3.3	9 1341 0 1475 3 787	68.3 12 35.8 0 89.8 39	.6 3.6 .7 0.6 .1 4.8	6 522 0 2859 8 939	69.4 29 67.6 97.0 58	9.6 3.2 1.0 0.0 8.0 5.8	1382 1919 885	69.9 12.9 45.6 0.8 100.7 94.6	9 3.8 3 0.0 5 8.5	628 2829 954	84.1 37. 78.1 5 98.2 66.	1 4.0 2 2.1 1 5.9	1459 7 1845 4 816 10	73.0 13.5 13.5 0.8 15.0 133.8	4.0 0.0 24.4	514 2795 855	68.5 2º 66.8 88.2 3.	9.3 3.1 1.0 0.0 5.5 5.1	1366 1869 868	69.2 12 44.5 (98.8 73	2.8 3. 0.8 0. 3.5 5.	7 633 0 2756 5 887	84.5 65.7 91.4	37.5 4.1 0.9 0.1 38.8 5	0 1433 0 1805 3 870	71.9 1 42.8 100.9	3.3 3.9 0.8 0.0 9.9 9.4
S4 Burgess Hill	Cuckfield Road / The Hub	A2300 (W) Cuckfield Road (N) THE HUB	962 N/A N/A	91.0 4	1.8 0.5	1027 9 N/A N/A	4.2 5.6	0.7 2077 790 134	21.0 2.2	0.9 0.0 0.6 0.0 3.2 0.0	1603 0 353 0 587	15.0 0 8.3 3	.9 0.0 .1 0.0	0 1328 0 134	49.4 (46.4 : 3.5 :	0.9 0.0 1.2 0.0 3.6 0.0	1707 752 589	34.1 1.3 10.7 3.3	99.3 0.0 0.1	1342 134	50.3 0.4 46.6 1.3 3.6 3.6	9 0.0 2 0.0 6 0.0	1686 11 583 2 589 6	25.8 1.1 55.9 5.9	0.0	1212 134	49.2 41.2 3.1	0.9 0.0 1.1 0.0 3.5 0.0	1681 672 589	30.3 10.2	2.5 94. 1.2 0. 3.2 0.	9 2210 0 1190 0 134	50.2 40.4 3.1	1.1 0.0 3.5 0.0	0 1642 0 555 0 589	24.7 9.6	1.1 0.0 3.2 0.0
S5 Burgess Hill	A2300 / Northern Arc Spine Road	Cuckfield Road (S) N Arc (N) A2300 (E)	N/A N/A N/A			N/A N/A N/A		511 1104 1392	71.4 90.7	1.3 0.0 6.5 1.1 12.9 3.8	230 1 234 3 783	12.0 1 22.2 5 51.3 4	.1 0.0	0 864 2 1090 4 1475	42.9 69.8 93.5	1.7 0.0 6.6 1.1 5.2 4.8	326 401 1047	16.8 1.1 37.0 6.0 68.1 5.9	0.0	1053 1472	43.6 1. 67.0 6. 92.6 14.	7 0.0 4 1.0 3 4.4	301 2 1123 7	95.3 73.8 27.4 5.7 72.7 6.1	0.0	1080 1450	38.5 69.4 93.0	1.6 0.0 6.6 1.1 4.7 4.6	309 375 1022	34.5 66.5	1.1 0. 5.9 0. 5.8 0.	3 1020 8 1479	40.1 65.5 94.5	1.6 0.0 6.3 0.0 16.1 5.0	317 9 273 2 1092	16.1 25.1 71.0	1.1 0.0 5.6 0.2 6.0 0.9
S5 S5 S6 Burgess Hill	Junction Road / B2113, Burgess Hill	N Arc (S) A2300 (W) Junction Road (N)	N/A N/A 302	44.0 4	1.9 0.2	N/A N/A	5.1 4.6	1046 1742 0.0 405	68.9 83.3	7.2 1.2 4.3 0.6 177.5 11.5	2 1170 5 2366 5 130	77.1 6 93.4 7	.0 1.0	0 1096 5 2072 7 410 1	69.9 94.3 .02.8 18	7.4 1.3 6.4 1.8 6.4 12.5	1240 2454 169	79.8 7.5 94.1 7.6 14.8 51.5	5 1.5 5 2.8 5 2.3	1105 2128 415 1	69.9 7 96.6 10	3 1.3 3 2.6 7 14.6	1273 8 2447 9 177 1	31.4 7.6 92.6 7.2 16.0 51.9	1.6 2.5	1068 2040 408 1	69.1 93.5 02.5 18	7.2 1.2 6.1 1.6 1.0 11.9	1230 2434 167	79.3 93.8	7.2 1. 7.4 2. 1.4 2.	4 1087 7 2077 2 410	69.9 96.0 103.0	7.3 1 9.3 2 191.2 13.0	1266 5 2429 0 174	81.1 93.0	7.5 1.5 7.3 2.6 1.7 2.3
\$6 \$6 \$6		Silverdale Road B2113 Keymer Road (S) B2113 Station Road (W)	73 777 : 749	12.5 5 100.0 20	5.3 0.1 0.2 3.8 5.4 0.5	36 606 7 801 9	5.7 4.6 0.7 3.2 5.5 6.0	0.0 0 0.0 569 0.7 489	0.0 106.4 103.7	122.1 0.0 233.9 23.1 193.7 14.5	0 0 1 511 5 753	0.0 122 99.0 114 106.0 211	.1 0.0 .1 6.0 .6 28.0	0 0 0 0 0 0 0 1 1 0 532 1	0.0 122 .08.3 268 . 10.9 32	2.1 0.0 8.7 28.3 2.0 31.3	0 522 782	0.0 122.1 100.9 138.8 109.1 266.6	0.0 3 8.2 5 38.8	0 594 1 536 1	0.0 122. 08.3 268. 11.3 329.	1 0.0 7 28.3 7 32.4	0 523 10 785 10	0.0 122.1 01.0 141.3 09.2 268.4	0.0 8.6 39.1	0 575 1 526 1	0.0 12 06.7 24 10.1 30	2.1 0.0 0.6 24.1 7.4 29.4	520 778	0.0 123 100.7 133 108.7 26 0	2.1 0. 5.8 7. 0.6 37.	0 0 8 575 6 525	0.0 1 106.7 2 109.8 3	122.1 0.1 240.3 24.3 303.1 28.5	0 0 1 522 9 782	0.0 12 101.1 14 108.9 26	2.1 0.0 1.9 8.7 4.3 38.3
S7 Hurstpierpoint S7 S7 S7	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N) B2116 Hassocks Road (E) B2117 Brighton Road (S) B2116 Albourne Road (W)	404 265 258 174	26.0 3 33.2 3	3.5 0.0 3.6 0.0 3.5 0.0	409 5 296 3 213 2 222 2	4.1 4.3 0.2 3.8 7.2 3.6 1.4 3.4	0.2 551 0.1 416 0.0 424 0.0 209	71.7 42.8 57.5 23.9	4.8 0.3 4.1 0.1 4.7 0.2 3.9 0.1	3 535 1 210 2 629 1 471	85.8 11 21.9 3 80.3 5 56.5	.9 1.3 .9 0.2 .3 0.4	3 789 1 1 519 4 359 3 344	05.2 110 63.1 0 50.5 4 36.5	6.3 24.8 6.8 0.5 4.9 0.2 3.9 0.1	632 284 731 580	101.5 61.3 30.5 4.3 99.7 23.7 74.7 8.5	3 10.3 3 0.1 7 4.1 5 0.9	789 1 604 415 361	06.0 131. 72.1 7. 60.2 5. 39.8 4.	8 27.9 7 0.7 7 0.3 2 0.1	631 10 281 3 732 10 576 7	01.8 66.1 30.1 4.3 00.1 26.6 74.3 8.4	11.3 0.1 4.8 0.9	790 1 0 499 352 4	04.9 11 61.4 49.1 35.2	0.5 23.6 6.7 0.5 4.7 0.2 3.9 0.1	627 260 721 575	100.9 50 28.1 4 97.1 15 73.8	0.2 8. 4.2 0. 5.1 2. 8.2 0.	3 785 1 516 4 393 8 331	104.8 1 62.8 55.7 35.7	110.0 23.4 6.7 0.1 5.1 0.1 4.0 0.1	4 622 5 258 2 747 1 585	100.8 4 27.8 100.8 5 76.5	8.9 8.0 4.2 0.1 9.1 7.5 9.0 1.0
S8 Hassocks S8 S8	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N) B2116 Keymer Road (E) A273 Brighton Road (S)	471 3 327 405	100.9 135 91.4 84	5.8 7.0 1.0 4.1 7.8 5.2	609 10 364 9 446 9	2.5 152.6 6.9 116.2 5.9 89.7	13.0 536 4.7 430 4.6 425	106.0 2 102.9 2 102.2 2	225.0 20.6 184.3 11.7 170.7 10.4	7 720 7 445 4 338	110.4 300 101.2 151 106.4 263	.8 38.7 .3 8.7 .8 15.3	7 561 1 2 456 1 3 434 1	.14.1 37: .06.5 24:	1.7 38.7 9.4 19.6 0.9 12.8	765 456 347	110.1 293.5 102.8 181.3 108.5 301.4	38.7 3 11.9 1 18.7	576 1 466 1 433 1	13.9 368. 08.4 282. 03.0 185.	3 38.7 5 23.6 1 12.1	767 11 458 10 349 10	10.1 293.4 03.1 186.7 08.9 307.9	38.7 12.6 19.3	559 1 : 450 1 : 432 1:	13.8 36 05.9 23 03.1 18	7.4 38.7 8.6 18.2 7.8 12.4	743 455 346	110.4 299 102.7 178 108.3 29 3	9.9 38. 8.2 11. 7.8 18.	7 550 5 451 4 433	114.3 3 105.4 2 103.1 1	377.1 38.3 229.4 17.3 186.9 12.3	7 745 2 456 3 348	110.4 30 102.8 18 108.8 3	00.1 38.7 1.4 11.9 5.8 19.1
S8 Sugarant	A22 / A294 Country and On City	B2116 Hurst Road (W)	513	71.9 50	0.4 6.0	261 4	8.0 52.6	3.4 428	93.0	93.1 6.1	596	101.8 152	.7 12.7	7 440 1	01.2 158	8.7 8.8	632	103.4 180.1	18.0	443 1	00.6 147.	7.6	635 10	04.0 192.4	20.0	428 1	00.3 14	2.7 6.6	629	103.2 178	8.2 17.	434	100.3	143.3 6.3	633	103.4 18	1.1 18.2
S9 Pyecombe S9	A23 / A281 Southbound On-Slip	A23 Southbound A281 Southbound on-Slip	2217		3.8 0.0 1.0 0.1	3287 8 176 2	4.7 20.1 7.7 6.4	0.0 3090	85.5 36.4	19.0 0.0 5.3 0.2	4157 2 15	100.2 60 61.5 163	.5 0.8	3438 8 364	42.1	4.4 0.0 6.0 0.3	4237 19	74.6 183.0	1.1	3465	92.2 24.442.0 6.0	0.0	4281 10 19 7	73.8 181.6	3.7	3399	91.2 2.40.9	3.5 0.0 5.9 0.3	4224 19	100.3 60 74.0 182	0.3 5. 2.0 1.	1 3419 1 361	91.7 41.6	5.9 0.	3 4249 3 19	100.3 6 74.9 18	5.0 3.6 1.1
\$10 <i>Ditchling</i> \$10 \$10 \$10	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2116 (W) B2112 (N) B2116 (E) B2112 (S)	229 552 75 510	69.5 4 11.5 4	1.3 0.1 1.1 0.2 1.5 0.0 3.2 0.0	164 2 596 7 71 1 339 4	1.1 3.7 2.0 3.7 0.9 4.5 0.0 3.2	0.0 359 0.1 794 0.0 92 0.0 643	53.4 102.4 16.3 76.6	5.4 0.2 63.9 13.8 5.6 0.1 3.4 0.1	128 3 779 1 87 1 689	18.6 4 89.1 3 13.7 4 83.0 4	.5 0.2 .9 0.2 .8 0.0	1 382 2 827 1 0 93 2 755	58.4 (04.1 94 16.6 88.1	6.3 0.3 4.9 20.9 5.6 0.1 3.6 0.1	146 892 90 808	22.3 4.9 101.1 31.1 15.0 5.1 96.9 7.0	9 0.1 1 7.0 1 0.1 0 0.9	383 831 1 96 748	58.5 6 04.2 96 17.1 5 87.2 3.	2 0.3 2 21.1 6 0.1 6 0.1	144 2 897 10 92 1 815 9	22.0 4.9 21.1 30.9 15.3 5.1 27.9 8.0	0.1 6.9 0.1 1.1	380 820 1 92 724	57.5 03.9 9 16.5 84.8	6.0 0.3 0.5 19.8 5.6 0.1 3.5 0.1	147 889 90 801	22.5 4 100.8 20 14.9 5 96.2	4.9 0. 6.0 5. 5.1 0. 6.4 0.	1 382 7 827 1 94 8 747	58.4 104.2 16.8 87.2	6.2 0 96.5 21 5.6 0 3.6 0	3 145 2 893 1 92 1 808	22.1 100.9 2 15.2 96.9	4.9 0.1 6.7 5.9 5.1 0.1 7.0 0.9
S13 Burgess Hill S13 S13	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N) Science & Tech Park Access (W) Cuckfield Rd (S)	N/A N/A N/A			N/A N/A N/A		1136 482 196	64.9 5.6 19.4	3.3 0.1 3.0 0.0 3.6 0.0	1 221 0 1390 0 95	12.2 3 16.2 3 12.0 5	.0 0.0 .0 0.0	0 1136 0 482 1 237	63.1 5.6 22.4	3.3 0.1 3.0 0.0 3.7 0.0	223 1395 164	12.1 3.0 16.3 3.0 19.6 5.3	0 0.0 0 0.0 3 0.1	1146 482 472	66.5 3. 5.8 3. 46.5 3.	6 0.2 0 0.0 9 0.1	304 1 1395 1 357 4	15.5 3.0 16.7 3.0 12.4 5.7	0.0 0.0 0.2	1141 482 226	63.7 5.6 21.6	3.3 0.1 3.0 0.0 3.7 0.0	225 1395 157	12.3 16.3 18.9	3.0 0. 3.0 0. 5.2 0.	0 1123 0 482 1 436	65.0 5.7 43.2	3.5 0. 3.0 0. 3.9 0.	1 301 0 1395 1 340	16.2 16.7 40.4	3.0 0.0 3.0 0.0 5.6 0.2
S15 Burgess Hill S15 S15	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W) A272 Bolney Road (E) Bishopstone Lane	610 682 60	31.8 1 35.2 1 14.8 8	1.3 0.0 1.4 0.0 3.1 0.1	671 3 677 3 35	4.0 1.4 3.5 1.4 8.9 7.9	0.0 854 0.0 1076 0.1 26	43.6 53.2 8.7	1.6 0.0 1.9 0.0 11.0 0.1	921 755 1 121	45.5 1 35.5 1 25.5 6	.7 0.0 .4 0.0 .8 0.1	0 931 0 1190 1 36	47.1 5 54.7 1 12.5 1	1.7 0.0 2.0 0.0 1.8 0.1	948 737 125	46.4 1.7 33.5 1.4 25.6 6.5	7 0.0 4 0.0 5 0.1	984 1272 31	49.6 1.61.3 2.12.2 13.	8 0.0 3 0.0 7 0.1	1066 5 818 3 126 2	52.0 1.9 37.3 1.5 27.7 7.3	0.0 0.0 0.1	914 1173 36	46.4 54.6 12.4 1	1.7 0.0 2.0 0.0 1.7 0.1	928 743 125	45.5 34.0 25.6	1.7 0. 1.4 0. 6.5 0.	0 956 0 1246 1 26	48.3 60.5 10.6	1.8 0.1 2.3 0.1 14.1 0.	0 1050 0 819 1 125	51.3 37.6 27.6	1.9 0.0 1.5 0.0 7.3 0.1
\$16 Burgess Hill \$16 \$16 \$16	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W) Stairbridge Lane A2300 (E)	1003 8 1026	38.0 1 1.0 10 25.4 1	0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1	1028 3 37 873 2	8.0 1.2 4.4 8.4 1.5 1.5	0.0 2105 0.1 276 0.1 2254	38.8 17.6 44.5	0.6 0.0 3.5 0.0 0.7 0.0	1275 0 402 0 2265	22.8 0 23.3 3 45.0 0	.4 0.0 .4 0.0 .7 0.0	0 2260 0 267 0 2012	38.7 (17.3 (0.6 0.0 3.5 0.0 8.5 0.0	1392 390 2464	24.8 0.4 22.9 3.4 48.6 0.7	1 0.0 1 0.0 7 0.0	2258 273 2064	38.7 0.1 18.0 3.1 97.4 22.1	6 0.0 5 0.0 9 0.0	1371 2 390 2 2470 4	24.5 0.4 22.9 3.4 17.8 0.7	0.0	2235 266 1972	38.8 17.3 86.6	0.6 0.0 3.5 0.0 5.9 0.0	1366 390 2453	24.4 (22.9 :	0.4 0. 3.4 0. 0.7 0.	0 2195 0 277 0 2095	38.7 18.2 39.9	0.6 0.1 3.5 0.1 0.6 0.1	0 1327 0 390 0 2466	23.7 22.8 48.5	0.4 0.0 3.4 0.0 0.7 0.0
\$16 \$18 Hassocks \$18 \$18	A273 / B2112	Pookbourne Lane A273 (N) B2112 (E) A273 (S)	537 608	27.1 1 100.9 47	3 0.0 7.0 7.4	553 2 303 5	7.5 1.3 2.0 5.8	0.0 469 0.2 671	22.7	1.2 0.0 87.8 15.1	715 1 585	31.3 1 101.2 55	.3 0.0	0 455 4 705 1	20.0 19 20.0 11 05.0 11	1.1 0.0 5.5 20.6	708 609	30.0 1.3 102.2 72.0	3 0.0 0 11.2	472 702 1	20.4 1. 04.9 114.	1 0.0 7 20.3	703 2 611 10	29.6 1.3 22.5 77.4	0.0	459 700 1	20.4 04.9 11	1.1 0.0 3.1 20.1	705 608	30.0 : 102.1 7:	1.3 0. 1.1 11.	0 449 0 707 7 1151	19.8 105.0 1	1.1 0.1 115.0 20.1	0 707 6 610	29.9	1.3 0.0 (3.8 11.5
\$19 Hassocks \$19 \$19	B2112 / Lodge Lane	A273 (S) Lodge Lane (N) B2112 (E) B2112 (W)	920 305 312 556	54.7 6 16.2 1	5.7 0.3 1.2 0.0	229 3 85	4.6 4.2 4.7 1.3	0.1 369 0.0 313	69.4 15.9	9.1 0.6 1.2 0.0	375 223	65.7 7 11.5 1	.6 0.5	5 500 0 215	93.6 20 10.9	0.9 2.4 1.2 0.0	407	73.3 9.3 10.9 1.2	3 0.7 3 0.7 2 0.0	495 217	92.4 19.1 10.9 1.1 39.8	3 2.2 2 0.0	422 7 202 1	75.3 9.5 10.5 1.3	0.7	496 214	91.4 1 10.8	7.6 2.0 1.2 0.0	405	72.9 11.0	9.2 0. 1.2 0.	7 507 0 209	94.3 10.6	21.6 2.1.2 0.1.1.5 0.1	6 416 0 206	74.2	9.3 0.7 1.3 0.0
S20 Burgess Hill S20 S20	Janes Lane / Manor Road	Janes Lane (E) Manor Road Janes Lane (W)	211 124	10.9 1 18.2 3	0 0.0 3.7 0.0	206 1 80 1 341 1	0.4 1.0 1.8 3.7 8.9 1.8	0.0 135 0.0 361	7.0 51.0	1.0 0.0 3.7 0.1	261 220 930	13.0 1 32.8 4	.0 0.0	0 134 1 412 1 661	6.8 : 58.4 4 36.3	1.0 0.0 4.0 0.1 2.4 0.0	340 236	16.7 1.1 36.1 4.4 55.0 2.5	1 0.0 1 0.1	140 412	7.1 1.1 58.6 4.1	0 0.0	402 1 214 3 876	1.8 19.6 1.1 33.5 4.5 52.1 2.5	0.0	128 401	6.5 56.6	1.0 0.0 3.9 0.1	336 233	16.5 35.7	1.1 0. 4.4 0. 3.5 0	0 136 1 401	6.9	1.0 0.1 3.9 0.1	0 384 1 220	18.8 34.3 52.8	1.1 0.0 4.5 0.1
S21 Burgess Hill S21 S21	B2112 / Green Road (LEWES DISTRICT)	B2112 (N) Green Road (E) B2112 (S)	708 417	86.2 4	1.4 0.3 5.9 0.3	819 10 345 5	0.2 20.0 3.4 6.0 5.1 4.3	3.9 672 0.3 512 0.2 987	63.4 54.4	3.8 0.2 4.6 0.2 66.1 18.6	2 896 2 512 1 736	80.9 4 56.7 5	.3 0.3	3 690 3 502 3 1056 1	62.1 3 52.6 4	3.6 0.1 4.6 0.2 6.9 41.7	1022 501	90.7 5.2 60.7 6.4 72.7 4.5	2 0.6 4 0.5	728 551	64.7 3. 58.3 4.	6 0.1 9 0.3	1034 9 534 6	91.1 5.3 66.0 7.2	0.6	694 506	63.0 53.3 05.5	3.6 0.1 4.6 0.2	1019 501	90.5 60.5	5.2 0. 6.4 0. 4.5 0	6 708 5 512	63.4 53.9	3.6 0 4.7 0	1 1027 2 532 8 785	90.8 65.0	5.2 0.6 6.9 0.6 4.6 0.4
S22 Burgess Hill S22 S22	Valebridge Road / Junction Road / Leylands Road		680 400 492	81.6 3 61.0 6	3.5 0.1 5.2 0.4	640 7 195 2 844 9	9.5 4.3 9.9 5.0 9.9 10.7	0.2 532 0.1 553 1.8 1020	66.1 : 98.6	174.4 14.3 96.3 4.6	3 524 5 295 5 1215	55.9 116 72.1 47 106.4 185	.9 5.5 .4 2.6	5 552 6 582 1 2 1088 1	66.8 199 03.2 163 04.4 154	9.0 17.6 3.9 13.5 4.2 27.7	540 342 1248	56.5 128.2 83.1 57.5 108.7 227.3	7.2 7.2 3.1	541 582 1	64.8 192. 03.2 164. 04.2 151	4 16.1 6 13.6 2 26.9	551 5 352 8 1256 10	66.9 128.7 85.3 60.9	7.3 3.2 54.4	546 574 1 078	66.7 20 01.9 14 03.6 14	2.9 18.1 0.4 9.9 0.6 23.0	539 341	56.5 120 82.8 5 108.7 22	6.3 6. 7.1 3.	9 535 0 571 7 1071	65.1 1 101.5 1	192.9 16.: 133.9 8.:	3 546 9 349	56.8 13 84.8 6 108.7 22	2.4 7.8 60.1 3.1 7.1 53.8
S23 Burgess Hill S23 S23	A273 / B2036 / Marchants Way	A273 (N) Marchants Way (E) B2036 (S)	819 1 13 480	100.3 18 2.4 5 61.0 4	3.6 3.7 5.6 0.0 1.1 0.2	851 10 21 418 5	1.5 40.3 3.8 5.6 5.1 4.3	9.1 1059 0.0 15 0.2 959	100.5 0.3 88.3	25.3 6.7 3.3 0.0 5.1 0.6	7 1038 0 23 5 724	100.4 29 0.5 3 68.7 4	.8 7.4 .3 0.0	4 1106 1 0 16 2 1023	.00.5 24 0.3 3	4.8 6.7 3.3 0.0 5.3 0.6	1062 24 893	100.1 24.6 0.5 3.3 83.5 5.0	5.8 3 0.0 0 0.5	1109 1 17 1016	00.4 23. 0.3 3. 90.2 5.	1 6.2 3 0.0 0 0.6	1040 9 24 932 8	97.2 13.9 0.5 3.3 36.2 5.2	2.8 0.0 0.5	1100 1 16 1000	00.9 3 0.3 89.9	3.0 9.2 3.3 0.0 5.1 0.6	1058 24 884	100.3 23 0.5 3 82.8 4	8.0 6. 3.3 0. 4.9 0.	8 1099 0 16 5 987	100.7 0.3 88.3	28.3 7.3 3.3 0.4 4.8 0.1	8 1053 0 24 5 914	98.9 1 0.5 85.0	
S24 Burgess Hill S24	A273 / Sussex Way	A273 (W) A273 (E) Sussex Way (S)	375 575	48.6 4 74.0 4	0.5 0.6 1.0 0.1 1.5 0.3	595 7 543 6 455 6	4.9 4.6 4.1 3.6 1.5 4.6	0.3 545 0.1 621 0.2 955	58.2 64.9 78.1	4.7 0.3 4.9 0.3 4.9 0.5	917 3 543 5 713	92.8 9 5 5 5 7.1 3	.2 0.3	6 502 3 616 2 995	53.4 68.6 (79.9 65.1	4.6 0.2 6.1 0.5 4.9 0.5	616 883	89.2 8.5 67.9 6.2 72.1 4.5	1.3 2 0.5 5 0.4	512 614 1018	70.1 6.8 81.8 5.	0.2 0.6 1 0.6	826 8 582 6 937 7	35.9 7.9 53.7 5.9 74.9 4.5	0.4 0.4	510 610 972	67.5 78.6	4.6 0.2 5.9 0.5 4.8 0.5	868 612 862	89.1 8 67.2 0 70.3	8.4 1. 6.1 0. 4.4 0.	3 509 5 595 3 998	53.9 67.1 80.3	4.6 0 6.0 0 4.9 0	2 825 5 589 5 911	73.3	7.8 1.1 5.9 0.5 4.4 0.4
S24 S25 Burgess Hill S25	West Street / Fairfield Road	A273 (W) Fairfield Road (N) West Street (E) Fairfield Road (S)	685 47 117	2.4 0 16.6 3	0.1 0.9 0.0 3.4 0.0	518 4 24 76 1	1.2 0.9 0.4 3.3	0.0 64 0.0 109	3.2 15.8	0.9 0.0 3.8 0.0	1300	1.3 0 9.0 3	.9 0.0	911 0 62 0 115	3.0 (16.5)	0.9 0.0 3.8 0.0	1349 23 71	92.2 5.0 1.1 0.9 9.5 3.5	0.7 9 0.0 5 0.0	69	3.3 0.1 16.0 3.1	9 0.0	20 66	1.0 0.9 8.9 3.6	0.5	900 65 112	3.2 16.0	0.9 0.0 3.8 0.0	1336 21 71	91.6 4 1.0 0 9.5 3	0.9 0. 3.4 0.	900 0 71 0 110	3.5 15.8	0.9 0.0 3.8 0.0	2 1316 0 20 0 66	1.0	0.9 0.0 3.5 0.0
S25 S25 S26 Burgess Hill	A273 / York Road	Fairfield Road (S) West Street (W) A273 (N) Vork Road (E)		33.9 3 103.4 72	3.3 0.0 2.3 17.9	208 2 754 7	8.8 3.2 8.3 3.1	0.0 287 0.0 399 0.0 1181	14.4 54.2 100.2	1.2 0.0 3.5 0.1 12.8 3.2	99 1 500 2 1020	5.U 1 65.8 3 82.9 3	.1 0.0	1 573 0 1224 1	76.4 01.4 36.4	4.6 10.7	577 1057	74.5 3.6 84.2 3.1	0.0	600 1235 1	79.0 3.1 01.7 39.1	9 0.2	253 1 578 7 1054 8	74.0 3.6 33.8 3.1	0.0	539	71.8	3.8 0.1 5.6 11.0	569 1055	73.5	3.5 0. 3.1 0.	1 545 0 1220	15.3 72.7 101.8	3.8 0. 41.4 13.	1 1054 1 551	70.0	1.0 0.0 3.5 0.1 3.1 0.0
S26 S26 S27 Burgess Hill	B2113 Keymer Road / Folders Lane	York Road (E) A273 (S) B2113 Keymer Road (N) B2113 Folders Lane (E)	509 511	65.7 4 46.3 3	0.1 1.0 0.2 3.3 0.0	492 7 584 5	3.2 3.4 2.3 2.2	0.8 311 0.5 644 0.1 266	63.6 45.4	4.1 0.1 4.0 0.2 21.5 1.1	512 2 614 1 587	96.9 73	.9 0.3	345 3 688 0 361	57.3 23	4.3 0.3 3.9 1.5	549 598 608	97.2 75.5	0.4	697 398	69.6 4. 63.0 25.	0.1 5 0.3 4 1.7	572 6 611 9	5.8 50.7 4.9 97.3 76.4	0.4	673 349	55.8 2	0.1 4.1 0.2 3.5 1.4	606	97.2 70	5.0 0. 6.0 3.	349 3 684 0 365	58.4 58.4	4.1 0. 4.3 0. 24.1 1.	551 3 590 5 608	97.2 7	0.0
S27 S27		B2113 Folders Lane (E) Keymer Road (S)	522 460	47.0 4	3.4 0.1 4.0 0.1	466 4 422 4	2.3 3.3 1.7 3.8	0.0 496 0.1 483	70.0	23.1 2.3 22.6 1.9	597 9 399	54.6 24 99.2 105	.3 2.7	7 594 2 529	54.2 24 84.1 33	4.5 2.7 3.6 2.4	619 407	56.1 24.7 100.8 123.9	2.8	511	56.5 24.8 84.6 35.	2.9	590 5 408 10	00.7 121.6	3.5	587	53.8 2 81.9 3	4.5 2.7 1.4 2.3	613 403	55.6 24 100.7 123	4.6 2. 2.6 3.	8 593 6 521	54.3 83.7	24.4 2.7 33.4 2.7	7 589 4 404	53.4 2 100.5 12	

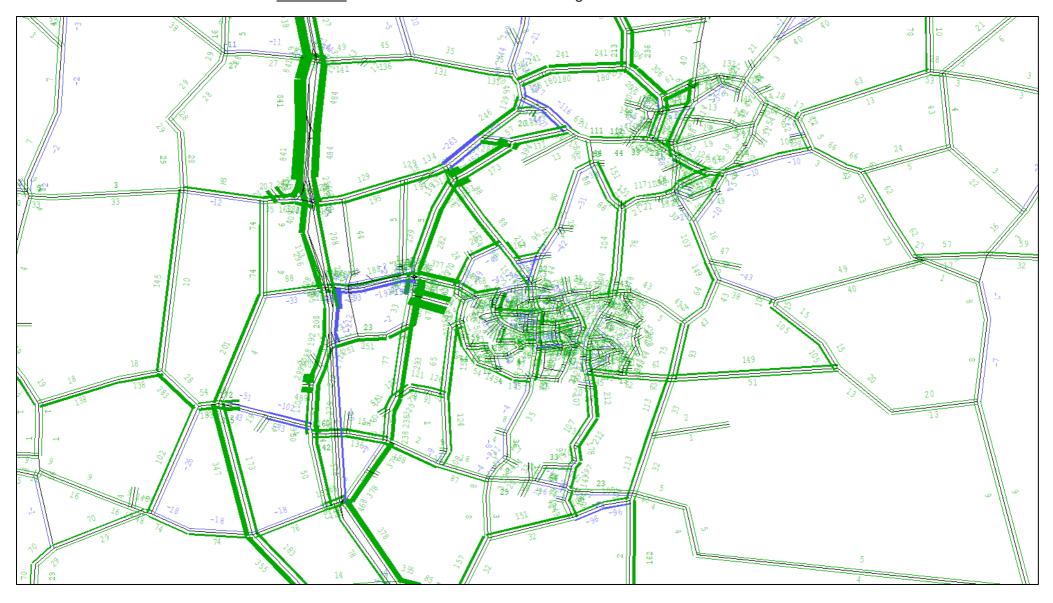
Mid Sussex Transport	Study: Junction approach arm statistics for i	· ·	2019				20	39 Reference	e Case				2039 Sce	enario 4					2039 Sc	cenario 4B					2039 \$	Scenario 4m	11				203	9 Scenario	o 4Bm1				
ID Area	Junction	Approach Arm	AM AM Dem RFC (Veh) (%)	AM AM Delay Avg ((s) (pcu	PM Q Dem J) (Veh)	PM PM RFC Delay (%) (s)	PM Avg Q [(pcu) (AM AM RFC (%)	AM Delay A (s) (vg Q Dem	PM RFC) (%)	PM PN Delay Avg (s) (po	AM Dem (Veh)	AM RFC [(%)	AM AM Delay Avg (s) (pcu	PM Q Dem (Veh)	PM RFC [PM PN Delay Avg (s) (pc	AM Dem (Veh)	AM RFC (%)	AM Av Delay Av (s) (p	yg Q Dem ocu) (Veh	PM RFC (%)	PM P Delay Ava (s) (po	M AM g Q Dem cu) (Veh)	AM RFC (%)	AM Delay A	AM PN avg Q Dei pcu) (Ve	m RFC h) (%)	PM Delay (s)	PM A Avg Q Do (pcu) (V	em RF	M AM FC Delay 6) (s)	AM Avg Q (pcu)	PM I Dem I (Veh)	PM PM RFC Dela ^s (%) (s)	PM Avg Q (pcu)
S28 Burgess Hill S28 S28 S28 S28		B2112 (N) Folders Lane East (E) B2112 (S) Folders Lane (W)	439 33.6 508 39.2 648 48.0 472 36.9	3.8 0 3.7 0	0.1 518 0.1 516 0.1 436 0.1 427	37.2 3 41.0 4 32.2 3 30.0 2	.6 0.1 .0 0.2 .6 0.1	606 45. 717 56. 830 62. 523 43	.7 3.9 .4 4.4 .9 4.2 .8 4.4	0.2 6. 0.3 8 0.3 8. 0.2 20	22 43.1 09 63.0 23 63.7 03 23.7	3.6 4.7 4.4 3.9	0.1 653 0.4 774 0.3 944 0.1 569	48.4 58.9 71.0 48.3	4.0 (4.4 (4.5 (4.7 (0.2 707 0.3 910 0.4 951 0.3 308	7 49.2 0 72.3 1 75.2 8 24.6	3.7 5.4 5.3 4.1	0.1 705 0.6 768 0.6 942 0.1 585	5 52.5 3 59.0 2 71.4 5 49.5	4.1 4.5 4.6 4.8	0.2 72 0.3 94 0.4 96 0.3 34	49.8 4 74.9 51 77.1 6 25.4	3.7 5.7 5.6 4.1	0.1 65 0.7 76 0.7 91 0.1 55	54 48.5 55 58.7 .2 68.9 58 47.1	4.0 4.5 4.4	0.2 5 0.3 8 0.4 9	705 49.3 399 71.4 947 74.6 309 24	1 3.7 4 5.4 6 5.2 7 4.1	0.1 0.6 0.6 0.1	676 773 937 559	49.8 4. 59.2 4. 70.9 4. 47.6	.0 0.2 .5 0.3 .5 0.4	716 931 953 308	49.2 3 73.8 5 76.1 5 24.8	7 0.1 6 0.6 4 0.6 1 0.1
S29 Burgess Hill S29 S29	A273 Jane Murray Way / Malthouse Lane	A273 Jane Murray Way (N) A273 Jane Murray Way (S) Malthouse Lane (W)	932 45.6 727 37.8 224 37.5	5 0.0 0 3 1.5 0	0.0 754 0.0 1084 0.1 145	34.4 0 55.3 2 27.3 5	.0 0.0 .0 0.0	1181 58. 945 48. 89 17	.9 0.0 .7 1.8	0.0 10 0.0 11 0.1 3	20 48.7 15 56.6 48 68.1	0.0 2.1 9.6	0.0 1224 0.0 1025 0.6 122	59.7 52.2 24.0	0.0 (1.9 (5.9	0.0 1057 0.0 1136 0.1 492	7 49.5 5 57.5 2 92.6	0.0 2.1 19.8	0.0 1235 0.0 1064 2.3 154	5 59.8 4 54.0 4 29.5	0.0	0.0 105 0.0 111 0.1 51	54 49.3 .3 56.2 .4 95.6	0.0 2.1 25.9	0.0 121 0.0 98 2.9 9	.8 59.7 39 50.6 38 17.5	0.0 1.8	0.0 10 0.0 11 0.1	055 49.5 137 57.5 181 90	5 0.0 5 2.1 7 17.8	0.0	1220 ! 1025 !	59.9 0. 52.3 1. 18.1 5	.0 0.0 .9 0.0	1054 1130 496	49.3 0 57.1 2 92.7 19	0 0.0 1 0.0 7 2.3
S30 Burgess Hill S30 S30	B2036 London Road / West Street	B2036 London Road (N) B2036 London Road (S) West Street (W)	741 91.4 438 53.2 226 31.4	5.2 0 2 3.4 0	0.5 595 0.1 524 0.1 219	69.3 3 62.0 3 32.6 4	.3 0.1 .3 0.0 .7 0.1	635 78. 438 52. 362 49.	.2 4.4 .1 3.3 .9 4.7	0.2 5: 0.0 5: 0.2 4:	95 74.5 32 62.3 47 64.3	5.0 3.3 6.0	0.3 709 0.0 414 0.4 515	88.4 48.6 68.3	6.6 (3.3 (5.3 (0.7 588 0.0 510 0.3 517	73.6 59.4 7 71.7	5.3 3.2 6.5	0.4 699 0.0 437 0.5 520	9 88.5 7 51.0 0 69.4	7.0 3.3 5.6	0.8 59 0.0 51 0.4 49	00 73.0 .8 60.1 06 68.6	5.1 3.2 6.2	0.3 68 0.0 42 0.4 48	86 85.5 25 50.1 84 64.9	5.9 3.3 5.2	0.5 5 0.0 5 0.3 5	586 73.2 509 59.3 505 70.2	2 5.2 3 3.2 2 6.3	0.3 0.0 0.5	687 430 487	86.4 6. 50.7 3. 65.5 5.	.1 0.6 .3 0.0 .3 0.3	590 515 499	73.3 5 59.8 3 69.2 6	2 0.3 2 0.0 3 0.4
S31 Burgess Hill S31 S31	B2036 London Road / Victoria Way	B2036 London Road (N) B2036 London Road (S) Victoria Way (W)	665 88.8 691 43.1 481 48.0		0.8 533 0.1 445 0.1 718	76.9 7 27.0 3 69.3 4	.1 0.6 .2 0.0 .2 0.2	722 68. 899 55. 432 46.	.1 4.0 .4 3.4 .8 4.5	0.2 60 0.1 4 0.2 79	03 62.7 72 27.6 91 77.5	4.9 3.1 4.7	0.3 780 0.0 949 0.4 509	74.8 57.6 55.4	4.7 (3.5 (4.8 (0.4 604 0.1 560 0.3 812	4 61.6 0 32.3 2 81.0	4.8 3.1 5.4	0.3 793 0.0 962 0.5 507	75.9 2 58.1 7 55.4	4.7 3.5 4.9	0.4 60 0.1 57 0.3 81	04 61.2 79 33.4 .1 81.5	4.8 3.1 5.5	0.3 76 0.0 94 0.6 50	52 73.3 11 57.6 08 55.3	4.6 3.5 4.8	0.3 6 0.1 5 0.3 8	604 61.8 557 32.2 312 81.2	8 4.9 2 3.1 1 5.4	0.3 0.0 0.5	760 947 504	73.2 4. 57.8 3. 55.0 4.	.6 0.3 .5 0.1 .8 0.3	603 569 811	61.3 4 32.9 3 81.3 5	8 0.3 1 0.0 4 0.6
\$32 Burgess Hill \$32 \$32 \$32 \$32	B2036 / Lower Church Road / Royal George Rd.	B2036 London Road (N) Victoria Way (W) B2036 London Road (S) Victoria Way (W)	580 69.3 0 0.0 523 61.2 127 38.8	3 29.3 3 40.5 0 2 26.8 3 43.1 1	3.7 485 0.0 0 3.2 460 1.2 65	63.0 33 0.0 47 59.8 32 22.7 47	.9 3.7 .5 0.0 .9 3.5 .2 0.7	600 68. 0 0. 734 84. 122 37.	.7 29.2 .0 40.5 .4 37.2 .7 43.0	3.8 50 0.0 5.2 50 1.2 10	03 63.0 0 0.0 94 76.6 03 35.2	33.9 47.5 39.8 49.7	3.8 647 0.0 1 5.0 756 1.1 133	72.4 0.2 86.1 40.6	30.7 40.5 38.8 43.6	4.1 509 0.0 6 5.3 677 1.3 110	9 62.7 6 2.5 7 89.5 0 36.7	33.9 47.8 51.5 50.0	3.7 650 0.1 1 6.0 768 1.2 143	72.7 1 0.3 8 88.3 3 43.5	30.8 40.5 41.2 44.3	4.1 51 0.0 5.4 68 1.4 11	.2 62.6 7 2.7 89 93.0 .6 38.4	33.8 47.8 58.5 50.3	3.7 62 0.1 6.2 74 1.3 13	29 70.7 0 0.1 18 85.4 33 40.7	30.0 40.5 38.2 43.6	3.9 5 0.0 5.3 6 1.3 2	509 63.0 5 1.8 573 88. 1 110 36.8	33.9 8 47.7 5 50.0 8 50.0	3.8 0.1 6.0 1.2	628 0 753 131	70.8 30. 0.0 40. 86.5 39. 40.3 43.	.0 3.9 .5 0.0 .2 5.3 .5 1.3	511 7 683 115	62.8 33 2.6 47 91.4 55 38.1 50	9 3.7 8 0.1 0 6.1 3 1.3
\$33 Burgess Hill \$33 \$33 \$33	A273 Jane Murray Way / B2036 London Road	B2036 London Road (N) A273 (S) A273 Jane Murray Way (W) Hammonds Ridge (W)	675 63.0 831 89.1 410 47.1 147 2.4	3.7 0 7.1 1 4.9 0 3.2 0	0.1 600 1.0 503 0.2 632 0.0 73	56.5 3 48.7 3 63.2 4 1.2 3	.7 0.1 .6 0.1 .7 0.3 .2 0.0	741 54. 932 99. 446 43. 160 2.	.1 3.4 .6 19.8 .9 4.7 .7 3.2	0.1 6 4.5 6 0.2 8 0.0	71 51.4 32 58.5 75 71.4 78 1.4	3.6 3.7 4.8 3.2	0.1 885 0.1 930 0.4 471 0.0 163	63.2 101.3 44.5 2.7	3.5 (47.7 1.7 4.6 (4.6 3.2 (4.6 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	0.1 699 2.1 701 0.2 994 0.0 99	9 54.7 1 64.2 4 81.9 9 1.8	3.8 3.9 5.9 3.3	0.2 931 0.2 926 0.8 498 0.0 164	1 66.4 6 102.3 8 46.1 4 2.8	3.5 65.7 4.6 3.2	0.1 69 16.9 71 0.2 102 0.0 10	99 54.5 .3 64.9 .3 84.4 .02 1.9	3.8 3.9 6.4 3.3	0.2 85 0.2 92 0.9 45 0.0 16	60 61.1 25 100.0 63 43.4 62 2.7	3.4 23.2 4.6 3.2	0.1 6 5.3 7 0.2 9	595 54.3 715 65.6 990 81.6 97 1.8	3 3.8 6 3.9 6 5.9 8 3.3	0.2 0.2 0.8 0.0	868 0 921 10 471 4 163	62.4 3. 00.8 37. 44.7 4. 2.7 3.	.4 0.1 .4 9.2 .6 0.2 .2 0.0	691 725 1010 99	53.9 3 66.1 3 83.3 6 1.9 3	8 0.2 9 0.2 2 0.9 3 0.0
\$34 Burgess Hill \$34 \$34 \$34		B2036 Cuckfield Road (N) A273 Isaacs Lane (N) Fairbridge Way (E) A273 (S)	426 64.1 435 57.1 9 0.1 883 100.8	5.5 0 4.5 0 3.2 0 3.2 24.9 5	0.3 385 0.2 477 0.0 17 5.5 712	55.3 5 61.4 4 0.3 3 81.9 3	.2	566 79. 544 74. 164 2. 873 103.	.0 6.2 .5 6.2 .7 3.2 .1 70.2	0.5 50 0.5 60 0.0 16.5 90	03 65.5 37 83.1 70 1.1 20 105.5	5.7 7.3 3.2 111.1 2	0.3 597 0.7 601 0.0 179 27.5 898	79.1 80.8 3.0 105.8	6.0 (0 7.2 (1 3.2 (1 120.3 28	0.5 589 0.7 646 0.0 76 3.5 945	9 74.6 6 82.5 6 1.2 5 107.4	6.6 7.3 3.2 145.3 3	0.5 610 0.7 589 0.0 180 36.2 903	0 80.5 9 78.8 0 3.0 3 106.3	5.8 7.0 3.2 129.1	0.5 59 0.6 63 0.0 7 30.7 95	73.3 76 76 107.5	6.1 6.6 3.2 145.7	0.5 58 0.6 58 0.0 17 36.3 89	78.9 78.7 79 3.0 70 104.9	6.1 6.8 3.2 103.4	0.5 5 0.6 6 0.0 24.6 9	581 74.2 548 83.2 76 1.2 942 107.3	2 6.5 1 7.4 2 3.2 3 142.2	0.5 0.7 0.0 35.4	605 8 583 179 890 10	80.5 5. 79.1 7. 3.0 3. 05.6 115.	.9 0.5 .0 0.6 .2 0.0 .4 27.4	606 629 76 945	76.0 66 79.7 66 1.2 3 107.3 142	5 0.5 9 0.6 2 0.0 3 35.4
S35 Sayers Common S35		A23 Northbound On-Slip A23 Northbound	173 20.4 2693 72.2	4.8 0	0.1 371 0.0 1750	23.1 3 50.1 9	.5 0.1	762 56. 3059 96.	.7 4.8 .6 41.2	0.4 50 0.0 183	00 30.7 37 54.5	3.5	0.1 938 0.0 3062	104.8 100.0	114.9 28 59.7 (3.0 630 0.0 1876	37.8 5 57.5	3.5	0.1 956 0.0 3076	5 106.9 5 100.0	152.9 59.8	37.2 58 0.0 189	35 36.2 99 57.6	3.5 10.9	0.1 93 0.0 303	36 102.3 100.0	69.5	17.1 6 0.0 18	501 36.3 372 56.9	3 3.5 9 10.6	0.1	953 1 0	02.5 73. 00.0 59.	.7 18.4 .1 0.0	549 1859	33.6 3 55.8 10	5 0.1 4 0.0
S36 Burgess Hill S36 S36		South Road (S) Green Road (W) Green Road (E)	65 13.6 350 19.0 460 23.7	1.4 0	0.1 10 0.0 430 0.0 440	2.0 5 23.7 1 22.2 1	.0 0.0 .7 0.0 .2 0.0	500 85. 423 27. 877 43.	.6 10.2 .9 2.7 .1 1.6	1.0 4 0.1 5 0.0 10	74.0 77 34.7 37 50.7	9.1 3.2 1.8	0.7 580 0.1 385 0.0 904	96.2 24.8 43.3	21.6 2.7 0 1.6 0	2.5 444 0.0 481 0.0 1119	79.2 1 33.6 9 54.0	10.0 3.3 2.0	0.9 605 0.1 382 0.0 917	5 100.2 2 24.1 7 43.7	35.9 2.7 1.6	5.5 42 0.0 46 0.0 117	75.9 60 32.3 77 56.5	9.4 3.3 2.1	0.8 56 0.1 38 0.0 90	94.6 39 25.3 02 43.4	15.8 2.7 1.6	2.0 2 0.0 2 0.0 11	79.2 183 33.3 109 53.6	2 10.1 7 3.3 6 2.0	0.9 0.1 0.0	571 9 387 2 912 4	95.5 18. 24.8 2. 43.7 1.	.8 2.3 .7 0.0 .6 0.0	422 470 1163	76.1 9 33.2 3 55.9 2	5 0.8 3 0.1 1 0.0
\$37 <i>Poynings</i> \$37 \$37 \$37		A281 (N) A281 (E) Saddlescombe Road (S) Poynings Road (W)	343 24.2 239 17.1 330 22.5 64 5.1	3.2 0 3.3 0	0.0 395 0.0 311 0.0 191 0.0 33	25.1 3 21.5 3 13.2 3 2.4 3	.1 0.0 .3 0.0 .3 0.0 .4 0.0	431 30. 356 25. 441 30. 67 5.	.8 3.5 .2 3.3 .4 3.5 .8 3.7	0.1 3 0.0 3 0.1 2 0.0	78 23.9 52 26.1 14 14.9 21 1.6	3.1 3.4 3.4 3.4	0.0 613 0.0 512 0.0 625 0.0 74	43.5 37.7 46.6 7.4	3.6 (3.6 (4.0 (4.3 (4.3 (4.3 (4.3 (4.3 (4.3 (4.3 (4.3	0.1 586 0.1 367 0.2 234 0.0 51	36.7 7 28.6 4 16.3 1 3.7	3.1 3.7 3.4 3.5	0.0 614 0.1 479 0.0 636 0.0 75	4 43.5 9 35.5 6 47.4 5 7.5	3.6 3.6 4.0 4.3	0.1 61 0.1 36 0.2 23 0.0 5	38.2 59 29.0 33 16.3 51 3.8	3.1 3.8 3.4 3.5	0.0 54 0.1 48 0.0 56 0.0 7	38.3 37 35.2 57 41.9 73 7.0	3.5 3.5 3.8 4.1	0.1 3 0.1 3 0.1 2 0.0	36.3 366 28.5 233 16.3 48 3.5	3 3.1 5 3.7 3 3.4 5 3.5	0.0 0.1 0.0 0.0	578 4 501 3 587 4	40.8 3. 36.6 3. 43.6 3. 7.2 4.	.6 0.1 .5 0.1 .9 0.1 .2 0.0	604 368 233 48	37.9 3 28.9 3 16.3 3 3.5 3	1 0.0 8 0.1 4 0.0 5 0.0
S38 Burgess Hill S38 S38	A23 / A2300 Western Roundabout	A2300 (E) A23 Northbound Off-Slip Hickstead Lane (W)	784 79.1 319 48.6 77 14.1	6.5	0.0 631 0.3 181 0.1 85	65.8 3 25.2 4 12.4 4	.0 0.0 .9 0.1 .9 0.0	986 50. 224 37. 185 36.	.6 0.0 .6 26.7 .1 10.6	0.0 14 1.5 0.4	57 73.4 57 33.0 56 19.0	0.0 52.7 14.5	0.0 1169 0.6 295 0.2 260	51.2 47.5 55.1	0.0 (28.5 : 14.2 (0.0 1486 2.0 65 0.8 65	73.4 5 37.7 5 17.6	0.0 54.0 13.2	0.0 1182 0.7 324 0.2 273	2 51.2 4 51.3 8 60.2	0.0 29.3 15.4	0.0 149 2.2 10 0.9	72.3 74. 19.7	0.0 63.1 12.4	0.0 115 1.2 32 0.2 22	54 51.2 25 52.5 22 48.1	0.0 29.6 13.1	0.0 1 ² 2.2 0.6	179 73.3 61 35.3 65 18.3	3 0.0 3 53.3 1 13.6	0.0 0.7 0.2	1156 ! 329 ! 232 !	51.2 0. 53.5 29. 50.5 13.	.0 0.0 .8 2.3 .5 0.7	1470 63 70	72.4 0 37.0 53 18.6 12	0 0.0 8 0.7 7 0.2
S39 Burgess Hill S39		A23 Northbound A2300 Northbound on-Slip	2547 80.1 709 47.9	7.2 0	0.0 1940 0.2 561	58.8 3 35.6 3	.7 0.0 .6 0.1	3597 90. 741 38.	.8 14.2 .5 1.5	0.0 22 0.0 13	80 58.4 82 68.9	4.5 2.9	0.0 3705 0.0 977	92.0 44.7	15.1 (1.6 (0.0 2441 0.0 1370	1 62.1 0 67.1	5.2	0.0 3707 0.0 1041	7 91.4 1 47.2	14.6	0.0 238 0.0 133	31 60.9 30 64.8	4.9 2.6	0.0 364 0.0 95	91.2 50 43.9	14.5	0.0 24	411 61.5 375 67.6	5 5.0 6 2.8	0.0	3645 9 993 4	91.0 14. 45.8 1.	.4 0.0	2346 1335	59.9 4 66.0 2	8 0.0 7 0.0
\$40 <i>Keymer</i> \$40 \$40		Ocley Lane (N) B2116 (E) B2116 (W)	266 38.1 309 18.8 211 10.8	3 2.6 0	0.1 183 0.0 486 0.0 204	25.9 3 27.9 2 10.3 1	.6 0.0 .2 0.0 .0 0.0	368 53. 318 18. 279 14.	.9 4.3 .8 2.1 .3 1.1	0.1 2 0.0 6 0.0 2	11 29.5 06 35.2 23 11.0	3.7 2.4 1.0	0.0 510 0.0 345 0.0 270	73.2 20.4 13.6	5.1 (2.3 (1.1 (0.3 205 0.0 715 0.0 292	29.4 42.6 2 14.2	3.9 2.7 1.1	0.1 510 0.0 350 0.0 279	73.5 20.7 9 14.1	5.2 2.4 1.1	0.3 22 0.0 74 0.0 28	31.0 44.5 39 14.0	3.9 2.8 1.1	0.1 50 0.1 34 0.0 27	72.8 72.8 73 20.1 74.0	5.1 2.3 1.1	0.3 2 0.0 7 0.0 2	206 29.5 716 42.6 287 14.6	5 3.9 6 2.7 0 1.1	0.1 0.0 0.0	519 336 277	74.8 5. 19.9 2. 14.0 1.	.2 0.3 .3 0.0 .1 0.0	211 743 291	30.2 3 44.4 2 14.1 1	9 0.1 8 0.1 1 0.0
S41 Pyecombe S41 S42 Pyecombe		A23 Northbound A273 Northbound on-Slip A281 (W)	2802 76.3 199 23.4		0.0 2156 0.1 96	56.9 5 9.2 4	.3 0.0	3441 95. 302 43.	.4 21.7 .6 7.7	0.0 25	19 67.3 69 16.4	7.4	0.0 3504 0.1 425	99.6 49.6	39.3 (7.4 (0.0 2888 0.5 212	3 77.3 2 23.3	5.3	0.0 3582 0.1 365	2 100.0 5 102.5	42.8 107.9	0.0 293 9.3 22	78.7 29 25.1	10.6	0.0 348	99.1 48.9	35.1 7.3	0.0 28	344 76.1 206 22.4	9.8 4 5.2	0.0	3504 9	99.6 39.49.6 7.	.3 0.0 .4 0.5	2879	77.2 10 23.8 5	1 0.0 2 0.1
S42 S42 S42 S43 Ditchling		A273 (S) A273 (N) (right turn) B2112 South Street (N)	152 20.5 195 29.9 788 41.5		0.2 96 0.0 835 0.0 726	14.9 5 43.1 1 36.8 1	.5 0.1 .6 0.0	300 44. 780 41.	.1 6.4 .1 1.5	0.3 1 0.0 10 0.0 7	55 54.4 87 38.9	7.5	0.2 425 0.0 855 0.0 1154	62.5 44.9	8.5 (0.6 212 0.0 1117	2 37.9 7 57.5 8 43.7	8.7 2.1	0.3 365 0.0 851 0.0 1158	5 53.2 1 44.7	7.5 1.6	0.4 22 0.0 111	29 40.5 .0 57.2	8.8 2.1	0.3 41 0.0 83 0.0 114	40.1 .5 60.7 .89 44.1 .15 55.1	8.1 1.6	0.5 2 0.0 11	206 36.9 113 57.3	9 8.6 3 2.1	0.3	422 (849 4	62.0 8. 44.6 1.	.4 0.6 .6 0.0	221 1108	39.1 8 57.1 2	7 0.3 1 0.0 6 0.0
S43 S43 S44 Burgess Hill		Beacon Road (S) B2112 (W) Valebridge Road (N)	169 30.8 386 21.1	3 5.4 0 1.5 0	0.1 150 0.0 255	22.4 3 14.7 1	.8 0.0 .7 0.0	209 39. 490 27.	.7 6.2 .4 1.7	0.2 2.0.0 4.	56 45.6 58 23.8	5.9	0.2 212 0.0 593	40.5 32.1	6.3).2 298).0 534	3 54.7 4 27.5	6.8	0.3 210 0.0 589	9 31.8	6.2	0.2 31 0.0 52	.5. 57.2 27.1	6.9	0.3 21 0.0 56	4 40.2 51 30.5	6.1	0.2 2 2 0.0 5	296 54.3 530 27.3	6.8 3 1.4	0.3	214 4 582 3	40.6 6. 31.5 1.	.2 0.2 .7 0.0	311 522 521	56.5 6 26.8 1	8 0.3 4 0.0 2 0.0
S44 S44		Janes Lane Valebridge Road (S)	304 50.4 724 44.9	5.2 0	0.2 253 0.1 737	40.8 4 45.2 2	.8 0.1 .8 0.1	442 92. 979 62.	.5 20.7 .0 4.6	2.2 4.	27 84.8 45 66.3	13.9	1.3 464 0.4 1055	101.7 63.3	82.2 10	0.1 512 0.4 1071	2 98.0 1 64.4	38.2	3.6 473 0.4 1043	3 103.1 3 63.5	107.4	13.3 53 0.4 108	38 100.3 63.0	47.4 4.2	6.5 45 0.3 104	58 98.9 12 63.2	48.3	4.6 5 0.4 10	505 97. 3	1.3 1 34.3 6 4.6	3.2	467 1 022	01.4 76. 63.4 4.	.3 9.4	533 1078	99.9 42	2 5.4 3 0.3
\$45 Burgess Hill \$45 \$45 \$45 \$45 \$45		Access (N) A273 Jane Murray Way (E) Access (SE) A273 (SW) A2300 (W)	30 0.6 633 89.1 329 5.9 #N/A #N/A #N/A #N/A	9.2 1 9.3.2 0 4 #N/A #N,	0.0 57 1.1 654 0.0 127 I/A #N/A	1.0 3 97.1 19 2.3 3 #N/A #N/ #N/A #N/	.2 0.0 .6 3.0 .3 0.0 /A #N/A /A #N/A	33 0. 1158 102. 379 6. 157 22. 685 41.	.5 3.2 .7 59.4 .9 3.3 .6 5.7 .2 3.2	0.0 18.8 0.0 1.1 0.1 4.0 0.0	1.2 79 78.8 44 2.3 03 45.8 47 59.7	3.3 3.8 3.2 5.0 3.9	0.0 33 0.2 1187 0.0 402 0.2 152 0.2 859	0.6 105.1 7.3 21.6 49.6	3.2 (103.4 33 3.3 (15.8 (15.8 3.3 (15.8 (1	0.0 66 3.1 1122 0.0 146 0.1 371 0.1 1019	1.2 2 99.2 5 2.5 1 45.3 9 61.5	3.3 9.7 3.2 5.7 3.8	0.0 33 2.0 1198 0.0 404 0.3 151 0.2 875	0.6 106.0 1 7.4 1 21.3 5 50.7	3.2 120.5 3.3 5.8 3.3	0.0 6 38.7 112 0.0 14 0.1 35 0.1 105	1.2 18 100.3 16 2.6 16 43.0 16 61.8	3.3 19.3 3.2 5.7 3.7	0.0 3 5.1 117 0.0 39 0.3 15 0.2 86	33 0.6 71 103.8 92 7.2 66 22.3 63 49.9	3.2 80.4 3.3 5.7 3.2	0.0 25.5 11 0.0 1 0.1 3 0.1 10	66 1.2 101 97.0 146 2.9 380 46.0 001 60.9	3.3 5 7.3 5 3.2 0 5.7 9 3.8	0.0 1.3 0.0 0.3 0.2	33 1169 10 394 153 2 895	0.6 3. 04.4 92. 7.2 3. 21.6 5. 51.6 3.	.2 0.0 .1 29.2 .3 0.0 .8 0.1 .2 0.1	67 1123 146 353 1038	1.2 3 99.8 12 2.5 3 43.2 5 61.6 3	3 0.0 1 2.8 2 0.0 7 0.3 8 0.2
S46 Burgess Hill S46	A23 / B2117 Southbound On-Slip	A23 Southbound B2117 Southbound on-Slip	1825 52.6 393 24.3		0.0 3009 0.1 278	79.7 27 30.0 5	.7 0.0 .0 0.2	2555 75. 535 36.	.0 20.7 .9 4.0	0.0 389 0.2 20	95 100.0 52 100.7	72.5 84.5	0.1 2434 5.9 1004	79.3 58.9	18.4 (0.0 3842 0.2 395	2 100.0 5 102.0	69.8 91.6	0.1 2462 9.4 1004	2 79.4 4 58.7	18.6 3.9	0.0 382 0.2 45	100.0 102.2	68.6 91.5	0.1 239 10.8 100	78.5 08 58.9	17.9 3.9	0.0 38 0.2 3	352 100.0 373 102.2	0 70.3 2 98.3	0.1 9.6	2480 939	79.1 18. 56.3 3.	.9 0.0 .9 0.2		100.0 70 101.9 91	
S47 Burgess Hill S47 S47 S47		B2036 London Road (N) Maple Drive (E) B2036 London Road (S) Dunstall Avenue	689 63.9 70 18.1 446 34.3 66 33.6	49.7 0 3 24.4 2	7.3 630 0.9 68 2.8 422 1.1 73	51.8 31 24.3 46 34.9 19 26.0 47	.6 4.9 .5 0.8 .3 2.0 .2 0.8	1101 87. 178 68. 822 48. 34 45.	.9 39.4 .8 78.7 .3 16.5 .3 108.9	8.6 12 2.8 1 3.2 7 0.6	36 94.3 04 54.7 11 37.7 42 42.8	41.6 65.3 11.0 79.3	6.7 1148 1.3 200 1.8 864 0.6 35	94.3 77.0 49.2 46.7	50.9 9 86.5 3 16.9 3 110.1 0	9.0 1285 3.2 120 3.4 873 0.6 43	5 98.3 0 62.9 8 48.3 44.0	59.2 70.1 12.7 79.9	6.9 1149 1.5 212 2.5 843 0.6 42	9 95.0 2 81.4 3 47.8 2 56.2	52.9 92.8 16.5 119.1	9.0 129 3.4 12 3.2 90 0.8 4	96.6 96.6 92.63.9 92.51.0 93.44.0	49.8 70.8 13.2 79.9	6.9 114 1.5 19 2.7 85 0.6 3	93.0 92 73.7 60 49.1 84 45.8	47.5 82.9 16.8 109.3	8.9 12 3.0 3 3.3 8 0.6	277 97.2 119 62.3 365 48.4 43 43.5	2 52.9 3 69.7 4 12.7 9 79.9	6.9 1.5 2.5 0.6	1139 199 826 38	95.0 52. 76.4 85. 47.3 16. 51.7 114.	.7 3.2 .4 3.2	121 892		2 1.5 0 2.6
-							Ke	y:																													

Increase in RFC of 3% or more to 85% or more are highlighted in orange Increase in RFC of 3% or more to 95% or more are highlighted in red Increase in Delay of 30 seconds or more to 2 minutes or more are in red

Demand Flow Difference - South - AM Peak <u>Scenario 4</u> minus Reference Case – All Flow Changes



Demand Flow Difference - South - AM Peak <u>Scenario 4B</u> minus Reference Case – All Flow Changes



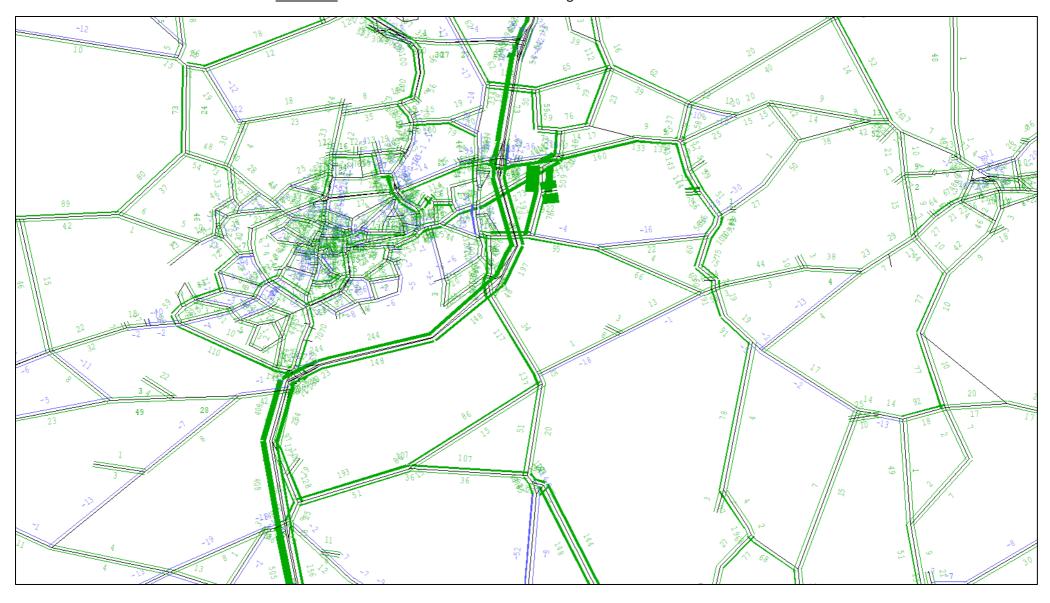
Demand Flow Difference - South - AM Peak <u>Scenario 4</u> minus Reference Case – Flow Increases of 50+ vehicles



Demand Flow Difference - South - AM Peak <u>Scenario 4B</u> minus Reference Case – Flow Increases of 50+ vehicles



Demand Flow Difference - North - AM Peak <u>Scenario 4</u> minus Reference Case – All Flow Changes



Demand Flow Difference - North - AM Peak <u>Scenario 4B</u> minus Reference Case – All Flow Changes



Demand Flow Difference - North - AM Peak <u>Scenario 4</u> minus Reference Case – Flow Increases of 50+ vehicles



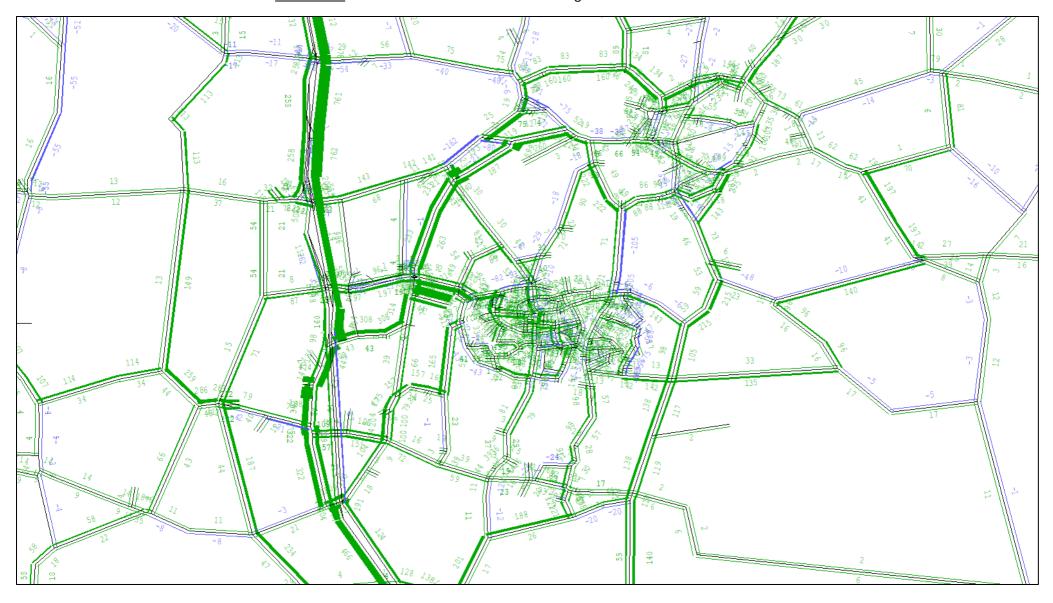
Demand Flow Difference - North - AM Peak <u>Scenario 4B</u> minus Reference Case – Flow Increases of 50+ vehicles



Demand Flow Difference - South - PM Peak <u>Scenario 4</u> minus Reference Case – All Flow Changes



Demand Flow Difference - South - PM Peak <u>Scenario 4B</u> minus Reference Case – All Flow Changes



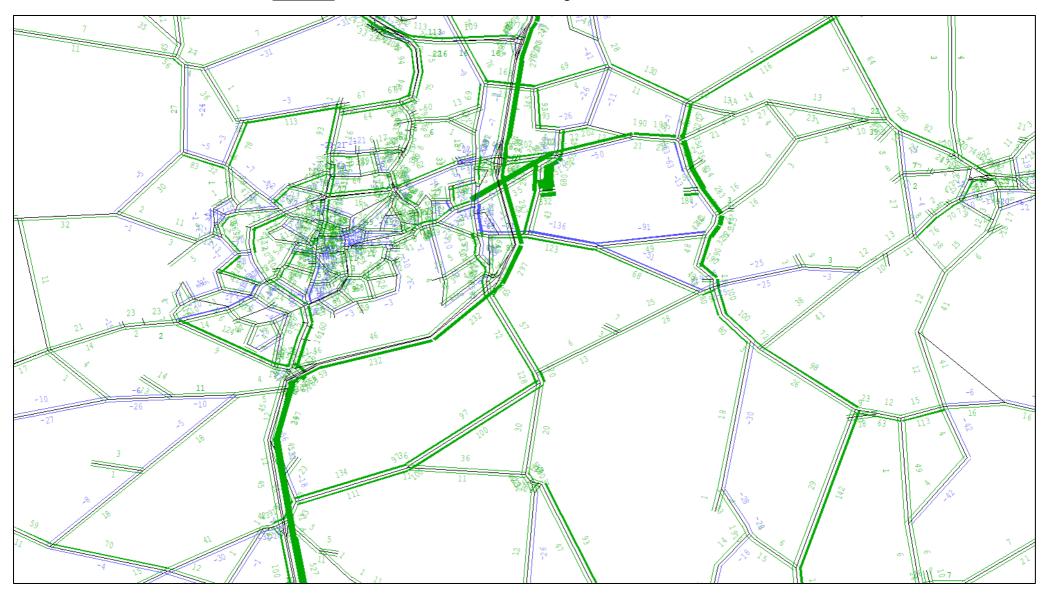
Demand Flow Difference - South - PM Peak <u>Scenario 4</u> minus Reference Case – Flow Increases of 50+ vehicles



Demand Flow Difference - South - PM Peak <u>Scenario 4B</u> minus Reference Case – Flow Increases of 50+ vehicles



Demand Flow Difference - North - PM Peak <u>Scenario 4</u> minus Reference Case – All Flow Changes



Demand Flow Difference - North - PM Peak <u>Scenario 4B</u> minus Reference Case – All Flow Changes



Demand Flow Difference - North - PM Peak <u>Scenario 4</u> minus Reference Case – Flow Increases of 50+ vehicles



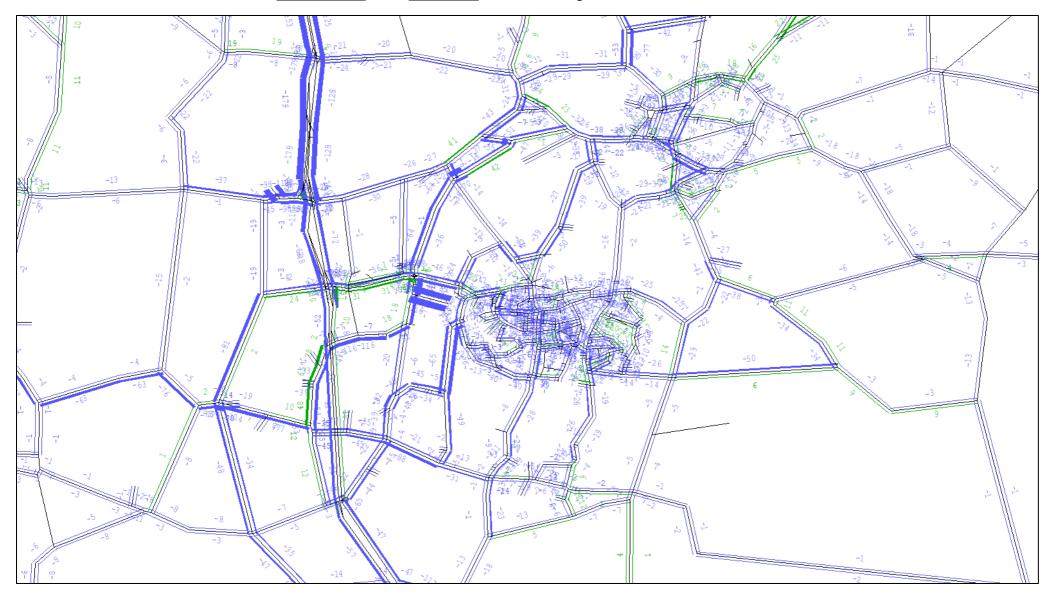
Demand Flow Difference - North - PM Peak <u>Scenario 4B</u> minus Reference Case – Flow Increases of 50+ vehicles



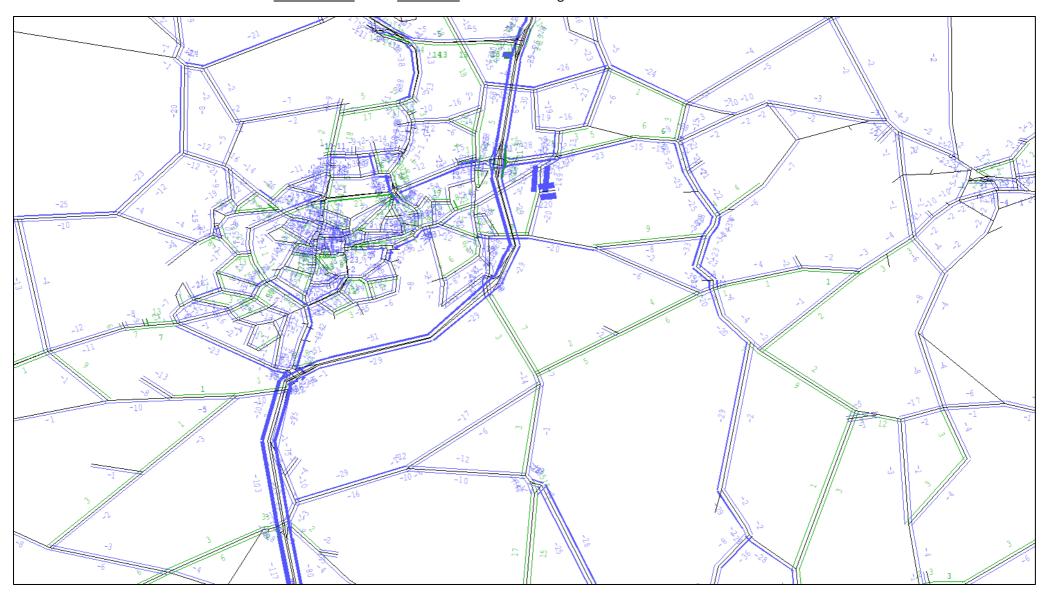
Demand Flow Difference - South - AM Peak <u>Scenario 4m1</u> minus <u>Scenario 4</u> — All Flow Changes



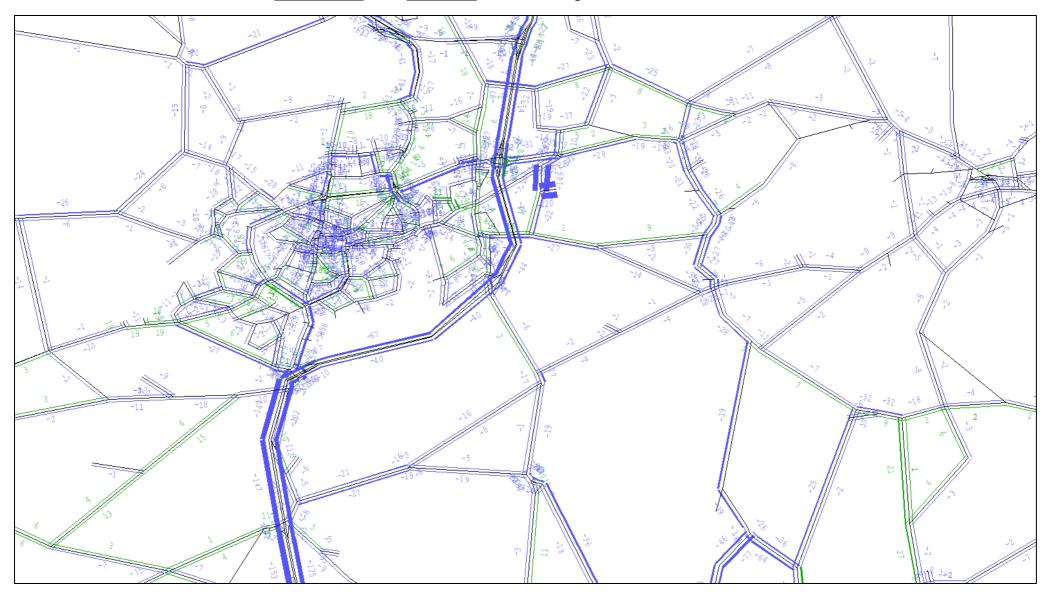
Demand Flow Difference - South - AM Peak <u>Scenario 4Bm1</u> minus <u>Scenario 4B</u> — All Flow Changes



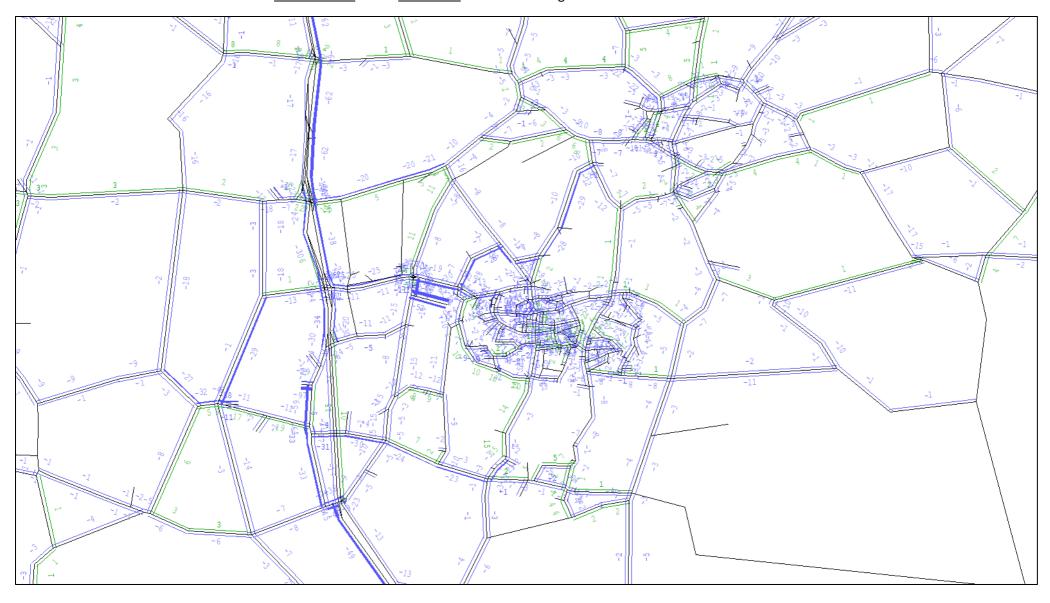
Demand Flow Difference - North - AM Peak <u>Scenario 4m1</u> minus <u>Scenario 4</u> — All Flow Changes



Demand Flow Difference - North - AM Peak <u>Scenario 4Bm1</u> minus <u>Scenario 4B</u> – All Flow Changes



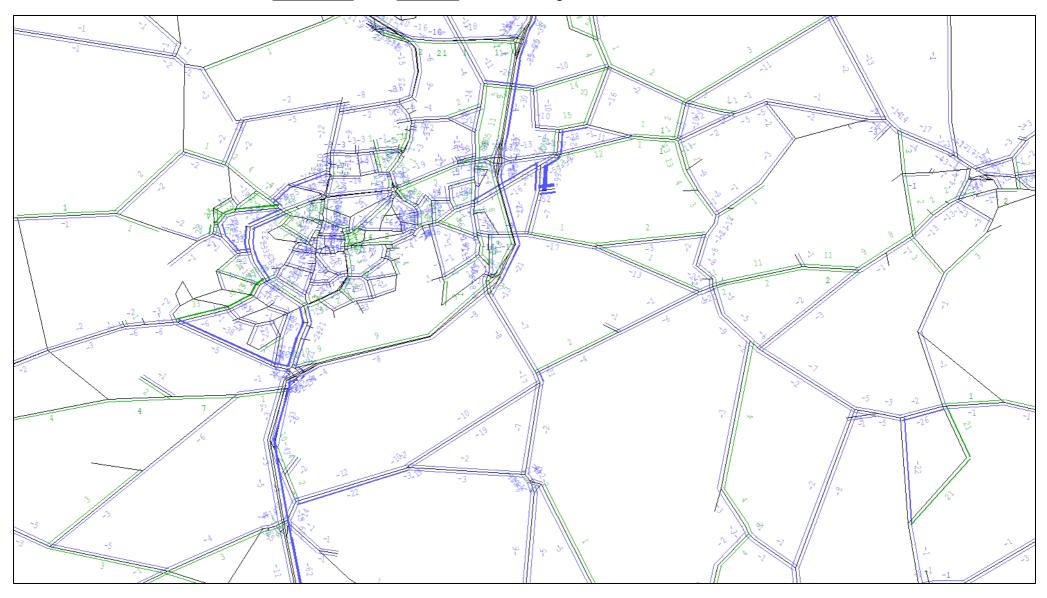
Demand Flow Difference - South - PM Peak <u>Scenario 4m1</u> minus <u>Scenario 4</u> — All Flow Changes



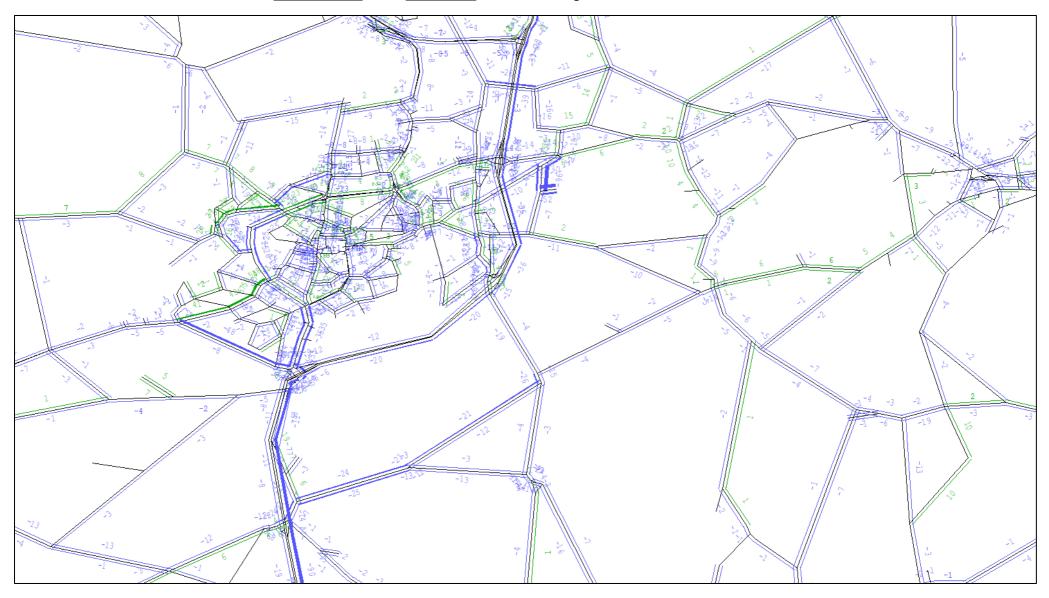
Demand Flow Difference - South - PM Peak <u>Scenario 4Bm1</u> minus <u>Scenario 4B</u> - All Flow Changes



Demand Flow Difference - North - PM Peak <u>Scenario 4m1</u> minus <u>Scenario 4</u> — All Flow Changes



Demand Flow Difference - North - PM Peak <u>Scenario 4Bm1</u> minus <u>Scenario 4B</u> – All Flow Changes



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)

VEHICLES

Selected regions and areas: GREATER LONDON BNBARNET 1 days SOUTH EAST 02 **EAST SUSSEX** 1 days ES HC HAMPSHIRE 1 days WS WEST SUSSEX 1 days 03 SOUTH WEST **GLOUCESTERSHIRE** GS 1 days 04EAST ANGLIA CA CAMBRIDGESHIRE 2 days 05 **EAST MIDLANDS** NOTTINGHAMSHIRE NT 1 days 06 WEST MIDLANDS STAFFORDSHIRE 1 days ST 07 YORKSHIRE & NORTH LINCOLNSHIRE NE NORTH EAST LINCOLNSHIRE 1 days NORTH YORKSHIRE NY 1 days 80 NORTH WEST GM GREATER MANCHESTER 1 days 09 NORTH CUMBRIA 2 days MUNSTER 13 CR **CORK** 1 days **LEINSTER** 14

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

Secondary Filtering selection:

KILKENNY

GREATER DUBLIN

DUBLIN

DERRY

KK

DL

15

17

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.

2 days

3 days

1 days

Parameter: Number of dwellings Actual Range: 15 to 479 (units:) Range Selected by User: 15 to 788 (units:)

ULSTER (NORTHERN I RELAND)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/11/17

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 4 days
Tuesday 6 days
Wednesday 3 days
Thursday 6 days
Friday 2 days

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

Selected survey types:

Manual count 21 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 2
Suburban Area (PPS6 Out of Centre) 11
Edge of Town 8

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.

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 21 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	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	9 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:

5,001 to 25,000	1 days
25,001 to 50,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	5 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	9 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	19 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	20 days
2 Poor	1 davs

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

LIST OF SITES relevant to selection parameters

1 BN-03-K-02 HOUSES & FLATS BARNET

FRITH LANE MILL HILL MILL HILL EAST Edge of Town Residential Zone

Total Number of dwellings: 479

Survey date: THURSDAY 07/07/16 Survey Type: MANUAL

2 CA-03-K-01 MIXED HOUSES & FLATS CAMBRIDGESHIRE

WEASANHAM LANE

WISBECH FENLAND Edge of Town Residential Zone

Total Number of dwellings: 100

Survey date: MONDAY 07/09/15 Survey Type: MANUAL

3 CA-03-K-03 FLATS & TERRACED CAMBRI DGËSHI RE

YORK STREET CAMBRIDGE

Edge of Town Centre No Sub Category

Total Number of dwellings: 178

Survey date: WEDNESDAY 20/09/17 Survey Type: MANUAL

4 CB-03-K-01 FLATS & TERRACED CUMBRI A

BRIDGE LANE CARLISLE

Edge of Town Industrial Zone

Total Number of dwellings: 66

Survey date: THURSDAY 12/06/14 Survey Type: MANUAL

5 CB-03-K-02 SEMI-DETACHED & FLATS CUMBRIÁ

NATLAND ROAD KENDAL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 15

Survey date: TÜESDAY 21/06/16 Survey Type: MANUAL

CR-03-K-02 SEMI-DET. & FLATS CORK

SKEHARD ROAD CORK

BALLINURE Edge of Town Residential Zone

Total Number of dwellings: 116

Survey date: FRIDAY 20/06/14 Survey Type: MANUAL

7 DE-03-K-01 HOUSES & FLATS DERRY

NORTHLAND ROAD LONDONDERRY CLOUGHGLASS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 92

Survey date: WEDNESDAY 20/06/12 Survey Type: MANUAL

B DL-03-K-02 HOUSES & FLATS DUBLIN

MILLTOWN ROAD DUBLIN

DUBLIN MILLTOWN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 68

Survey date: TUESDAY 10/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

DL-03-K-03 **HOUSES & FLATS DUBLIN**

CHARLESTOWN DUBLIN

Edge of Town Industrial Zone

Total Number of dwellings:

Survey date: WEDNESDAY Survey Type: MANUAL 11/09/13

DL-03-K-04 FLATS AND DUPLEXES **DUBLIN**

ALL HALLOWS SQUARE

DUBLIN

DRUMCONDRA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 76 Survey date: TÜESDAY 22/11/16

Survey Type: MANUAL EAST SUSSEX

MIXED HOUSES & FLATS 11 ES-03-K-01

LEWES ROAD **UCKFIELD** RIDGEWOOD Edge of Town Residential Zone

Total Number of dwellings: 64

Survey date: THURSDAY 14/07/16 Survey Type: MANUAL GREATER MANCHESTER

GM-03-K-02 SEMI DET. & FLATS 12

> ABRAM CLOSE **MANCHESTER** FALLOWFIELD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 33

Survey date: TUESDAY 11/10/11 Survey Type: MANUAL **GLOUCESTERSHIRE**

GS-03-K-01 MIXED HOUSING

CONEY HILL ROAD GLOUCESTER CONEY HILL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 33

Survey date: THURSDAY 29/04/10 Survey Type: MANUAL

14 HC-03-K-06 **HOUSES & FLATS** HAMPSHI RE

ROMSEY ROAD SOUTHAMPTON MAYBUSH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 91 Survey date: THURSDAY 02/10/14

Survey Type: MANUAL KK-03-K-01

HOUSES & FLATS KILKENŇY 15

BENNETTS BRIDGE ROAD

KILKENNY

Edge of Town Residential Zone

Total Number of dwellings: 35

Survey date: TUESDAY 30/09/14 Survey Type: MANUAL

KK-03-K-02 **DETACHED & FLATS** 16 KILKENNY

BOTHAR AN CHOLAISTE

KILKENNY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 27

Survey date: MONDAY 29/09/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 NE-03-K-01 BLOCK OF FLATS NORTH EAST LINCOLNSHIRE

LADYSMITH ROAD CLEETHORPES

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 67

Survey date: TÜESDAY 06/05/14 Survey Type: MANUAL
18 NT-03-K-02 MI XED HOUSES NOTTI NGHAMSHI RE

CASTLE BRIDGE ROAD

NOTTINGHAM

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of dwellings: 132

Survey date: MONDAY 07/11/16 Survey Type: MANUAL 03-K-02 MIXED HOUSING NORTH YORKSHIRE

19 NY-03-K-02 MIXED HOUSING HORSEFAIR

BOROUGHBRIDGE

Edge of Town Centre Residential Zone

Total Number of dwellings: 19

Survey date: MONDAY 10/10/11 Survey Type: MANUAL

20 ST-03-K-03 MIXED HOUSING & FLATS STAFFORDSHIRE

CLAREMONT ROAD WOLVERHAMPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 28

Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

21 WS-03-K-03 MIXED HOUSES & FLATS WEST SÚSSÉX

LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town

Residential Zone

Total Number of dwellings: 115

Survey date: THURSDAY 12/05/16 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.

RANK ORDER for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES) VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 18 GS-03-K-01 Tot: 0.182 85th Percentile = No. 4 DL-03-K-02 Tot: 0.588

Median Values Mean Values

 Arrivals:
 0.098
 Arrivals:
 0.098

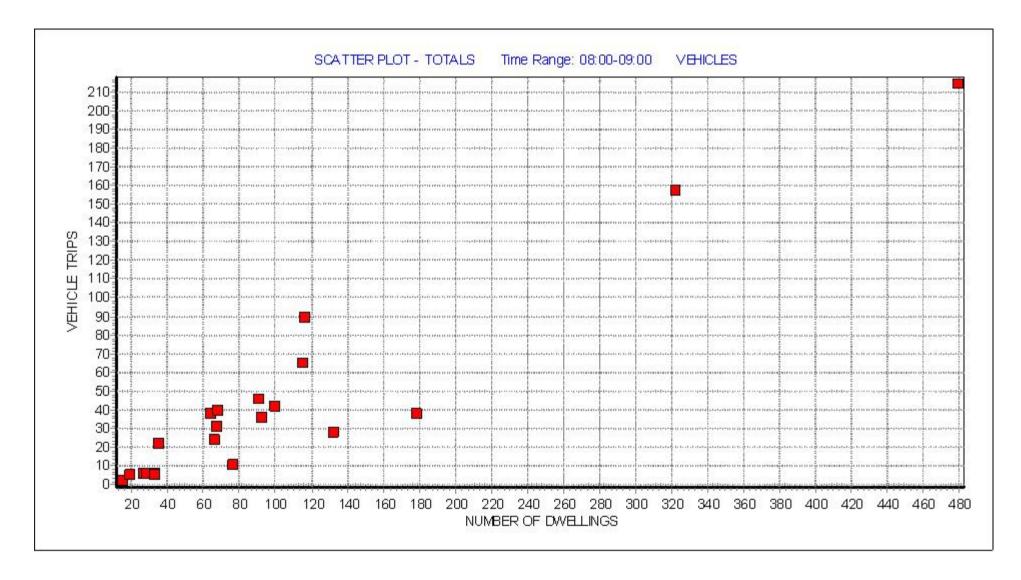
 Departures:
 0.293
 Departures:
 0.281

 Totals:
 0.391
 Totals:
 0.379

								Trip Ra	te (Sorted by	Totals)	Park Spaces
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Arrivals	Departures	Totals	Per Dwelling
1	CR-03-K-02	SEMI-DET. & FL	CORK	CORK	116	Fri	20/06/14	0.155	0.621	0.776	2.12
2	KK-03-K-01	HOUSES & FLATS	KILKENNY	KILKENNY	35	Tue	30/09/14	0.057	0.571	0.628	1.54
3	ES-03-K-01	MIXED HOUSES &	UCKFIELD	EAST SUSSEX	64	Thu	14/07/16	0.172	0.422	0.594	1.67
4	DL-03-K-02	HOUSES & FLATS	DUBLIN	DUBLIN	68	Tue	10/09/13	0.191	0.397	0.588	1.66
5	WS-03-K-03	MIXED HOUSES &	WORTHING	WEST SUSSEX	115	Thu	12/05/16	0.148	0.417	0.565	2.20
6	HC-03-K-06	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	91	Thu	02/10/14	0.132	0.374	0.506	1.54
7	DL-03-K-03	HOUSES & FLATS	DUBLIN	DUBLIN	322	Wed	11/09/13	0.140	0.348	0.488	1.73
8	NE-03-K-01	BLOCK OF FLATS	CLEETHORPES	NORTH EAST LINCOLNS	67	Tue	06/05/14	0.164	0.299	0.463	1.16
9	BN-03-K-02	HOUSES & FLATS	MILL HILL	BARNET	479	Thu	07/07/16	0.177	0.271	0.448	1.93
10	CA-03-K-01	MIXED HOUSES &	WISBECH	CAMBRIDGESHIRE	100	Mon	07/09/15	0.140	0.280	0.420	1.19
11	DE-03-K-01	HOUSES & FLATS	LONDONDERRY	DERRY	92	Wed	20/06/12	0.098	0.293	0.391	1.41
12	CB-03-K-01	FLATS & TERRAC	CARLISLE	CUMBRIA	66	Thu	12/06/14	0.106	0.258	0.364	1.55
13	NY-03-K-02	MIXED HOUSING	BOROUGHBRIDGE	NORTH YORKSHIRE	19	Mon	10/10/11	0.053	0.211	0.264	1.79
14	KK-03-K-02	DETACHED & FLA	KILKENNY	KILKENNY	27	Mon	29/09/14	0.000	0.222	0.222	1.81
15	ST-03-K-03	MIXED HOUSING	WOLVERHAMPTON	STAFFORDSHIRE	28	Fri	09/05/14	0.071	0.143	0.214	1.86
16	CA-03-K-03	FLATS & TERRAC	CAMBRIDGE	CAMBRIDGESHIRE	178	Wed	20/09/17	0.067	0.146	0.213	1.16
17	NT-03-K-02	MIXED HOUSES	NOTTINGHAM	NOTTINGHAMSHIRE	132	Mon	07/11/16	0.015	0.197	0.212	0.55
18	GS-03-K-01	MIXED HOUSING	GLOUCESTER	GLOUCESTERSHIRE	33	Thu	29/04/10	0.000	0.182	0.182	1.27
19	GM-03-K-02	SEMI DET. & FL	MANCHESTER	GREATER MANCHESTER	33	Tue	11/10/11	0.061	0.091	0.152	1.36
20	DL-03-K-04	FLATS AND DUPL	DUBLIN	DUBLIN	76	Tue	22/11/16	0.118	0.026	0.144	1.00
21	CB-03-K-02	SEMI-DETACHED	KENDAL	CUMBRIA	15	Tue	21/06/16	0.000	0.133	0.133	2.07

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL

: K - MIXED PRIV HOUS (FLATS AND HOUSES) Category

VEHI ČLES

Selected regions and areas: GREATER LONDON BARNET BN1 days SOUTH EAST 02 ES EAST SUSSEX 1 days HC HAMPSHIRE 1 days WEST SUSSEX WS 1 days 03 SOUTH WEST **GLOUCESTERSHIRE** GS 1 days 04 EAST ANGLIA CA CAMBRIDGESHIRE 2 days EAST MIDLANDS 05 NOTTINGHAMSHIRE 1 days WEST MIDLANDS 06 ST STAFFORDSHIRE 1 days YORKSHIRE & NORTH LINCOLNSHIRE 07 NORTH EAST LINCOLNSHIRE 1 days NE

NORTH YORKSHIRE NY 80 NORTH WEST

> GREATER MANCHESTER GM 1 days

09 NORTH

CB **CUMBRIA** 2 days

13

MUNSTER

CR CORK 14

LEINSTER KILKENNY KK 2 days

GREATER DUBLIN 15

1 days

1 days

DL DUBLIN

3 days

17 **ULSTER (NORTHERN I RELAND)**

> DE DERRY 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.

Number of dwellings Parameter: Actual Range: 15 to 479 (units:) Range Selected by User: 15 to 788 (units:)

Public Transport Provision:

Selection by: Include all surveys

01/01/10 to 24/11/17 Date Range:

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 4 days Tuesday 6 days Wednesday 3 days Thursday 6 days Friday 2 days

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

Selected survey types:

Manual count 21 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 2 Suburban Area (PPS6 Out of Centre) 11 Edge of Town 8

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.

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 21 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	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	9 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:

5,001 to 25,000	1 days
25,001 to 50,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	5 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	9 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	19 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	20 days
2 Poor	1 days

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

BARNET

Survey Type: MANUAL

Survey Type: MANUAL

CAMBRI DGESHI RE

CAMBRI DGESHI RE

LIST OF SITES relevant to selection parameters

BN-03-K-02 **HOUSES & FLATS** FRITH LANE

MILL HILL EAST Edge of Town

MILL HILL

Residential Zone

Total Number of dwellings: 479

Survey date: THURSDAY 07/07/16

CA-03-K-01 MIXED HOUSES & FLATS

WEASANHAM LANE

WISBECH **FENLAND** Edge of Town Residential Zone

Total Number of dwellings: 100 Survey date: MONDAY 07/09/15

CA-03-K-03 FLATS & TERRACED

YORK STREET **CAMBRIDGE**

Edge of Town Centre No Sub Category

Total Number of dwellings: 178

Survey date: WEDNESDAY 20/09/17 Survey Type: MANUAL **CUMBRIA**

CB-03-K-01 FLATS & TERRACED

BRIDGE LANE CARLISLE

Edge of Town Industrial Zone

Total Number of dwellings: 66

Survey date: THURSDAY 12/06/14 Survey Type: MANUAL

CB-03-K-02 SEMI-DETACHED & FLATS **CUMBRIA**

NATLAND ROAD

KENDAL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 15

Survey date: TÜESDAY 21/06/16 Survey Type: MANUAL CR-03-K-02 SEMI-DET. & FLATS CORK

SKEHARD ROAD CORK BALLINURE

Edge of Town Residential Zone

Total Number of dwellings: 116

Survey date: FRIDAY 20/06/14 Survey Type: MANUAL

DE-03-K-01 **HOUSES & FLATS DERRY**

NORTHLAND ROAD LONDONDERRY

CLOUGHGLASS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 92

Survey date: WEDNESDAY 20/06/12 Survey Type: MANUAL

DL-03-K-02 **HOUSES & FLATS DUBLIN**

MILLTOWN ROAD

DUBLIN MILLTOWN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 68

Survey date: TUESDAY 10/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

DL-03-K-03 **HOUSES & FLATS DUBLIN**

CHARLESTOWN DUBLIN

Edge of Town Industrial Zone

Total Number of dwellings:

Survey date: WEDNESDAY Survey Type: MANUAL 11/09/13

DL-03-K-04 FLATS AND DUPLEXES **DUBLIN**

ALL HALLOWS SQUARE

DUBLIN

DRUMCONDRA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 76 Survey date: TÜESDAY 22/11/16

Survey Type: MANUAL

MIXED HOUSES & FLATS EAST SUSSEX 11 ES-03-K-01

LEWES ROAD **UCKFIELD** RIDGEWOOD Edge of Town Residential Zone

Total Number of dwellings: 64

Survey date: THURSDAY 14/07/16 Survey Type: MANUAL GREATER MANCHESTER

GM-03-K-02 SEMI DET. & FLATS 12

ABRAM CLOSE **MANCHESTER** FALLOWFIELD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 33

Survey date: TUESDAY 11/10/11 Survey Type: MANUAL **GLOUCESTERSHIRE**

GS-03-K-01 MIXED HOUSING

CONEY HILL ROAD GLOUCESTER CONEY HILL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 33

Survey date: THURSDAY 29/04/10 Survey Type: MANUAL HC-03-K-06 **HOUSES & FLATS** HAMPSHI RE

14

ROMSEY ROAD SOUTHAMPTON MAYBUSH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 91 Survey date: THURSDAY 02/10/14

Survey Type: MANUAL KK-03-K-01

HOUSES & FLATS KILKENŇY 15

BENNETTS BRIDGE ROAD

KILKENNY

Edge of Town Residential Zone

Total Number of dwellings: 35

Survey date: TUESDAY 30/09/14 Survey Type: MANUAL

KK-03-K-02 **DETACHED & FLATS** 16 KILKENNY

BOTHAR AN CHOLAISTE

KILKENNY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 27

Survey date: MONDAY 29/09/14 Survey Type: MANUAL SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

17 NE-03-K-01 BLOCK OF FLATS NORTH EAST LINCOLNSHIRE

LADYSMITH ROAD CLEETHORPES

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 67

Survey date: TUESDAY 06/05/14 Survey Type: MANUAL

NT-03-K-02 MIXED HOUSES NOTTINGHAMSHIRE

CASTLE BRIDGE ROAD

NOTTINGHAM

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of dwellings: 132

Survey date: MONDAY 07/11/16 Survey Type: MANUAL NY-03-K-02 MIXED HOUSING NORTH YORKSHIRE

HORSEFAIR BOROUGHBRIDGE

> Edge of Town Centre Residential Zone

Total Number of dwellings: 19

Survey date: MŌNDAY 10/10/11 Survey Type: MANUAL

20 ST-03-K-03 MIXED HOUSING & FLATS STAFFORDSHIRE

CLAREMONT ROAD WOLVERHAMPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 28

Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

21 WS-03-K-03 MIXED HOUSES & FLATS WEST SÚSSÉX

LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town

Residential Zone

Total Number of dwellings: 115

Survey date: THURSDAY 12/05/16 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.

RANK ORDER for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES) VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 18 CA-03-K-03 Tot: 0.174 85th Percentile = No. 4 KK-03-K-01 Tot: 0.629

Median Values Mean Values

 Arrivals:
 0.225
 Arrivals:
 0.250

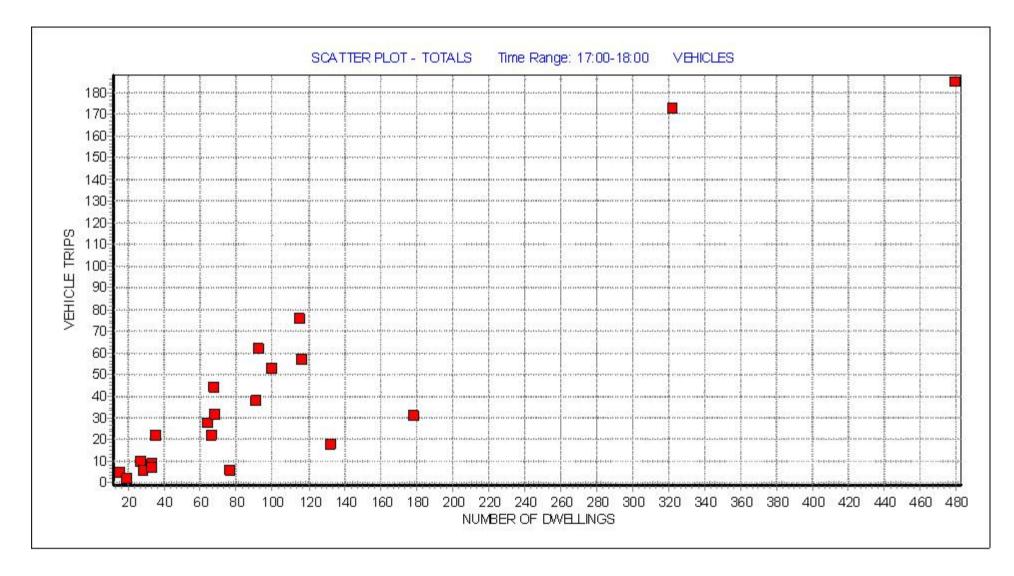
 Departures:
 0.161
 Departures:
 0.137

 Totals:
 0.386
 Totals:
 0.387

								Trip Ra	te (Sorted by	Totals)	Park Spaces
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Arrivals	Departures	Totals	Per Dwelling
1	DE-03-K-01	HOUSES & FLATS	LONDONDERRY	DERRY	92	Wed	20/06/12	0.370	0.304	0.674	1.41
2	WS-03-K-03	MIXED HOUSES &	WORTHING	WEST SUSSEX	115	Thu	12/05/16	0.443	0.217	0.660	2.20
3	NE-03-K-01	BLOCK OF FLATS	CLEETHORPES	NORTH EAST LINCOLNS	67	Tue	06/05/14	0.358	0.299	0.657	1.16
4	KK-03-K-01	HOUSES & FLATS	KILKENNY	KILKENNY	35	Tue	30/09/14	0.486	0.143	0.629	1.54
5	DL-03-K-03	HOUSES & FLATS	DUBLIN	DUBLIN	322	Wed	11/09/13	0.329	0.208	0.537	1.73
6	CA-03-K-01	MIXED HOUSES &	WISBECH	CAMBRIDGESHIRE	100	Mon	07/09/15	0.290	0.240	0.530	1.19
7	CR-03-K-02	SEMI-DET. & FL	CORK	CORK	116	Fri	20/06/14	0.353	0.138	0.491	2.12
8	DL-03-K-02	HOUSES & FLATS	DUBLIN	DUBLIN	68	Tue	10/09/13	0.279	0.191	0.470	1.66
9	ES-03-K-01	MIXED HOUSES &	UCKFIELD	EAST SUSSEX	64	Thu	14/07/16	0.281	0.156	0.437	1.67
10	HC-03-K-06	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	91	Thu	02/10/14	0.330	0.088	0.418	1.54
11	BN-03-K-02	HOUSES & FLATS	MILL HILL	BARNET	479	Thu	07/07/16	0.225	0.161	0.386	1.93
12	KK-03-K-02	DETACHED & FLA	KILKENNY	KILKENNY	27	Mon	29/09/14	0.259	0.111	0.370	1.81
13	CB-03-K-02	SEMI-DETACHED	KENDAL	CUMBRIA	15	Tue	21/06/16	0.267	0.067	0.334	2.07
14	CB-03-K-01	FLATS & TERRAC	CARLISLE	CUMBRIA	66	Thu	12/06/14	0.258	0.076	0.334	1.55
15	GM-03-K-02	SEMI DET. & FL	MANCHESTER	GREATER MANCHESTER	33	Tue	11/10/11	0.121	0.152	0.273	1.36
16	ST-03-K-03	MIXED HOUSING	WOLVERHAMPTON	STAFFORDSHIRE	28	Fri	09/05/14	0.143	0.071	0.214	1.86
17	GS-03-K-01	MIXED HOUSING	GLOUCESTER	GLOUCESTERSHIRE	33	Thu	29/04/10	0.091	0.121	0.212	1.27
18	CA-03-K-03	FLATS & TERRAC	CAMBRI DGE	CAMBRIDGESHIRE	178	Wed	20/09/17	0.112	0.062	0.174	1.16
19	NT-03-K-02	MIXED HOUSES	NOTTINGHAM	NOTTINGHAMSHIRE	132	Mon	07/11/16	0.091	0.045	0.136	0.55
20	NY-03-K-02	MIXED HOUSING	BOROUGHBRIDGE	NORTH YORKSHIRE	19	Mon	10/10/11	0.105	0.000	0.105	1.79
21	DL-03-K-04	FLATS AND DUPL	DUBLIN	DUBLIN	76	Tue	22/11/16	0.053	0.026	0.079	1.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category : A - OFFICE VEHICLES

Selec	cted regions and areas:	
01	GREATER LONDON	
	BT BRENT	3 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
0.0	SC SURREY	3 days
03	SOUTH WEST	4 1
0.4	DC DORSET	1 days
04	EAST ANGLIA	0 40.00
	CA CAMBRIDGESHIRE NF NORFOLK	2 days
		3 days
04		2 days
06	WEST MIDLANDS WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	i uays
07	WY WEST YORKSHIRE	2 days
08	NORTH WEST	2 days
00	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	r days
0,	CB CUMBRIA	1 days
	DH DURHAM	2 days
10	WALES	L days
. 0	PS POWYS	1 days
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	,
	CR CORK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	,
	DN DONEGAL	1 days
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN I RELAND)	, ,
	AN ANTRIM	1 days

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

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

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 Employees Actual Range: 8 to 6500 (units:) Range Selected by User: 0 to 9500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/09/17

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
 14 days

 Tuesday
 13 days

 Wednesday
 7 days

 Thursday
 9 days

 Friday
 4 days

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

Selected survey types:

Manual count 47 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	22
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	10

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:

Industrial Zone	4
Commercial Zone	9
Development Zone	5
Residential Zone	9
Built-Up Zone	12
Out of Town	1
No Sub Category	7

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:

B1 47 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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	18 days
50,001 to 100,000	3 days

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

Page 3

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

Secondary Filtering selection (Cont.):

5,001 to 25,000	4 days
25,001 to 50,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	19 days
250,001 to 500,000	3 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	25 days
1.6 to 2.0	2 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	18 days
No	29 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	41 days
1b Very poor	1 days
4 Good	2 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 AN-02-A-04 OFFICE ANTRIM

CHURCH ROAD NEWTOWNABBEY DUNANNEY

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 450

Survey date: THURSDAY 17/06/10 Survey Type: MANUAL

BD-02-A-03 OFFICES BEDFORDSHIRE

BROMHAM ROAD BEDFORD

Edge of Town Centre No Sub Category

Total Number of Employees: 240

Survey date: MONDAY 14/10/13 Survey Type: MANUAL

3 BT-02-A-02 OFFICE BRENT

WEMBLEY HILL ROAD

WEMBLEY

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Number of Employees: 450

Survey date: TUESDAY 22/06/10 Survey Type: MANUAL

4 BT-02-A-03 OFFICES BRENT

EMPIRE WAY WEMBLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 39

Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

BT-02-A-04 OFFICES BRENT

EMPIRE WAY WEMBLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 583

Survey date: THURSDAY 14/05/15 Survey Type: MANUAL 6 CA-02-A-04 OFFICE CAMBRI DGESHI RE

6 CA-02-A-04 OFFICE BRETTON WAY

PETERBOROUGH

Edge of Town Commercial Zone

Total Number of Employees: 350

Survey date: THURSDAY 20/10/11 Survey Type: MANUAL

7 CA-02-A-06 OFFICES CAMBRIDGÉSHIRE

LYNCH WOOD
PETERBOROUGH

Edge of Town Commercial Zone

Total Number of Employees: 400

Survey date: WEDNESDAY 19/10/16 Survey Type: MANUAL

8 CB-02-A-02 OFFICE CUMBRIA

PORT ROAD CARLISLE

Edge of Town Centre Industrial Zone

Total Number of Employees: 53

Survey date: FRIDAY 24/06/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 CR-02-A-01 STATISTICS OFFICES CORK

MAHON CRESCENT

CORK

Edge of Town No Sub Category

Total Number of Employees: 451

Survey date: MONDAY 23/06/14 Survey Type: MANUAL

10 DC-02-A-09 COUNCIL OFFICES DORSET THE GROVE

DORCHESTER

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 2088

Survey date: MONDAY 28/11/11 Survey Type: MANUAL

11 DH-02-A-01 RPMI OFFICES DURHAM

BRINKBURN ROAD DARLINGTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 250

Survey date: FRIDAY 05/11/10 Survey Type: MANUAL

12 DH-02-A-02 CONSTRUCTION COMPANY DURHAM

DURHAM ROAD NEAR DURHAM BOWBURN Edge of Town Industrial Zone

Total Number of Employees: 115

Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

13 DN-02-A-02 COUNCIL OFFICES DONEGAL

ST ORANS ROAD BUNCRANA

Edge of Town Centre Residential Zone

Total Number of Employees: 11

Survey date: MONDAY 28/06/10 Survey Type: MANUAL

14 DU-02-A-01 OFFICES DUNDEE CITY

GREENMARKET DUNDEE

> Edge of Town Centre Development Zone

Total Number of Employees: 146

Survey date: THURSDAY 27/04/17 Survey Type: MANUAL

15 ES-02-A-11 HOUSING COMPANY EAST SUSSEX

THE SIDINGS HASTINGS ORE VALLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 16

Survey date: TUESDAY 17/11/15 Survey Type: MANUAL

16 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX

VICARAGE LANE HAILSHAM

> Edge of Town Centre Built-Up Zone

Total Number of Employees: 341

Survey date: THURSDAY 26/11/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER

NEW MOUNT STREET MANCHESTER

Edge of Town Centre Built-Up Zone

Total Number of Employees: 670

Survey date: MONDAY 26/09/16 Survey Type: MANUAL

18 HC-02-A-11 DI Y CO. HQ HAMPSHÍ RÉ

CHESTNUT AVENUE CHANDLER'S FORD

Edge of Town

Commercial Zone
Total Number of Employees:

Number of Employees: 1700

Survey date: MONDAY 17/10/11 Survey Type: MANUAL

19 HC-02-A-12 HMRC HAMPSHIRE

NORTHERN ROAD PORTSMOUTH COSHAM

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 829

Survey date: MONDAY 23/11/15 Survey Type: MANUAL

20 HD-02-A-08 DATA CENTRE HILLINGDON

MILLINGTON ROAD

HAYES

HYDE PARK

Edge of Town Centre

Commercial Zone

Total Number of Employees: 1076

Survey date: TUESDAY 14/06/16 Survey Type: MANUAL

21 HF-02-A-03 OFFICE HERTFORDSHIRE

60 VICTORIA STREET

ST ALBANS

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 8

Survey date: WEDNESDAY 16/10/13 Survey Type: MANUAL

22 HF-02-A-04 OFFICES HERTFORDSHIRE

STATION WAY ST ALBANS

> Edge of Town Centre Residential Zone

Total Number of Employees: 365

Survey date: THURSDAY 02/10/14 Survey Type: MANUAL

23 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW

SYON LANE ISLEWORTH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 6500

Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

24 KC-02-A-07 KCC HIGHWAYS REG. KENT

KAVELIN WAY ASHFORD

HENWOOD IND. ESTATE

Edge of Town Commercial Zone

Total Number of Employees: 233

Survey date: MONDAY 05/12/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

KC-02-A-08 KCC HIGHWAYS REG. OFFICE **KENT**

ST MICHAEL'S CLOSE

AYLESFORD CLAY WOOD

Edge of Town Industrial Zone

Total Number of Employees: 190

Survey date: MONDAY 28/11/11 Survey Type: MANUAL

26 KC-02-A-09 COUNCIL OFFICES **KENT**

SANDLING ROAD MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 200

Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

KC-02-A-10 COUNCIL OFFICES 27 **KENT**

SANDLING ROAD

MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 430

Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

28 KC-02-A-11 **COUNTY HALL KENT**

SANDLING ROAD MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 2139

Survey date: MONDAY 17/10/11 Survey Type: MANUAL

29 LC-02-A-09 **OFFICES** LANCASHIRE

FURTHERGATE BLACKBURN

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Number of Employees: 150

Survey date: TUESDAY 04/06/13 Survey Type: MANUAL 30 MG-02-A-02 **OFFICES** MONAGHAN

ARMAGH ROAD MONAGHAN

Edge of Town Out of Town

Total Number of Employees: 94

Survey date: WEDNESDAY 16/11/16 Survey Type: MANUAL

NF-02-A-01 COUNCIL OFFICE 31 NORFOLK

CHAPEL STREET KING'S LYNN

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 408

30/09/10 Survey date: THURSDAY Survey Type: MANUAL

NF-02-A-02 FINANCIAL PLANNERS NORFOLK 32

NORTH QUAY **GREAT YARMOUTH**

Edge of Town Centre Commercial Zone

Total Number of Employees: 50

Survey date: MONDAY 11/09/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

NF-02-A-03 **OFFICES** NORFOLK

NORTH QUAY **GREAT YARMOUTH**

Edge of Town Centre Commercial Zone

Total Number of Employees:

Survey date: TUESDAY 12/09/17 Survey Type: MANUAL

PS-02-A-01 COUNCIL OFFICES **POWYS**

SEVERN ROAD WELSHPOOL

Edge of Town Centre No Sub Category

Total Number of Employees: 140

Survey date: TUESDAY 12/05/15 Survey Type: MANUAL

RO-02-A-02 **GOVERNMENT OFFICES** ROSCOMMON

GOLF LINKS ROAD **ROSCOMMON** ARDSALLAGH BEG Edge of Town Centre Residential Zone

Total Number of Employees: 200

Survey date: TUESDAY 23/09/14 Survey Type: MANUAL

SC-02-A-15 36 **ACCOUNTANTS SURREY**

BOXGROVE ROAD GUILDFORD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 140

Survey date: TUESDAY 05/10/10 Survey Type: MANUAL

SC-02-A-16 37 BANK OF AMERICA **SURREY**

STANHOPE ROAD **CAMBERLEY**

Edge of Town Commercial Zone

Total Number of Employees: 250

Survey date: TUESDAY 10/05/11 Survey Type: MANUAL

38 SC-02-A-17 **PHARMACEUTI CALS SURREY**

ST GEORGE'S AVENUE WEYBRIDGE

THE HEATH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 345

Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

SF-02-A-01 39 COUNCIL OFFICES **SUFFOLK**

BEETONS WAY BURY ST. EDMUNDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 700

Survey date: MONDAY 27/09/10 Survey Type: MANUAL

SF-02-A-02 **OFFICES** 40 **SUFFOLK**

BATH STREET IPSWICH

> Edge of Town Centre Commercial Zone

Total Number of Employees: 218

Survey date: FRIDAY 19/07/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41 SW-02-A-01 OFFICES SWANSEA

LANGDON ROAD SWANSEA

Edge of Town Centre Development Zone

Total Number of Employees: 1221

Survey date: FRIDAY 25/10/13 Survey Type: MANUAL

42 SW-02-A-02 OFFICE SWANSEA

KINGS ROAD SWANSEA

Edge of Town Centre Development Zone

Total Number of Employees: 155

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

43 WH-02-A-03 OFFICE WANDSWORTH

BROUGHTON STREET

NINE ELMS

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Number of Employees: 110

Survey date: MONDAY 16/11/15 Survey Type: MANUAL

44 WM-02-A-04 OFFICE WEST MIDLANDS

BOURNVILLE LANE BIRMINGHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 50

Survey date: TUESDAY 10/11/15 Survey Type: MANUAL

45 WO-02-A-02 OFFICE WORCESTERSHIRE

MOOR STREET

WORCESTER CITY COUNCIL

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 125

Survey date: MONDAY 14/11/16 Survey Type: MANUAL
6 WY-02-A-03 OFFICE WEST YORKSHIRE

46 WY-02-A-03 VICTORIA ROAD

LEEDS

HEADINGLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 243

Survey date: THURSDAY 17/06/10 Survey Type: MANUAL

47 WY-02-A-05 OFFICES WEST YORKSHIRE

PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category

Total Number of Employees: 115

Survey date: TUESDAY 23/05/17 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.

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE **VEHICLES**

Time Range: 08:00-09:00 TOTALS

Ranking Type: TO 15th Percentile = No. DC-02-A-09 Tot: 0.123 40 85th Percentile = No. MG-02-A-02 Tot: 0.554

Median Values Mean Values

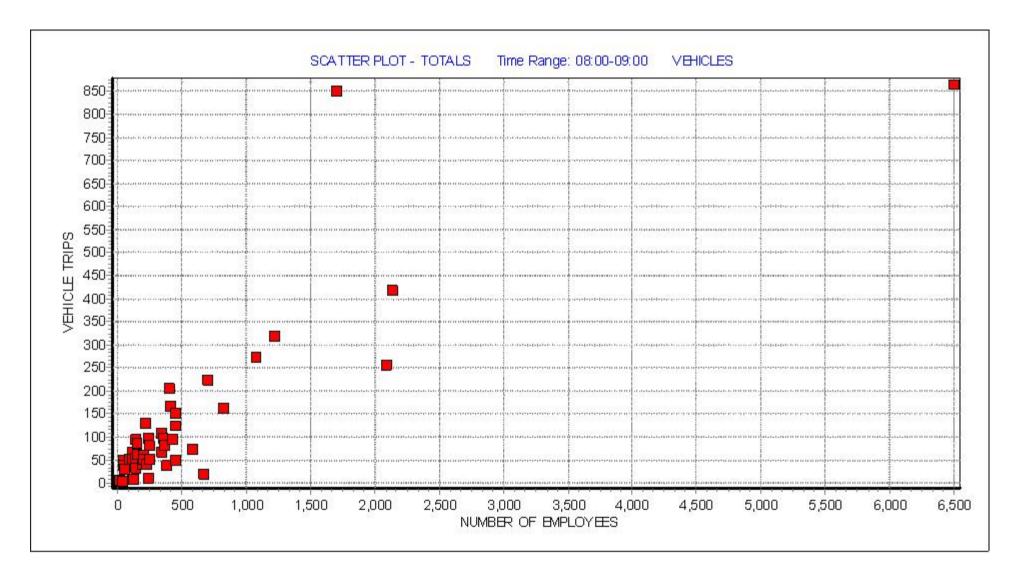
Arrivals: 0.246 Arrivals: 0.299 Departures: 0.031 Departures: 0.032 Totals: 0.277 Totals: 0.330

								Trip Rate (Sorted by To		Totals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
1	WM-02-A-04	OFFICE	BIRMINGHAM	WEST MIDLANDS	50	Tue	10/11/15	0.940	0.040	0.980
2	HF-02-A-03	OFFICE	ST ALBANS	HERTFORDSHIRE	8	Wed	16/10/13	0.875	0.000	0.875
3		FINANCIAL PLAN	GREAT YARMOUTH	NORFOLK	50	Mon	11/09/17	0.680	0.100	0.780
4	PS-02-A-01	COUNCIL OFFICE	WELSHPOOL	POWYS	140	Tue	12/05/15	0.571	0.100	0.671
5	SF-02-A-02	OFFICES	IPSWICH	SUFFOLK	218	Fri	19/07/13	0.459	0.133	0.592
6	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	115	Tue	27/11/12	0.565	0.026	0.591
7	LC-02-A-09	OFFICES	BLACKBURN	LANCASHIRE	150	Tue	04/06/13	0.533	0.047	0.580
8	MG-02-A-02	OFFICES	MONAGHAN	MONAGHAN	94	Wed	16/11/16	0.511	0.043	0.554
9	CB-02-A-02	OFFICE	CARLISLE	CUMBRIA	53	Fri	24/06/16	0.453	0.094	0.547
10	CA-02-A-06	OFFICES	PETERBOROUGH	CAMBRIDGESHIRE	400	Wed	19/10/16	0.475	0.035	0.510
11	HC-02-A-11	DIY CO. HQ	CHANDLER'S FORD	HAMPSHIRE	1700	Mon	17/10/11	0.465	0.036	0.501
12	WY-02-A-05	OFFICES	CASTLEFORD	WEST YORKSHIRE	115	Tue	23/05/17	0.409	0.043	0.452
13	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	408	Thu	30/09/10	0.350	0.061	0.411
14	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	243	Thu	17/06/10	0.313	0.086	0.399
15	SW-02-A-02	OFFICE	SWANSEA	SWANSEA	155	Thu	24/10/13	0.342	0.052	0.394
16	ES-02-A-11	HOUSING COMPAN	HASTINGS	EAST SUSSEX	16	Tue	17/11/15	0.375	0.000	0.375
17	DU-02-A-01	OFFICES	DUNDEE	DUNDEE CITY	146	Thu	27/04/17	0.281	0.082	0.363
18	AN-02-A-04	OFFICE	NEWTOWNABBEY	ANTRIM	450	Thu	17/06/10	0.327	0.011	0.338
19	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	250	Fri	05/11/10	0.284	0.040	0.324
20	ES-02-A-12	COUNCIL OFFICE	HAILSHAM	EAST SUSSEX	341	Thu	26/11/15	0.293	0.026	0.319
21	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	700	Mon	27/09/10	0.277	0.041	0.318
22	KC-02-A-09	COUNCIL OFFICE	MAIDSTONE	KENT	200	Wed	19/10/11	0.265	0.035	0.300
23	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	350	Thu	20/10/11	0.254	0.023	0.277
24	CR-02-A-01	STATISTICS OFF	CORK	CORK	451	Mon	23/06/14	0.246	0.031	0.277
25	DN-02-A-02	COUNCIL OFFICE	BUNCRANA	DONEGAL	11	Mon	28/06/10	0.273	0.000	0.273
26	SW-02-A-01	OFFICES	SWANSEA	SWANSEA	1221	Fri	25/10/13	0.223	0.038	0.261
27	RO-02-A-02	GOVERNMENT OFF	ROSCOMMON	ROSCOMMON	200	Tue	23/09/14	0.225	0.030	0.255
28	HD-02-A-08	DATA CENTRE	HAYES	HILLINGDON	1076	Tue	14/06/16	0.243	0.010	0.253
29	SC-02-A-15	ACCOUNTANTS	GUILDFORD	SURREY	140	Tue	05/10/10	0.214	0.021	0.235
30	HF-02-A-04	OFFICES	ST ALBANS	HERTFORDSHIRE	365	Thu	02/10/14	0.225	0.000	0.225
31	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	430	Wed	19/10/11	0.205	0.014	0.219
32	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	190	Mon	28/11/11	0.184	0.026	0.210
33	SC-02-A-16	BANK OF AMERIC	CAMBERLEY	SURREY	250	Tue	10/05/11	0.200	0.004	0.204
34	KC-02-A-11	COUNTY HALL	MAIDSTONE	KENT	2139	Mon	17/10/11	0.186	0.009	0.195
35	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	345	Tue	18/10/11	0.180	0.014	0.194
36	HC-02-A-12	HMRC	PORTSMOUTH	HAMPSHIRE	829	Mon	23/11/15	0.180	0.014	0.194
37	KC-02-A-07	KCC HIGHWAYS R	ASHFORD	KENT	233	Mon	05/12/11	0.167	0.009	0.176
38	HO-02-A-01	SKY HEADQUARTE	ISLEWORTH	HOUNSLOW	6500	Wed	05/07/17	0.116	0.017	0.133
39	BT-02-A-04	OFFICES	WEMBLEY	BRENT	583	Thu	14/05/15	0.117	0.009	0.126

								Trip Rate (Sorted by Totals)		
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
40	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	2088	Mon	28/11/11	0.101	0.022	0.123
41	BT-02-A-02	OFFICE	WEMBLEY	BRENT	450	Tue	22/06/10	0.096	0.013	0.109
42	NF-02-A-03	OFFICES	GREAT YARMOUTH	NORFOLK	380	Tue	12/09/17	0.079	0.024	0.103
43	WH-02-A-03	OFFICE	NINE ELMS	WANDSWORTH	110	Mon	16/11/15	0.073	0.009	0.082
44	BT-02-A-03	OFFICES	WEMBLEY	BRENT	39	Wed	03/06/15	0.077	0.000	0.077
45	WO-02-A-02	OFFICE	WORCESTER CITY COUN	WORCESTERSHIRE	125	Mon	14/11/16	0.064	0.008	0.072
46	BD-02-A-03	OFFICES	BEDFORD	BEDFORDSHIRE	240	Mon	14/10/13	0.037	0.004	0.041
47	GM-02-A-09	LEASED OFFICES	MANCHESTER	GREATER MANCHESTER	670	Mon	26/09/16	0.024	0.006	0.030

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 02 - EMPLOYMENT : A - OFFICE

Category VEHICLES

Selected regions and areas: 01 GREATER LONDON **BRENT** 3 days 1 days HD HILLINGDON HOUNSLOW НО 1 days WH WANDSWORTH 1 days 02 SOUTH EAST BEDFORDSHIRE BD 1 days 2 days ES **EAST SUSSEX** HC HAMPSHIRE 2 days HERTFORDSHIRE HF 2 days KC **KENT** 5 days SC **SURREY** 3 days 03 SOUTH WEST 1 days DC DORSET 04 EAST ANGLIA CAMBRIDGESHIRE CA 2 days NF **NORFOLK** 3 days SF SUFFOLK 2 days WEST MIDLANDS 06 WEST MIDLANDS 1 days WORCESTERSHIRE WO 1 days YORKSHIRE & NORTH LINCOLNSHIRE 07 WEST YORKSHIRE WY 2 days **NORTH WEST** 08 GM **GREATER MANCHESTER** 1 days LANCASHIRE 1 days LC 09 NORTH СВ **CUMBRIA** 1 days **DURHAM** 2 days DH 10 WALES PS **POWYS** 1 days SW **SWANSEA** 2 days **SCOTLAND** 11 **DUNDEE CITY** DU 1 days CONNAUGHT 12 RO ROSCOMMON 1 days MUNSTER 13 CR CORK 1 days ULSTER (REPUBLIC OF IRELAND) 16 DN DONEGAL 1 days MG MONAGHAN 1 days 17 ULSTER (NORTHERN I RELAND) **ANTRIM** 1 days

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

Licence No: 700703

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 Employees Actual Range: 8 to 6500 (units:) Range Selected by User: 0 to 9500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/09/17

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 14 days Tuesday 13 days Wednesday 7 days Thursday 9 days Friday 4 days

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

Selected survey types:

Manual count 47 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	22
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	10

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:

Industrial Zone	4
Commercial Zone	9
Development Zone	5
Residential Zone	9
Built-Up Zone	12
Out of Town	1
No Sub Category	7

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:

B1 47 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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	18 days
50,001 to 100,000	3 days

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

Licence No: 700703

Secondary Filtering selection (Cont.):

D/		_	
Population	WIININ	.2	mnnes:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	19 days
250,001 to 500,000	3 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	25 days
1.6 to 2.0	2 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	18 days
No	29 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	41 days
1b Very poor	1 days
4 Good	2 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

ANTRIM

BRENT

Survey Type: MANUAL

Survey Type: MANUAL

BEDFORDSHIRE

AN-02-A-04 CHURCH ROAD

> **NEWTOWNABBEY DUNANNEY**

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 450

OFFICE

Survey date: THURSDAY 17/06/10 **OFFICES**

BD-02-A-03 BROMHAM ROAD

BEDFORD

Edge of Town Centre No Sub Category

Total Number of Employees:

240 Survey date: MONDAY 14/10/13

BT-02-A-02 OFFICE WEMBLEY HILL ROAD

WEMBLEY

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Number of Employees: 450

Survey date: TUESDAY 22/06/10 Survey Type: MANUAL

BT-02-A-03 OFFICES **BRENT**

EMPIRE WAY WEMBLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 39

Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

BT-02-A-04 **OFFICES BRENT**

EMPIRE WAY WEMBLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 583

Survey date: THURSDAY 14/05/15 Survey Type: MANUAL CA-02-A-04 OFFICE CAMBRI ĎGÉSHI RE

BRETTON WAY

PETERBOROUGH Edge of Town

Commercial Zone Total Number of Employees: 350

Survey date: THURSDAY 20/10/11 Survey Type: MANUAL

CA-02-A-06 CAMBRI DGESHI RE **OFFICES**

LYNCH WOOD PETERBOROUGH

Edge of Town Commercial Zone

Total Number of Employees: 400

Survey date: WEDNESDAY 19/10/16 Survey Type: MANUAL

CB-02-A-02 OFFICE **CUMBRIA**

PORT ROAD **CARLISLE**

> Edge of Town Centre Industrial Zone

Total Number of Employees: 53

Survey date: FRIDAY 24/06/16 Survey Type: MANUAL

Thursday 23/08/18 Page 17

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

CR-02-A-01 STATISTICS OFFICES CORK

MAHON CRESCENT

CORK

Edge of Town No Sub Category

Total Number of Employees: 451

Survey date: MONDAY 23/06/14 Survey Type: MANUAL

DC-02-A-09 COUNCIL OFFICES **DORSET** THE GROVE

DORCHESTER

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 2088

Survey date: MONDAY 28/11/11 Survey Type: MANUAL

DH-02-A-01 RPMI OFFICES 11 **DURHAM**

BRINKBURN ROAD **DARLINGTON**

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 250

Survey date: FRIDAY 05/11/10 Survey Type: MANUAL

CONSTRUCTION COMPANY DH-02-A-02 12 **DURHAM**

DURHAM ROAD NEAR DURHAM BOWBURN Edge of Town Industrial Zone

Total Number of Employees: 115

Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

DN-02-A-02 13 COUNCIL OFFICES DONEGAL

ST ORANS ROAD **BUNCRANA**

Edge of Town Centre Residential Zone

Total Number of Employees: 11

Survey date: MONDAY 28/06/10

Survey Type: MANUAL DUNDEE CITY 14 DU-02-A-01 **OFFICES**

GREENMARKET

DUNDEE

Edge of Town Centre Development Zone

Total Number of Employees: 146

Survey date: THURSDAY 27/04/17 Survey Type: MANUAL

ES-02-A-11 EAST SUSSEX 15 HOUSING COMPANY

THE SIDINGS **HASTINGS** ORE VALLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 16

Survey date: TUESDAY 17/11/15

Survey Type: MANUAL ES-02-A-12 COUNCIL OFFICES EAST SUSSEX 16

VICARAGE LANE HAILSHAM

> Edge of Town Centre Built-Up Zone

Total Number of Employees: 341

Survey date: THURSDAY 26/11/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER

NEW MOUNT STREET MANCHESTER

Edge of Town Centre Built-Up Zone

Total Number of Employees: 670

Survey date: MONDAY 26/09/16 Survey Type: MANUAL

18 HC-02-A-11 DIY CO. HQ HAMPSHIRE

CHESTNUT AVENUE CHANDLER'S FORD

Edge of Town

Commercial Zone
Total Number of Employees: 1700

Survey date: MONDAY 17/10/11 Survey Type: MANUAL

19 HC-02-A-12 HMRC HAMPSHIRE

NORTHERN ROAD PORTSMOUTH

COSHAM

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 829

Survey date: MONDAY 23/11/15 Survey Type: MANUAL

20 HD-02-A-08 DATA CENTRE HILLINGDON

MILLINGTON ROAD

HAYES

HYDE PARK

Edge of Town Centre

Commercial Zone

Total Number of Employees: 1076

Survey date: TUESDAY 14/06/16 Survey Type: MANUAL

21 HF-02-A-03 OFFICE HERTFORDSHIRE

60 VICTORIA STREET

ST ALBANS

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 8

Survey date: WEDNESDAY 16/10/13 Survey Type: MANUAL

22 HF-02-A-04 OFFICES HERTFORDSHIRE

STATION WAY ST ALBANS

> Edge of Town Centre Residential Zone

Total Number of Employees: 365

Survey date: THURSDAY 02/10/14 Survey Type: MANUAL

23 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW

SYON LANE ISLEWORTH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 6500

Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

24 KC-02-A-07 KCC HIGHWAYS REG. KENT

KAVELIN WAY ASHFORD

HENWOOD IND. ESTATE

Edge of Town Commercial Zone

Total Number of Employees: 233

Survey date: MONDAY 05/12/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25 KC-02-A-08 KCC HIGHWAYS REG. OFFICE KENT

ST MICHAEL'S CLOSE

AYLESFORD CLAY WOOD

Edge of Town Industrial Zone

Total Number of Employees: 190

Survey date: MONDAY 28/11/11 Survey Type: MANUAL

26 KC-02-A-09 COUNCIL OFFICES KENT

SANDLING ROAD MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 200

Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

27 KC-02-A-10 COUNCIL OFFICES KENT

SANDLING ROAD

MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 430

Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

28 KC-02-A-11 COUNTY HALL KENT

SANDLING ROAD MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 2139

Survey date: MONDAY 17/10/11 Survey Type: MANUAL

29 LC-02-A-09 OFFICES LANCASHIRE

FURTHERGATE BLACKBURN

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Number of Employees: 150

Survey date: TUESDAY 04/06/13 Survey Type: MANUAL

30 MG-02-A-02 OFFICES MONAGHAN

ARMAGH ROAD MONAGHAN

Edge of Town Out of Town

Total Number of Employees: 94

Survey date: WEDNESDAY 16/11/16 Survey Type: MANUAL

31 NF-02-A-01 COUNCIL OFFICE NORFOLK

CHAPEL STREET KING'S LYNN

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 408

Survey date: THURSDAY 30/09/10 Survey Type: MANUAL

32 NF-02-A-02 FINANCIAL PLANNERS NORFOLK

NORTH QUAY GREAT YARMOUTH

Edge of Town Centre Commercial Zone

Total Number of Employees: 50

Survey date: MONDAY 11/09/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33 NF-02-A-03 OFFICES NORFOLK

NORTH QUAY GREAT YARMOUTH

Edge of Town Centre

Commercial Zone
Total Number of Employees: 380

Survey date: TUESDAY 12/09/17 Survey Type: MANUAL

34 PS-02-A-01 COUNCIL OFFICES POWYS

SEVERN ROAD WELSHPOOL

Edge of Town Centre No Sub Category

Total Number of Employees: 140

Survey date: TUESDAY 12/05/15 Survey Type: MANUAL

35 RO-02-A-02 GOVERNMENT OFFICES ROSCOMMON

GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG Edge of Town Centre Residential Zone

Total Number of Employees: 200

Survey date: TUESDAY 23/09/14 Survey Type: MANUAL

36 SC-02-A-15 ACCOUNTANTS SURREY

BOXGROVE ROAD GUILDFORD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 140

Survey date: TUESDAY 05/10/10 Survey Type: MANUAL

37 SC-02-A-16 BANK OF AMERICA SURREY

STANHOPE ROAD CAMBERLEY

Edge of Town Commercial Zone

Total Number of Employees: 250

Survey date: TUESDAY 10/05/11 Survey Type: MANUAL

38 SC-02-A-17 PHARMACEUTICALS SURREY

ST GEORGE'S AVENUE WEYBRIDGE

WEYBRIDGE THE HEATH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 345

Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

39 SF-02-A-01 COUNCIL OFFICES SUFFOLK

BEETONS WAY BURY ST. EDMUNDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 700

Survey date: MONDAY 27/09/10 Survey Type: MANUAL

40 SF-02-A-02 OFFICES SUFFOLK

BATH STREET
IPSWICH

Edge of Town Centre Commercial Zone

Total Number of Employees: 218

Survey date: FRIDAY 19/07/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

SW-02-A-01 **OFFICES SWANSEA**

LANGDON ROAD **SWANSEA**

Edge of Town Centre Development Zone

Total Number of Employees: 1221

Survey date: FRIDAY 25/10/13 Survey Type: MANUAL

SW-02-A-02 OFFICE **SWANSEA**

KINGS ROAD **SWANSEA**

Edge of Town Centre Development Zone

Total Number of Employees: 155

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

WH-02-A-03 WANDSWORTH OFFICE

BROUGHTON STREET

NINE ELMS

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Number of Employees: 110

Survey date: MONDAY 16/11/15 Survey Type: MANUAL

WM-02-A-04 WEST MIDLANDS **OFFICE**

BOURNVILLE LANE BIRMINGHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 50

Survey date: TUESDAY 10/11/15 Survey Type: MANUAL

WO-02-A-02 45 OFFICE **WORCESTERSHIRE**

MOOR STREET

WORCESTER CITY COUNCIL

Edge of Town Centre

Built-Up Zone

Total Number of Employees: 125

Survey date: MONDAY 14/11/16 Survey Type: MANUAL WEST YÖRKSHIRE

WY-02-A-03 OFFICE 46 VICTORIA ROAD

LEEDS

HEADINGLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 243

Survey date: THURSDAY 17/06/10 Survey Type: MANUAL

WY-02-A-05 WEST YÖRKSHIRE 47 **OFFICES**

PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category

Total Number of Employees: 115

23/05/17 Survey date: TUESDAY 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.

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE **VEHICLES**

Time Range: 17:00-18:00 TOTALS

Ranking Type: TO 15th Percentile = No. 40 WY-02-A-05 Tot: 0.122 85th Percentile = No. MG-02-A-02 Tot: 0.415

Median Values Mean Values

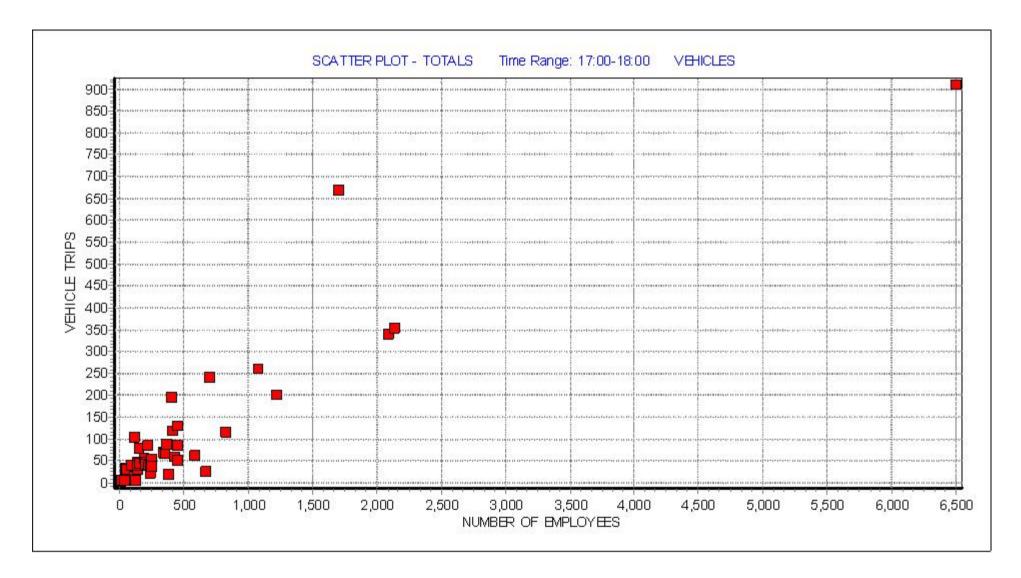
Arrivals: 0.014 Arrivals: 0.025 Departures: 0.200 Departures: 0.244 Totals: Totals: 0.214 0.269

								Trip Ra	te (Sorted by T	otals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
1	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	115	Tue	27/11/12	0.087	0.835	0.922
2	NF-02-A-02	FINANCIAL PLAN	GREAT YARMOUTH	NORFOLK	50	Mon	11/09/17	0.180	0.500	0.680
3		OFFICE	CARLISLE	CUMBRIA	53	Fri	24/06/16	0.075	0.509	0.584
4	WM-02-A-04	OFFICE	BIRMINGHAM	WEST MIDLANDS	50	Tue	10/11/15	0.040	0.540	0.580
5	LC-02-A-09	OFFICES	BLACKBURN	LANCASHIRE	150	Tue	04/06/13	0.067	0.460	0.527
6	HF-02-A-03	OFFICE	ST ALBANS	HERTFORDSHIRE	8	Wed	16/10/13	0.000	0.500	0.500
7	CA-02-A-06	OFFICES	PETERBOROUGH	CAMBRIDGESHIRE	400	Wed	19/10/16	0.015	0.477	0.492
8	MG-02-A-02	OFFICES	MONAGHAN	MONAGHAN	94	Wed	16/11/16	0.021	0.394	0.415
9	HC-02-A-11	DIY CO. HQ	CHANDLER'S FORD	HAMPSHIRE	1700	Mon	17/10/11	0.010	0.384	0.394
10	SF-02-A-02	OFFICES	IPSWICH	SUFFOLK	218	Fri	19/07/13	0.078	0.312	0.390
11	ES-02-A-11	HOUSING COMPAN	HASTINGS	EAST SUSSEX	16	Tue	17/11/15	0.000	0.375	0.375
12	SC-02-A-15	ACCOUNTANTS	GUILDFORD	SURREY	140	Tue	05/10/10	0.043	0.307	0.350
13	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	700	Mon	27/09/10	0.049	0.296	0.345
14	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	190	Mon	28/11/11	0.005	0.295	0.300
15	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	408	Thu	30/09/10	0.032	0.262	0.294
16	AN-02-A-04	OFFICE	NEWTOWNABBEY	ANTRIM	450	Thu	17/06/10	0.011	0.282	0.293
17	SW-02-A-02	OFFICE	SWANSEA	SWANSEA	155	Thu	24/10/13	0.052	0.239	0.291
18	DU-02-A-01	OFFICES	DUNDEE	DUNDEE CITY	146	Thu	27/04/17	0.041	0.240	0.281
19	DN-02-A-02	COUNCIL OFFICE	BUNCRANA	DONEGAL	11	Mon	28/06/10	0.000	0.273	0.273
20	HF-02-A-04	OFFICES	ST ALBANS	HERTFORDSHIRE	365	Thu	02/10/14	0.003	0.241	0.244
21	HD-02-A-08	DATA CENTRE	HAYES	HILLINGDON	1076	Tue	14/06/16	0.012	0.231	0.243
22	RO-02-A-02	GOVERNMENT OFF	ROSCOMMON	ROSCOMMON	200	Tue	23/09/14	0.035	0.205	0.240
23	KC-02-A-09	COUNCIL OFFICE	MAIDSTONE	KENT	200	Wed	19/10/11	0.020	0.195	0.215
24	PS-02-A-01	COUNCIL OFFICE	WELSHPOOL	POWYS	140	Tue	12/05/15	0.014	0.200	0.214
25	SC-02-A-16	BANK OF AMERIC	CAMBERLEY	SURREY	250	Tue	10/05/11	0.008	0.204	0.212
26	ES-02-A-12	COUNCIL OFFICE	HAILSHAM	EAST SUSSEX	341	Thu	26/11/15	0.006	0.199	0.205
27	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	350	Thu	20/10/11	0.014	0.183	0.197
28	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	345	Tue	18/10/11	0.009	0.188	0.197
29	CR-02-A-01	STATISTICS OFF	CORK	CORK	451	Mon	23/06/14	0.011	0.177	0.188
30	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	243	Thu	17/06/10	0.004	0.177	0.181
31	KC-02-A-07	KCC HIGHWAYS R	ASHFORD	KENT	233	Mon	05/12/11	0.004	0.167	0.171
32	KC-02-A-11	COUNTY HALL	MAIDSTONE	KENT	2139	Mon	17/10/11	0.007	0.159	0.166
33	SW-02-A-01	OFFICES	SWANSEA	SWANSEA	1221	Fri	25/10/13	0.005	0.161	0.166
34	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	2088	Mon	28/11/11	0.023	0.140	0.163
35	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	250	Fri	05/11/10	0.024	0.124	0.148
36	HC-02-A-12	HMRC	PORTSMOUTH	HAMPSHIRE	829	Mon	23/11/15	0.033	0.107	0.140
37	HO-02-A-01	SKY HEADQUARTE	ISLEWORTH	HOUNSLOW	6500	Wed	05/07/17	0.014	0.126	0.140
38	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	430	Wed	19/10/11	0.005	0.133	0.138
39	BT-02-A-03	OFFICES	WEMBLEY	BRENT	39	Wed	03/06/15	0.026	0.103	0.129

								Trip Ra	te (Sorted by	Totals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
40	WY-02-A-05	OFFICES	CASTLEFORD	WEST YORKSHIRE	115	Tue	23/05/17	0.000	0.122	0.122
41	BT-02-A-02	OFFICE	WEMBLEY	BRENT	450	Tue	22/06/10	0.024	0.087	0.111
42	BT-02-A-04	OFFICES	WEMBLEY	BRENT	583	Thu	14/05/15	0.012	0.093	0.105
43	BD-02-A-03	OFFICES	BEDFORD	BEDFORDSHIRE	240	Mon	14/10/13	0.046	0.054	0.100
44	WH-02-A-03	OFFICE	NINE ELMS	WANDSWORTH	110	Mon	16/11/15	0.009	0.082	0.091
45	WO-02-A-02	OFFICE	WORCESTER CITY COUN	WORCESTERSHIRE	125	Mon	14/11/16	0.000	0.056	0.056
46	NF-02-A-03	OFFICES	GREAT YARMOUTH	NORFOLK	380	Tue	12/09/17	0.011	0.039	0.050
47	GM-02-A-09	LEASED OFFICES	MANCHESTER	GREATER MANCHESTER	670	Mon	26/09/16	0.006	0.031	0.037

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category VEHICLES : B - BUSINESS PARK

Selec	cted regions and areas:	
01	GREATER LONDON	
	BK BARKING	1 days
	HD HILLINGDON	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
	NH NEWHAM	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	4 1
0.4	DV DEVON	1 days
04	EAST ANGLIA	0 1
0.5	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	1 40.00
	LE LEICESTERSHIRE	1 days
06	LN LINCOLNSHIRE WEST MIDLANDS	1 days
06	HE HEREFORDSHIRE	1 days
	SH SHROPSHIRE	1 days 1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	r days
07	WY WEST YORKSHIRE	3 days
08	NORTH WEST	o days
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	,
	TW TYNE & WEAR	1 days
10	WALES	, and the second
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	4 1
1/	DL DUBLIN	4 days
16	ULSTER (REPUBLIC OF IRELAND)	1 do:
17	DN DONEGAL	1 days
17	ULSTER (NORTHERN I RELAND) AN ANTRIM	E days
	AIN AINTRIIVI	5 days

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

Licence No: 700703

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 Employees
Actual Range: 44 to 5000 (units:)
Range Selected by User: 0 to 6069 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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 7 days
Tuesday 6 days
Wednesday 9 days
Thursday 12 days
Friday 11 days

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

Selected survey types:

Manual count 45 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:

Town Centre	2
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	13
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	1

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:

10
10
5
4
2
2
1
1
10

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:

Not Known 2 days B1 43 days

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

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Secondary Filtering selection (Cont.):

Population within	1	mile:
1.000 or Loss		

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	13 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	12 days
500,001 or More	11 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	21 days
1.1 to 1.5	23 days
2.1 to 2.5	1 days

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

Travel Plan:

Yes	5 days
No	40 davs

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	39 days
2 Poor	4 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

ANTRIM

ANTRIM

ANTRIM

Survey Type: MANUAL

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters

AN-02-B-01 BEECHILL ROAD

BELFAST

NEWTOWNBREDA

Edge of Town

No Sub Category

Total Number of Employees:

210 Survey date: THURSDAY 27/11/14

AN-02-B-02 **BUSINESS PARK**

MONTGOMERY ROAD

BELFAST

CASTLEREAGH Edge of Town

Industrial Zone

Total Number of Employees:

Survey date: WEDNESDAY 12/10/16

BUSINESS PARK

AN-02-B-03 **BUSINESS PARK**

BELMONT ROAD

BELFAST

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 72

Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

198

AN-02-B-04 **BUSINESS PARK** ANTRIM

CASTLEREAGH ROAD

BELFAST

CASTLEREAGH

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 198

Survey date: THURSDAY 19/10/17

Survey Type: MANUAL AN-02-B-05 **BUSINESS PARK** ANTRIM

ALBERT STREET

BELFAST

Town Centre Built-Up Zone

Total Number of Employees:

169 Survey date: THURSDAY

19/10/17 Survey Type: MANUAL BK-02-B-01 **BUSINESS PARK** BARKINĞ

FRESHWATER ROAD

DAGENHAM

CHADWELL HEATH

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 55

Survey date: MONDAY 06/10/14 Survey Type: MANUAL

CA-02-B-02 **BUSINESS PARK** CAMBRI DGESHI RE

LYNCH WOOD

PETERBOROUGH

Edge of Town

Commercial Zone

Total Number of Employees: 510

Survey date: WEDNESDAY 19/10/16 Survey Type: MANUAL

CA-02-B-03 CAMBRI DGÉSHI RE SCIENCE PARK

MILTON ROAD

CAMBRIDGE

Edge of Town

No Sub Category Total Number of Employees: 5000

Survey date: FRIDAY 06/10/17 Survey Type: MANUAL

CF-02-B-03 **BUSINESS PARK CARDIFF**

FORTRAN ROAD

CARDIFF

ST MELLONS

Edge of Town

Industrial Zone

Total Number of Employees:

506 Survey date: MONDAY 18/10/10 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

CF-02-B-04 **BUSINESS PARK CARDIFF**

RHYMNEY RIVER BRIDGE RD

CARDIFF

Edge of Town Development Zone

Total Number of Employees: 47

Survey date: FRIDAY 05/05/17 Survey Type: MANUAL

CF-02-B-05 **BUSINESS PARK CARDIFF**

LAMBOURNE CRESCENT

CARDIFF LLANISHEN

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 565

Survey date: WEDNESDAY 05/10/16 Survey Type: MANUAL

CH-02-B-01 **BUSINESS PARK CHESHI RE** 12

WINTERTON WAY

MACCLESFIELD

Edge of Town Development Zone

Total Number of Employees: 44

Survey date: MONDAY 19/09/16 Survey Type: MANUAL

13 CP-02-B-01 **BUSINESS PARK** CAERPHILLY

VAN ROAD **CAERPHILLY**

> Edge of Town Commercial Zone

Total Number of Employees: 500

Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

14 CR-02-B-01 **TECHNOLOGY CENTRE** CORK

CURRAHEEN ROAD

CORK

Edge of Town Residential Zone

Total Number of Employees: 650

Survey date: THURSDAY 19/06/14 Survey Type: MANUAL

15 CS-02-B-01 **BUSINESS PARK** SLIGO

AIRPORT ROAD STRANDHILL KILLASPUGBRONE

Free Standing (PPS6 Out of Town)

Out of Town

Total Number of Employees: 85

Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

DL-02-B-04 **BUSINESS PARK** 16 DUBLIN

TANEY DRIVE DUBLIN

DUNDRUM Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 612

Survey date: WEDNESDAY 12/09/12 Survey Type: MANUAL

DL-02-B-06 OFFICE PARK 17 **DUBLIN**

MAIN STREET DUBLIN **DUNDRUM**

Neighbourhood Centre (PPS6 Local Centre)

High Street

Total Number of Employees: 116

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

DL-02-B-07 **BUSINESS PARK DUBLIN**

BURTON HALL AVENUE

DUBLIN

LEOPARDSTOWN

Edge of Town

Commercial Zone

Total Number of Employees: 192

Survey date: WEDNESDAY Survey Type: MANUAL 01/10/14

DL-02-B-08 **BUSINESS PARK DUBLIN**

OLD NAAS ROAD

DUBLIN

INCHICORE

Suburban Area (PPS6 Out of Centre)

Commercial Zone

Total Number of Employees: 134

Survey date: TUESDAY 05/09/17 Survey Type: MANUAL

DN-02-B-02 **BUSINESS PARK** 20 **DONEGAL**

N56

LETTERKENNY

KNOCKNAMONA

Edge of Town

No Sub Category

Total Number of Employees: 910

Survey date: MONDAY 29/09/14 Survey Type: MANUAL

DV-02-B-01 **BUSINESS PARK DEVON** 21

MANATON CLOSE

EXETER

MATFORD BUSINESS PARK

Edge of Town Commercial Zone

Total Number of Employees: 51

Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

FA-02-B-02 **BUSINESS PARK** FALKIRK

CALLENDAR BOULEVARD

FALKIRK

CALLENDAR PARK

Edge of Town

Commercial Zone

Total Number of Employees: 500

Survey date: FRIDAY 31/05/13 Survey Type: MANUAL FIFE

23 FI-02-B-01 **BUSINESS PARK**

> **ENTERPRISE WAY** DUNFERMLINE

PITREAVIE

Edge of Town

Commercial Zone

Total Number of Employees: 364

Survey date: MONDAY 21/03/16 Survey Type: MANUAL GREATER MANCHESTER

GM-02-B-03 **BUSINESS PARK** 24

CROSS STREET

SALE

Edge of Town

Industrial Zone

Total Number of Employees: 300

Survey Type: MANUAL Survey date: TUESDAY 18/10/11 GM-02-B-04 **BUSINESS PARK** GREATER MANCHESTER 25

SALMON FIELDS

OLDHAM

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 166

Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

HC-02-B-02 **BUSINESS PARK HAMPSHIRE**

WESTERN ROAD PORTSMOUTH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 2800

Survey date: FRIDAY Survey Type: MANUAL 18/10/13

HD-02-B-06 **BUSINESS PARK** HILLINGDON

WEST END ROAD SOUTH RUISLIP

Edge of Town No Sub Category

Total Number of Employees: 450

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

HE-02-B-01 **BUSINESS PARK HEREFORDSHIRE** 28

A4103

NEAR HEREFORD WHITESTONE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of Employees: 178

Survey date: TUESDAY 13/09/11 Survey Type: MANUAL

29 HM-02-B-01 **BUSINESS PARK** HAMMERSMITH AND FULHAM

SULIVAN ROAD **FULHAM**

HURLINGHAM Suburban Area (PPS6 Out of Centre)

No Sub Category Total Number of Employees: 251

Survey date: THURSDAY 30/06/16

Survey Type: MANUAL HO-02-B-02 30 **BUSINESS PARK** HOUNSLOW

HANWORTH ROAD

LONDON HOUNSLOW

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 49

Survey date: FRIDAY 08/11/13

Survey Type: MANUAL 31 LC-02-B-03 **BUSINESS PARK** LANCASHI RÉ

NAVIGATION WAY

PRESTON

Edge of Town Commercial Zone

Total Number of Employees: 101

Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

LF-02-B-01 **BUSINESS PARK LEI CESTERSHI RE** 32

NOTTINGHAM ROAD MELTON MOWBRAY

> Edge of Town Centre Residential Zone

Total Number of Employees: 600

Survey Type: MANUAL Survey date: MONDAY 28/11/16 LINCOLNSHIRE

LN-02-B-02 **BUSINESS PARK** 33

CARDINAL CLOSE LINCOLN

Edge of Town

Industrial Zone

Total Number of Employees: 105

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

Thursday 02/08/18 Page 8

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

34 LU-02-B-01 BUSINESS PARK LOUTH

N52 DUNDALK

> Edge of Town Commercial Zone

Total Number of Employees: 260

Survey date: FRIDAY 13/09/13 Survey Type: MANUAL

BUSINESS PARK NEWHAM

ROMFORD ROAD STRATFORD

Town Centre Built-Up Zone

Total Number of Employees: 310

Survey date: FRIDAY 15/11/13 Survey Type: MANUAL

36 SC-02-B-03 BUSINESS PARK SURREY

A331 FRIMLEY

Edge of Town Centre No Sub Category

Total Number of Employees: 500

Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

37 SH-02-B-04 BUSINESS PARK SHROPSHIRE

STAFFORD COURT

TELFORD

Edge of Town Centre Commercial Zone

Total Number of Employees: 320

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

38 ST-02-B-04 BUSINESS PARK STAFFORDSHIRE

STONE ROAD STAFFORD

Edge of Town Industrial Zone

Total Number of Employees: 1082

Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

39 TW-02-B-05 BUSINESS PARK TYNE & WEAR

MONARCH ROAD NEWCASTLE

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 400

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

40 WF-02-B-01 BUSINESS PARK WALTHAM FOREST

ARGALL WAY WALTHAMSTOW

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 60

Survey date: MONDAY 06/11/17 Survey Type: MANUAL

41 WG-02-B-02 BUSINESS PARK WOKINGHAM

WHARFEDALE ROAD

READING WINNERSH Edge of Town Development Zone

Total Number of Employees: 210

Survey date: FRIDAY 20/11/15 Survey Type: MANUAL

42 WM-02-B-02 BUSINESS PARK WEST MIDLANDS

PARADISE WAY COVENTRY

> Edge of Town Development Zone

Total Number of Employees: 1300

Survey date: FRIDAY 11/11/16 Survey Type: MANUAL

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Milburn House SYSTRA Ltd Newcastle Licence No: 700703

WEST YORKSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

ROSEVILLE ROAD

WY-02-B-01

LEEDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 120

Survey date: FRIDAY Survey Type: MANUAL 20/09/13 WEST YORKSHIRE

WY-02-B-02 **BUSINESS PARK**

BUSINESS PARK

ARMITAGE BRIDGE HUDDERSFIELD

Edge of Town No Sub Category

Total Number of Employees: 116

Survey date: WEDNESDAY Survey Type: MANUAL 23/04/14 WEST YORKSHIRE

WY-02-B-03 **BUSINESS PARK** 45

SCRIFTAN LANE WETHERBY KIRK DEIGHTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of Employees: 56

Survey date: THURSDAY 15/09/16 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.

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK **VEHICLES**

Time Range: 08:00-09:00 TOTALS

Ranking Type: TO 15th Percentile = No. WM-02-B-02 Tot: 0.190 38 85th Percentile = No. WY-02-B-01 Tot: 0.550

Median Values Mean Values

Arrivals: 0.321 Arrivals: 0.324 Departures: 0.054 Departures: 0.057 Totals: 0.375 Totals: 0.380

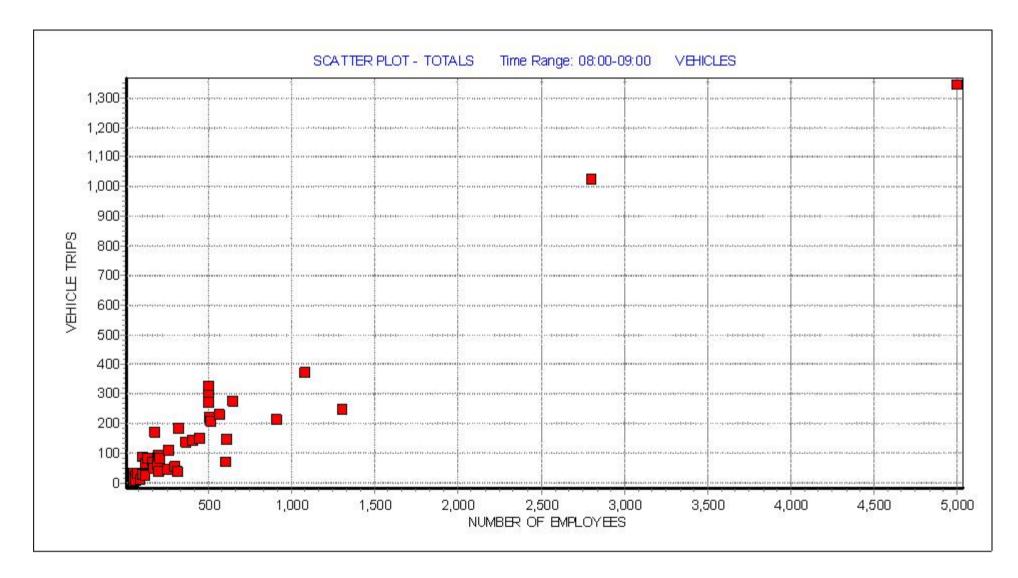
								Trip Ra	te (Sorted by T	otals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
1	HE-02-B-01	BUSINESS PARK	NEAR HEREFORD	HEREFORDSHIRE	178	Tue	13/09/11	0.820	0.135	0.955
2	LN-02-B-02	BUSINESS PARK	LINCOLN	LINCOLNSHIRE	105	Thu	25/06/15	0.590	0.238	0.828
3	FA-02-B-02	BUSINESS PARK	FALKIRK	FALKIRK	500	Fri	31/05/13	0.582	0.070	0.652
4	DV-02-B-01	BUSINESS PARK	EXETER	DEVON	51	Wed	05/07/17	0.549	0.078	0.627
5	DL-02-B-08	BUSINESS PARK	DUBLIN	DUBLIN	134	Tue	05/09/17	0.500	0.127	0.627
6	CP-02-B-01	BUSINESS PARK	CAERPHILLY	CAERPHILLY	500	Tue	17/07/12	0.464	0.130	0.594
7	SH-02-B-04	BUSINESS PARK	TELFORD	SHROPSHIRE	320	Thu	24/10/13	0.516	0.053	0.569
8	WY-02-B-01	BUSINESS PARK	LEEDS	WEST YORKSHIRE	120	Fri	20/09/13	0.367	0.183	0.550
9	SC-02-B-03	BUSINESS PARK	FRIMLEY	SURREY	500	Tue	27/11/12	0.500	0.048	0.548
10	CH-02-B-01	BUSINESS PARK	MACCLESFIELD	CHESHIRE	44	Mon	19/09/16	0.500	0.023	0.523
11	AN-02-B-03	BUSINESS PARK	BELFAST	ANTRIM	72	Thu	19/10/17	0.417	0.056	0.473
12	CF-02-B-04	BUSINESS PARK	CARDIFF	CARDIFF	47	Fri	05/05/17	0.319	0.149	0.468
13	AN-02-B-04	BUSINESS PARK	BELFAST	ANTRIM	198	Thu	19/10/17	0.409	0.045	0.454
14	CF-02-B-03	BUSINESS PARK	CARDIFF	CARDIFF	506	Mon	18/10/10	0.401	0.036	0.437
15	GM-02-B-04	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	166	Thu	22/10/15	0.367	0.060	0.427
16	CR-02-B-01	TECHNOLOGY CEN	CORK	CORK	650	Thu	19/06/14	0.323	0.100	0.423
17	LU-02-B-01	BUSINESS PARK	DUNDALK	LOUTH	260	Fri	13/09/13	0.354	0.065	0.419
18	CA-02-B-02	BUSINESS PARK	PETERBOROUGH	CAMBRIDGESHIRE	510	Wed	19/10/16	0.357	0.057	0.414
19	CF-02-B-05	BUSINESS PARK	CARDIFF	CARDIFF	565	Wed	05/10/16	0.388	0.018	0.406
20	WG-02-B-02	BUSINESS PARK	READING	WOKINGHAM	210	Fri	20/11/15	0.324	0.067	0.391
21	AN-02-B-01	BUSINESS PARK	BELFAST	ANTRIM	210	Thu	27/11/14	0.371	0.019	0.390
22	FI-02-B-01	BUSINESS PARK	DUNFERMLINE	FIFE	364	Mon	21/03/16	0.349	0.036	0.385
23	WY-02-B-03	BUSINESS PARK	WETHERBY	WEST YORKSHIRE	56	Thu	15/09/16	0.321	0.054	0.375
24	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	HAMPSHIRE	2800	Fri	18/10/13	0.338	0.028	0.366
25	TW-02-B-05	BUSINESS PARK	NEWCASTLE	TYNE & WEAR	400	Fri	13/11/15	0.335	0.020	0.355
26	ST-02-B-04	BUSINESS PARK	STAFFORD	STAFFORDSHIRE	1082	Wed	22/11/17	0.325	0.021	0.346
27	DL-02-B-07	BUSINESS PARK	DUBLIN	DUBLIN	192	Wed	01/10/14	0.313	0.021	0.333
28	HD-02-B-06	BUSINESS PARK	SOUTH RUISLIP	HILLINGDON	450	Thu	25/06/15	0.309	0.024	0.333
29	BK-02-B-01	BUSINESS PARK	DAGENHAM	BARKING	55	Mon	06/10/14	0.127	0.182	0.309
30	AN-02-B-05	BUSINESS PARK	BELFAST	ANTRIM	169	Thu	19/10/17	0.272	0.018	0.290
31	LC-02-B-03	BUSINESS PARK	PRESTON	LANCASHIRE	101	Tue	18/10/11	0.238	0.050	0.288
32	CA-02-B-03	SCIENCE PARK	CAMBRIDGE	CAMBRIDGESHIRE	5000	Fri	06/10/17	0.239	0.030	0.269
33	DL-02-B-06	OFFICE PARK	DUBLIN	DUBLIN	116	Wed	01/10/14	0.181	0.060	0.241
34	DL-02-B-04	BUSINESS PARK	DUBLIN	DUBLIN	612	Wed	12/09/12	0.224	0.015	0.239
35	DN-02-B-02	BUSINESS PARK	LETTERKENNY	DONEGAL	910	Mon	29/09/14	0.223	0.013	0.236
36	WY-02-B-02	BUSINESS PARK	HUDDERSFIELD	WEST YORKSHIRE	116	Wed	23/04/14	0.147	0.069	0.216
37	AN-02-B-02	BUSINESS PARK	BELFAST	ANTRIM	198	Wed	12/10/16	0.167	0.025	0.192
38	WM-02-B-02	BUSINESS PARK	COVENTRY	WEST MIDLANDS	1300	Fri	11/11/16	0.179	0.011	0.190
39	GM-02-B-03	BUSINESS PARK	SALE	GREATER MANCHESTER	300	Tue	18/10/11	0.177	0.007	0.184

								Trip Ra	te (Sorted by	Totals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
40	HM-02-B-01	BUSINESS PARK	FULHAM	HAMMERSMITH AND FUL	251	Thu	30/06/16	0.155	0.020	0.175
41	WF-02-B-01	BUSINESS PARK	WALTHAMSTOW	WALTHAM FOREST	60	Mon	06/11/17	0.150	0.017	0.167
42	CS-02-B-01	BUSINESS PARK	STRANDHILL	SLIGO	85	Thu	27/10/16	0.141	0.000	0.141
43	NH-02-B-01	BUSINESS PARK	STRATFORD	NEWHAM	310	Fri	15/11/13	0.094	0.023	0.117
44	LE-02-B-01	BUSINESS PARK	MELTON MOWBRAY	LEICESTERSHIRE	600	Mon	28/11/16	0.088	0.027	0.115
45	HO-02-B-02	BUSINESS PARK	LONDON	HOUNSLOW	49	Fri	08/11/13	0.061	0.020	0.081

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category : B - BUSINESS PARK VEHICLES

Selei	cted regions and areas:	
01	GREATER LONDON	
01	BK BARKING	1 days
	HD HILLINGDON	1 days
	HM HAMMERSMITH AND FULHAM	
		1 days
		1 days
	NH NEWHAM	1 days
00	WF WALTHAM FOREST	1 days
02	SOUTH EAST	4 -1
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
80	NORTH WEST	-
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	,
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
13	MUNSTER	i days
10	CR CORK	1 days
14	LEINSTER	i days
17	LU LOUTH	1 days
15	GREATER DUBLIN	i days
13	DL DUBLIN	1 dave
16	ULSTER (REPUBLIC OF IRELAND)	4 days
10	DN DONEGAL	1 4000
17	ULSTER (NORTHERN I RELAND)	1 days
1 /	AN ANTRIM	5 days
	AINTIXIIVI	o uays

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

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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 Employees Actual Range: 44 to 5000 (units:) Range Selected by User: 0 to 6069 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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 7 days
Tuesday 6 days
Wednesday 9 days
Thursday 12 days
Friday 11 days

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

Selected survey types:

Manual count 45 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:

Town Centre	2
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	13
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	1

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:

10
10
5
4
2
2
1
1
10

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:

Not Known 2 days B1 43 days

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

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Secondary Filtering selection (Cont.):

P	opula	<u>ation</u>	within	1	mile:
-	000	1			

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	13 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	12 days
500,001 or More	11 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	21 days
1.1 to 1.5	23 days
2.1 to 2.5	1 days

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

Travel Plan:

Yes	5 days
No	40 davs

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	39 days
2 Poor	4 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 AN-02-B-01 BUSINESS PARK ANTRIM

BEECHILL ROAD BELFAST

NEWTOWNBREDA Edge of Town

No Sub Category

Total Number of Employees: 210

Survey date: THURSDAY 27/11/14 Survey Type: MANUAL

AN-02-B-02 BUSINESS PARK ANTRIM

MONTGOMERY ROAD

BELFAST

CASTLEREAGH Edge of Town Industrial Zone

Total Number of Employees: 198

Survey date: WEDNESDAY 12/10/16 Survey Type: MANUAL

3 AN-02-B-03 BUSINESS PARK ANTRIM

BELMONT ROAD

BELFAST

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 72

Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

AN-02-B-04 BUSINESS PARK ANTRIM

CASTLEREAGH ROAD BELFAST

CASTLEREAGH

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 198

Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

5 AN-02-B-05 BUSINESS PARK ANTRIM

ALBERT STREET

BELFAST

Town Centre Built-Up Zone

Total Number of Employees: 169

Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

5 BK-02-B-01 BUSINESS PARK BARKING

FRESHWATER ROAD DAGENHAM

CHADWELL HEATH

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 55

Survey date: MONDAY 06/10/14 Survey Type: MANUAL
CA-02-B-02 BUSI NESS PARK CAMBRI DGESHI RE

7 CA-02-B-02 BUSI NESS PARK CAMBRI DGËSHI RE LYNCH WOOD

PETERBOROUGH

Edge of Town

Commercial Zone

Total Number of Employees: 510

Survey date: WEDNESDAY 19/10/16 Survey Type: MANUAL

3 CA-02-B-03 SCIENCE PARK CAMBRI DGÉSHI RE

MILTON ROAD

CAMBRIDGE

Edge of Town No Sub Category

Total Number of Employees: 5000

Survey date: FRIDAY 06/10/17 Survey Type: MANUAL

CF-02-B-03 BUSINESS PARK CARDIFF

FORTRAN ROAD CARDIFF

ST MELLONS

Edge of Town

Industrial Zone

Total Number of Employees: 506

Survey date: MONDAY 18/10/10 Survey Type: MANUAL

Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

10 CF-02-B-04 BUSINESS PARK CARDIFF

RHYMNEY RIVER BRIDGE RD

CARDIFF

Edge of Town Development Zone

Total Number of Employees: 47

Survey date: FRIDAY 05/05/17 Survey Type: MANUAL

1 CF-02-B-05 BUSINESS PARK CARDIFF

LAMBOURNE CRESCENT

CARDIFF LLANISHEN

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 565

Survey date: WEDNESDAY 05/10/16 Survey Type: MANUAL

12 CH-02-B-01 BUSINESS PARK CHESHIRE

WINTERTON WAY

MACCLESFIELD

Edge of Town Development Zone

Total Number of Employees: 44

Survey date: MONDAY 19/09/16 Survey Type: MANUAL

13 CP-02-B-01 BUSINESS PARK CAERPHILLÝ

VAN ROAD CAERPHILLY

> Edge of Town Commercial Zone

Total Number of Employees: 500

Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

14 CR-02-B-01 TECHNOLOGY CENTRE CORK

CURRAHEEN ROAD

CORK

Edge of Town Residential Zone

Total Number of Employees: 650

Survey date: THURSDAY 19/06/14 Survey Type: MANUAL

15 CS-02-B-01 BUSINESS PARK SLIGO

AIRPORT ROAD STRANDHILL KILLASPUGBRONE

Free Standing (PPS6 Out of Town)

Out of Town

Total Number of Employees: 85

Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

16 DL-02-B-04 BUSINESS PARK DUBLIN

TANEY DRIVE DUBLIN DUNDRUM

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 612

Survey date: WEDNESDAY 12/09/12 Survey Type: MANUAL

17 DL-02-B-06 OFFICE PARK DUBLIN

MAIN STREET DUBLIN DUNDRUM

Neighbourhood Centre (PPS6 Local Centre)

High Street

Total Number of Employees: 116

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18 DL-02-B-07 BUSINESS PARK DUBLIN

BURTON HALL AVENUE

DUBLIN

LEOPARDSTOWN

Edge of Town

Commercial Zone

Total Number of Employees: 192

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

9 DL-02-B-08 BUSINESS PARK DUBLIN

OLD NAAS ROAD

DUBLIN

INCHICORE

Suburban Area (PPS6 Out of Centre)

Commercial Zone

Total Number of Employees: 134

Survey date: TUESDAY 05/09/17 Survey Type: MANUAL

20 DN-02-B-02 BUSINESS PARK DONEGAL

N56

LETTERKENNY KNOCKNAMONA Edge of Town

No Sub Category

Total Number of Employees: 910

Survey date: MONDAY 29/09/14 Survey Type: MANUAL

21 DV-02-B-01 BUSINESS PARK DEVON

MANATON CLOSE

EXETER

MATFORD BUSINESS PARK

Edge of Town Commercial Zone

Total Number of Employees: 51

Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

22 FA-02-B-02 BUSINESS PARK FALKIRK

CALLENDAR BOULEVARD

FALKIRK

CALLENDAR PARK

Edge of Town

Commercial Zone

Total Number of Employees: 500

Survey date: FRIDAY 31/05/13 Survey Type: MANUAL

23 FI-02-B-01 BUSINESS PARK FIFE

ENTERPRISE WAY DUNFERMLINE

PITREAVIE

Edge of Town

Commercial Zone

Total Number of Employees: 364

Survey date: MONDAY 21/03/16 Survey Type: MANUAL
24 GM-02-B-03 BUSI NESS PARK GREATER MANCHESTER

24 GM-02-B-03 BUSINESS CROSS STREET

SALE

Edge of Town

Industrial Zone

Total Number of Employees: 300

Survey date: TUESDAY 18/10/11 Survey Type: MANUAL
GM-02-B-04 BUSI NESS PARK GREATER MANCHESTER

25 GM-02-B-04 BUSINESS PA SALMON FIELDS

OLDHAM

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 166

Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

HC-02-B-02 **BUSINESS PARK HAMPSHIRE**

WESTERN ROAD PORTSMOUTH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 2800

Survey date: FRIDAY Survey Type: MANUAL 18/10/13

HD-02-B-06 **BUSINESS PARK** HILLINGDON

WEST END ROAD SOUTH RUISLIP

Edge of Town No Sub Category

Total Number of Employees: 450

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

HE-02-B-01 **BUSINESS PARK HEREFORDSHIRE** 28

A4103

NEAR HEREFORD WHITESTONE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of Employees: 178

Survey date: TUESDAY 13/09/11 Survey Type: MANUAL

29 HM-02-B-01 **BUSINESS PARK** HAMMERSMITH AND FULHAM

SULIVAN ROAD **FULHAM**

HURLINGHAM Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 251

30/06/16

Survey date: THURSDAY Survey Type: MANUAL **BUSINESS PARK** HOUNSLOW

HO-02-B-02 30 HANWORTH ROAD

LONDON HOUNSLOW

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 49

Survey date: FRIDAY 08/11/13

Survey Type: MANUAL 31 LC-02-B-03 **BUSINESS PARK** LANCASHI RÉ

NAVIGATION WAY

PRESTON

Edge of Town Commercial Zone

Total Number of Employees: 101

Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

LF-02-B-01 **BUSINESS PARK LEI CESTERSHI RE** 32

NOTTINGHAM ROAD MELTON MOWBRAY

Edge of Town Centre

Residential Zone Total Number of Employees:

600 Survey Type: MANUAL Survey date: MONDAY 28/11/16

LN-02-B-02 **BUSINESS PARK** LINCOLNSHIRE 33

CARDINAL CLOSE

LINCOLN

Edge of Town Industrial Zone

Total Number of Employees: 105

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

LU-02-B-01 **BUSINESS PARK** LOUTH

N52 DUNDALK

> Edge of Town Commercial Zone

Total Number of Employees: 260

Survey date: FRIDAY 13/09/13 Survey Type: MANUAL

NH-02-B-01 **BUSINESS PARK** NEWHAM

ROMFORD ROAD **STRATFORD**

Town Centre Built-Up Zone

Total Number of Employees: 310

Survey date: FRIDAY 15/11/13 Survey Type: MANUAL

BUSINESS PARK 36 SC-02-B-03 **SURREY**

A331 **FRIMLEY**

Edge of Town Centre No Sub Category

Total Number of Employees: 500

Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

SHROPSHI RE 37 SH-02-B-04 **BUSINESS PARK**

STAFFORD COURT

TELFORD

Edge of Town Centre Commercial Zone

Total Number of Employees: 320

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

STAFFORDSHI RE 38 ST-02-B-04 **BUSINESS PARK**

STONE ROAD **STAFFORD**

> Edge of Town Industrial Zone

Total Number of Employees: 1082

Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL TYNE & WEAR

39 TW-02-B-05 **BUSINESS PARK**

MONARCH ROAD **NEWCASTLE**

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 400

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

WF-02-B-01 **BUSINESS PARK** WALTHAM FOREST 40

ARGALL WAY WALTHAMSTOW

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 60

Survey date: MONDAY 06/11/17 Survey Type: MANUAL

WG-02-B-02 **BUSINESS PARK** 41 **WOKINGHAM**

WHARFEDALE ROAD

READING WINNERSH Edge of Town Development Zone

Total Number of Employees: 210

Survey Type: MANUAL Survey date: FRIDAY 20/11/15

WM-02-B-02 **BUSINESS PARK** WEST MIDLANDS 42

PARADISE WAY **COVENTRY**

> Edge of Town Development Zone

Total Number of Employees: 1300

Survey date: FRIDAY 11/11/16 Survey Type: MANUAL TRICS 7.5.2 230718 B18.40 Database right of TRICS Consortium Limited, 2018. All rights reserved

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LIST OF SITES relevant to selection parameters (Cont.)

43 WY-02-B-01 BUSINESS PARK WEST YORKSHIRE

ROSEVILLE ROAD

LEEDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 120

Survey date: FRIDAY 20/09/13 Survey Type: MANUAL

44 WY-02-B-02 BUSINESS PARK WEST YORKSHIRE

ARMITAGE BRIDGE HUDDERSFIELD

Edge of Town No Sub Category

Total Number of Employees: 116

Survey date: WEDNESDAY 23/04/14 Survey Type: MANUAL

5 WY-02-B-03 BUSINESS PARK WEST YORKSHIRE

SCRIFTAN LANE WETHERBY KIRK DEIGHTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of Employees: 56

Survey date: THURSDAY 15/09/16 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.

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK **VEHICLES**

Time Range: 17:00-18:00 TOTALS

Ranking Type: TO 15th Percentile = No. 38 GM-02-B-03 Tot: 0.193 85th Percentile = No. AN-02-B-04 Tot: 0.510

Median Values Mean Values

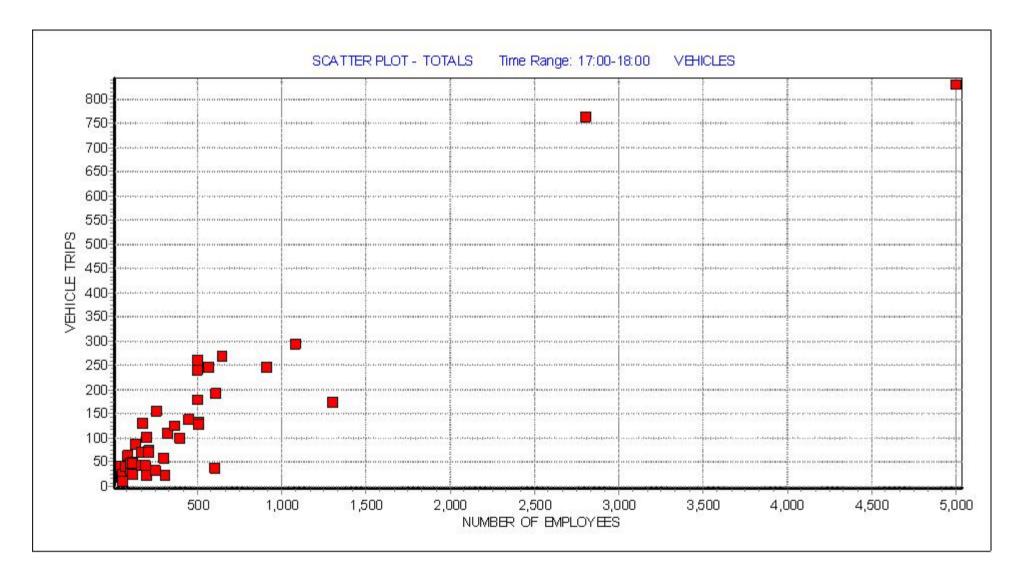
Arrivals: 0.027 Arrivals: 0.054 Departures: 0.319 Departures: 0.311 Totals: Totals: 0.346 0.364

								Trip Rate (Sorted by Tota		otals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
1	CF-02-B-04	BUSINESS PARK	CARDIFF	CARDIFF	47	Fri	05/05/17	0.277	0.596	0.873
2	CS-02-B-01	BUSINESS PARK	STRANDHILL	SLIGO	85	Thu	27/10/16	0.200	0.565	0.765
3		BUSINESS PARK	NEAR HEREFORD	HEREFORDSHIRE	178	Tue	13/09/11	0.084	0.652	0.736
4	DL-02-B-08	BUSINESS PARK	DUBLIN	DUBLIN	134	Tue	05/09/17	0.269	0.388	0.657
5	LU-02-B-01	BUSINESS PARK	DUNDALK	LOUTH	260	Fri	13/09/13	0.092	0.508	0.600
6	AN-02-B-03	BUSINESS PARK	BELFAST	ANTRIM	72	Thu	19/10/17	0.028	0.528	0.556
7	SC-02-B-03	BUSINESS PARK	FRIMLEY	SURREY	500	Tue	27/11/12	0.056	0.468	0.524
8	AN-02-B-04	BUSINESS PARK	BELFAST	ANTRIM	198	Thu	19/10/17	0.045	0.465	0.510
9	CH-02-B-01	BUSINESS PARK	MACCLESFIELD	CHESHIRE	44	Mon	19/09/16	0.023	0.477	0.500
10	CP-02-B-01	BUSINESS PARK	CAERPHILLY	CAERPHILLY	500	Tue	17/07/12	0.110	0.370	0.480
11	LN-02-B-02	BUSINESS PARK	LINCOLN	LINCOLNSHIRE	105	Thu	25/06/15	0.095	0.362	0.457
12	WY-02-B-03	BUSINESS PARK	WETHERBY	WEST YORKSHIRE	56	Thu	15/09/16	0.143	0.304	0.447
13	DL-02-B-06	OFFICE PARK	DUBLIN	DUBLIN	116	Wed	01/10/14	0.103	0.336	0.439
14	CF-02-B-05	BUSINESS PARK	CARDIFF	CARDIFF	565	Wed	05/10/16	0.019	0.414	0.433
15	HO-02-B-02	BUSINESS PARK	LONDON	HOUNSLOW	49	Fri	08/11/13	0.082	0.347	0.429
16	GM-02-B-04	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	166	Thu	22/10/15	0.042	0.386	0.428
17	CR-02-B-01	TECHNOLOGY CEN	CORK	CORK	650	Thu	19/06/14	0.082	0.332	0.414
18	WY-02-B-01	BUSINESS PARK	LEEDS	WEST YORKSHIRE	120	Fri	20/09/13	0.033	0.375	0.408
19	DV-02-B-01	BUSINESS PARK	EXETER	DEVON	51	Wed	05/07/17	0.020	0.373	0.393
20	WG-02-B-02	BUSINESS PARK	READING	WOKINGHAM	210	Fri	20/11/15	0.052	0.305	0.357
21	FA-02-B-02	BUSINESS PARK	FALKIRK	FALKIRK	500	Fri	31/05/13	0.034	0.322	0.356
22	SH-02-B-04	BUSINESS PARK	TELFORD	SHROPSHIRE	320	Thu	24/10/13	0.019	0.328	0.347
23	FI-02-B-01	BUSINESS PARK	DUNFERMLINE	FIFE	364	Mon	21/03/16	0.027	0.319	0.346
24	AN-02-B-01	BUSINESS PARK	BELFAST	ANTRIM	210	Thu	27/11/14	0.014	0.329	0.343
25	LC-02-B-03	BUSINESS PARK	PRESTON	LANCASHIRE	101	Tue	18/10/11	0.020	0.317	0.337
26	DL-02-B-04	BUSINESS PARK	DUBLIN	DUBLIN	612	Wed	12/09/12	0.047	0.268	0.315
27	BK-02-B-01	BUSINESS PARK	DAGENHAM	BARKING	55	Mon	06/10/14	0.036	0.273	0.309
28	HD-02-B-06	BUSINESS PARK	SOUTH RUISLIP	HILLINGDON	450	Thu	25/06/15	0.009	0.298	0.307
29	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	HAMPSHIRE	2800	Fri	18/10/13	0.024	0.249	0.273
30	ST-02-B-04	BUSINESS PARK	STAFFORD	STAFFORDSHIRE	1082	Wed	22/11/17	0.018	0.254	0.272
31	DN-02-B-02	BUSINESS PARK	LETTERKENNY	DONEGAL	910	Mon	29/09/14	0.035	0.234	0.269
32	CF-02-B-03	BUSINESS PARK	CARDIFF	CARDIFF	506	Mon	18/10/10	0.008	0.255	0.263
33	AN-02-B-05	BUSINESS PARK	BELFAST	ANTRIM	169	Thu	19/10/17	0.018	0.237	0.255
34	CA-02-B-02	BUSINESS PARK	PETERBOROUGH	CAMBRIDGESHIRE	510	Wed	19/10/16	0.029	0.222	0.251
35	TW-02-B-05	BUSINESS PARK	NEWCASTLE	TYNE & WEAR	400	Fri	13/11/15	0.025	0.222	0.247
36	DL-02-B-07	BUSINESS PARK	DUBLIN	DUBLIN	192	Wed	01/10/14	0.010	0.219	0.229
37	WY-02-B-02	BUSINESS PARK	HUDDERSFIELD	WEST YORKSHIRE	116	Wed	23/04/14	0.060	0.164	0.224
38	GM-02-B-03	BUSINESS PARK	SALE	GREATER MANCHESTER	300	Tue	18/10/11	0.030	0.163	0.193
39	WF-02-B-01	BUSINESS PARK	WALTHAMSTOW	WALTHAM FOREST	60	Mon	06/11/17	0.033	0.133	0.166

								Trip Rate (Sorted by Totals)		
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
40	CA-02-B-03	SCIENCE PARK	CAMBRIDGE	CAMBRIDGESHIRE	5000	Fri	06/10/17	0.010	0.156	0.166
41	HM-02-B-01	BUSINESS PARK	FULHAM	HAMMERSMITH AND FUL	251	Thu	30/06/16	0.016	0.120	0.136
42	WM-02-B-02	BUSINESS PARK	COVENTRY	WEST MIDLANDS	1300	Fri	11/11/16	0.012	0.121	0.133
43	AN-02-B-02	BUSINESS PARK	BELFAST	ANTRIM	198	Wed	12/10/16	0.000	0.111	0.111
44	NH-02-B-01	BUSINESS PARK	STRATFORD	NEWHAM	310	Fri	15/11/13	0.019	0.058	0.077
45	LE-02-B-01	BUSINESS PARK	MELTON MOWBRAY	LEICESTERSHIRE	600	Mon	28/11/16	0.008	0.055	0.063

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category : D - INDUSTRIAL ESTATE VEHICLES

<i>a</i> ,		
<u>Selec</u>	<u>cted regions and areas:</u> GREATER LONDON	
O I	EG EALING	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
0.5	NF NORFOLK	1 days
05	EAST MIDLANDS	1
04	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days 2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	z uays
07	WY WEST YORKSHIRE	5 days
08	NORTH WEST	o dayo
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	,
	TW TYNE & WEAR	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
10	FI FIFE	1 days
13	MUNSTER	1
15	TI TIPPERARY	1 days
15	GREATER DUBLIN DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	1 days
10	MG MONAGHAN	1 days
17	ULSTER (NORTHERN I RELAND)	i uays
. ,	AR ARMAGH	1 days
		,0

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

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

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 Employees Actual Range: 15 to 875 (units:) Range Selected by User: 0 to 5068 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/11/17

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 8 days Tuesday 13 days Wednesday 3 days Thursday 9 days Friday 9 days

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

Selected survey types:

Manual count 42 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	5
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	22

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:

Industrial Zone	17
Commercial Zone	2
Development Zone	2
Residential Zone	13
Retail Zone	1
No Sub Category	7

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:

000 0,000,	
Not Known	2 days
B1	13 days
B2	19 days
B8	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®.

Population within 1 mile:

- C/C different first fi	
1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	4 days
15,001 to 20,000	6 days
20,001 to 25,000	6 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	14 days
250,001 to 500,000	9 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	20 days
1.6 to 2.0	3 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	1 days
No	41 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	38 days
1b Very poor	1 days
2 Poor	3 days

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

LIST OF SITES relevant to selection parameters

AG-02-D-02 INDUSTRIAL ESTATE **ANGUS**

A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town

No Sub Category

Total Number of Employees:

Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

AR-02-D-01 INDUSTRIAL ESTATE ARMAGH

HAMILTONSBAWN ROAD

ARMAGH

Edge of Town No Sub Category

Total Number of Employees: 139

Survey date: TUESDAY 08/06/10 Survey Type: MANUAL

INDUSTRIAL ESTATE BR-02-D-04 BRISTOL CITY

CROFTS END ROAD

BRISTOL SPEEDWELL

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 59

Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

BR-02-D-05 INDUSTRIAL ESTATE **BRISTOL CITY**

NOVERS HILL **BRISTOL BEDMINSTER**

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 97

Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

CA-02-D-04 CAMBRI DGÉSHI RE INDUSTRIAL ESTATE

LINCOLN ROAD **PETERBOROUGH**

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 40

Survey date: TUESDAY 02/12/14 Survey Type: MANUAL **CARMARTHENSHIRE**

CM-02-D-03 **WORKSHOPS**

PARK STREET **AMMANFORD BETWS**

Edge of Town Centre No Sub Category

Total Number of Employees: 59

Survey date: TUESDAY 14/10/14 Survey Type: MANUAL

INDUSTRIAL ESTATE DI -02-D-04 DUBLIN

CLOVER HILL ROAD

DUBLIN CLONDALKIN Edge of Town Industrial Zone

Total Number of Employees: 180

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

DV-02-D-06 INDUSTRIAL ESTATE DEVON

ST MODWEN ROAD

PLYMOUTH

Edge of Town Industrial Zone

Total Number of Employees: 50

Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

DV-02-D-07 INDUSTRIAL ESTATE **DEVON**

BITTERN ROAD **EXETER**

SOWTON IND. ESTATE

Edge of Town Industrial Zone

Total Number of Employees: 77

Survey date: MONDAY 03/07/17 Survey Type: MANUAL

EG-02-D-02 INDUSTRIAL ESTATE **EALING**

BELVUE ROAD **NORTHOLT**

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 141

Survey date: WEDNESDAY 05/12/12 Survey Type: MANUAL

EAST SUSSEX 11 ES-02-D-06 INDUSTRIAL ESTATE

COURTLANDS ROAD

EASTBOURNE

Edge of Town Residential Zone

330 Total Number of Employees:

Survey date: MONDAY 21/10/13 Survey Type: MANUAL

ES-02-D-07 INDUSTRIAL ESTATE **EAST SUSSEX** 12

HUGHES ROAD BRIGHTON

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 130

Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

13 EX-02-D-02 INDUSTRIAL ESTATE **ESSEX**

CHELMSFORD ROAD

DUNMOW

Edge of Town Centre Residential Zone

Total Number of Employees: 182

Survey date: FRIDAY 08/07/16

Survey Type: MANUAL FA-02-D-02 INDUSTRIAL ESTATE FALKIRK 14

MAIN STREET **FALKIRK**

GRAHAMSTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 115

Survey date: THURSDAY 30/05/13 Survey Type: MANUAL

FA-02-D-03 15 INDUSTRIAL ESTATE **FALKIRK**

LADYSMILL FALKIRK

Edge of Town Centre Commercial Zone

Total Number of Employees: 15

Survey date: FRIDAY 31/05/13 Survey Type: MANUAL

FI-02-D-01 INDUSTRIAL ESTATE FIFE 16

DICKSON STREET DUNFERMLINE

> Edge of Town Residential Zone

Total Number of Employees: 160

Survey date: THURSDAY 21/05/15 Survey Type: MANUAL **GREATER MANCHESTER**

GM-02-D-07 17 **BUSINESS PARK**

VULCAN STREET

OLDHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 74

Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18 HD-02-D-02 INDUSTRIAL ESTATE HILLINGDON

BRADFIELD ROAD RUISLIP

SOUTH RUISLIP

Edge of Town Industrial Zone

Total Number of Employees: 200

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

19 HE-02-D-02 BUSINESS PARK HEREFORDSHIRE

BURCOTT ROAD HEREFORD

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 67

Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

20 HO-02-D-01 INDUSTRIAL ESTATE HOUNSLOW

HAMPTON ROAD WEST

FELTHAM HANWORTH

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 59

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

21 HV-02-D-01 INDUSTRIAL ESTATE HAVERING

CHURCH ROAD ROMFORD HAROLD WOOD Edge of Town

Residential Zone

Total Number of Employees: 275

Survey date: TUESDAY 07/10/14 Survey Type: MANUAL

22 KC-02-D-02 INDUSTRIAL ESTATE KENT

SOUTHWELL ROAD

DEAL

Edge of Town Residential Zone

Total Number of Employees: 150

Survey date: WEDNESDAY 28/11/12 Survey Type: MANUAL

23 LC-02-D-05 INDUSTRIAL ESTATE LANCASHIRÉ

APPLEBY STREET BLACKBURN

Edge of Town Centre Industrial Zone

Total Number of Employees: 63

Survey date: TUESDAY 04/06/13 Survey Type: MANUAL

24 LC-02-D-06 INDUSTRIAL ESTATE LANCASHIRE

SMALLSHAW LANE

BURNLEY

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 54

Survey date: THURSDAY 29/09/16 Survey Type: MANUAL

25 MG-02-D-01 INDUSTRIAL ESTATE MONAGHAN

DUNDALK ROAD CARRICKMACROSS

> Edge of Town Centre No Sub Category

Total Number of Employees: 76

Survey date: FRIDAY 07/12/12 Survey Type: MANUAL

26 NF-02-D-03 INDUSTRIAL ESTATE NORFOLK

BIDEWELL CLOSE

NORWICH

Edge of Town Residential Zone

Total Number of Employees: 45

Survey date: MONDAY 08/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

NR-02-D-01 INDUSTRIAL ESTATE **NORTHAMPTONSHIRE**

ROBINSON WAY KETTERING

> Edge of Town Industrial Zone

Total Number of Employees: 300

Survey date: THURSDAY 23/10/14 Survey Type: MANUAL

TI-02-D-01 INDUSTRIAL ESTATE **TIPPERARY**

LIMERICK ROAD

NENAGH

Edge of Town Retail Zone

Total Number of Employees: 161

Survey date: FRIDAY 27/05/16 Survey Type: MANUAL

TW-02-D-07 INDUSTRIAL ESTATE TYNE & WEAR

SWALWELL BANK GATESHEAD WHICKHAM Edge of Town Residential Zone

Total Number of Employees: 130

Survey date: FRIDAY 04/10/13 Survey Type: MANUAL

30 TW-02-D-08 INDUSTRIAL ESTATE **TYNE & WEAR**

NORTH HYLTON ROAD **SUNDERLAND** SOUTHWICK

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 180

Survey date: TUESDAY 04/04/17 Survey Type: MANUAL VALE OF GLAMORGAN

INDUSTRIAL ESTATE 31 VG-02-D-01

ARTHUR STREET

BARRY

Edge of Town No Sub Category

Total Number of Employees: 180

Survey date: MONDAY 08/05/17 Survey Type: MANUAL

32 WG-02-D-01 INDUSTRIAL ESTATE WOKINGHAM

FISHPONDS ROAD WOKINGHAM

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 77

Survey date: TUESDAY 20/11/12 Survey Type: MANUAL

INDUSTRIAL ESTATE WL-02-D-02 33 WILTSHIRE

HEADLANDS GROVE

SWINDON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 118

Survey date: TUESDAY Survey Type: MANUAL 20/09/16

INDUSTRIAL ESTATE WEST MÍ DLÁNDS WM-02-D-02 34

DUNLOP WAY BIRMINGHAM

Edge of Town Residential Zone

Total Number of Employees: 347

Survey date: WEDNESDAY 07/11/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS

JUNCTION ROAD STOURBRIDGE

AUDNAM Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 35

Survey date: TUESDAY Survey Type: MANUAL 28/11/17 WORCESTERSHIRE

36 WO-02-D-01 INDUSTRIAL ESTATE SANDY LANE

STOURPORT-ON-SEVERN

Edge of Town Commercial Zone

Total Number of Employees: 19

Survey Type: MANUAL Survey date: FRIDAY 23/05/14 **WORCESTERSHIRE**

INDUSTRIAL ESTATE WO-02-D-02

WEIR LANE WORCESTER

Edge of Town Residential Zone

Total Number of Employees: 150

Survey date: MONDAY 14/11/16 Survey Type: MANUAL WEST YORKSHIRE

WY-02-D-03 INDUSTRIAL ESTATE 38 ARMLEY ROAD

LEEDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

192 Total Number of Employees:

Survey date: FRIDAY 20/09/13 Survey Type: MANUAL

WEST YÖRKSHIRE 39 WY-02-D-04 INDUSTRIAL ESTATE

LAW STREET **CLECKHEATON**

Edge of Town Industrial Zone

Total Number of Employees: 54

Survey date: THURSDAY 15/09/16 Survey Type: MANUAL

WY-02-D-05 INDUSTRIAL ESTATE WEST YÖRKSHIRE 40

CARR WOOD ROAD **CASTLEFORD**

Edge of Town Development Zone

Total Number of Employees: 20

Survey date: MONDAY 22/05/17 Survey Type: MANUAL

WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE 41

PIONEER WAY CASTLEFORD

Edge of Town Industrial Zone

Total Number of Employees: 23

Survey date: TUESDAY Survey Type: MANUAL 23/05/17 WEST YÓRKSHIRE

WY-02-D-07 INDUSTRIAL ESTATE 42

THUNDERHEAD RIDGE RD

CASTLEFORD **GLASSHOUGHTON** Edge of Town No Sub Category

Total Number of Employees: 61

Survey date: MONDAY 15/05/17 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.

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE **VEHICLES**

Time Range: 08:00-09:00 TOTALS

Ranking Type: TO 15th Percentile = No. ES-02-D-06 Tot: 0.257 36 85th Percentile = No. DV-02-D-06 Tot: 1.000

Median Values Mean Values

Arrivals: 0.443 Arrivals: 0.432 Departures: 0.137 Departures: 0.229 Totals: 0.580 Totals: 0.661

								Trip Ra	te (Sorted by T	otals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
1	HO-02-D-01	INDUSTRIAL EST	FELTHAM	HOUNSLOW	59	Thu	25/06/15	1.085	1.034	2.119
2	WY-02-D-07	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	61	Mon	15/05/17	1.000	0.738	1.738
3		INDUSTRIAL EST	RUISLIP	HILLINGDON	200	Thu	25/06/15	0.915	0.565	1.480
4	CA-02-D-04	INDUSTRIAL EST	PETERBOROUGH	CAMBRIDGESHIRE	40	Tue	02/12/14	0.825	0.525	1.350
5	WY-02-D-05	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	20	Mon	22/05/17	0.800	0.500	1.300
6	FA-02-D-02	INDUSTRIAL EST	FALKIRK	FALKIRK	115	Thu	30/05/13	0.678	0.539	1.217
7	DV-02-D-06	INDUSTRIAL EST	PLYMOUTH	DEVON	50	Tue	17/07/12	0.700	0.300	1.000
8	MG-02-D-01	INDUSTRIAL EST	CARRICKMACROSS	MONAGHAN	76	Fri	07/12/12	0.553	0.382	0.935
9	WO-02-D-01	INDUSTRIAL EST	STOURPORT-ON-SEVERN	WORCESTERSHIRE	19	Fri	23/05/14	0.368	0.526	0.894
10	WY-02-D-06	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	23	Tue	23/05/17	0.652	0.217	0.869
11	ES-02-D-07	INDUSTRIAL EST	BRIGHTON	EAST SUSSEX	130	Thu	16/10/14	0.508	0.285	0.793
12	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	77	Mon	03/07/17	0.390	0.377	0.767
13		WORKSHOPS	AMMANFORD	CARMARTHENSHIRE	59	Tue	14/10/14	0.475	0.271	0.746
14	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	180	Mon	08/05/17	0.511	0.178	0.689
15	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	59	Fri	29/11/13	0.678	0.000	0.678
16	DL-02-D-04	INDUSTRIAL EST	DUBLIN	DUBLIN	180	Mon	19/10/15	0.567	0.111	0.678
17	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	97	Fri	29/11/13	0.402	0.268	0.670
18	NF-02-D-03	INDUSTRIAL EST	NORWICH	NORFOLK	45	Mon	08/10/12	0.200	0.467	0.667
19	HE-02-D-02	BUSINESS PARK	HEREFORD	HEREFORDSHIRE	67	Tue	22/10/13	0.373	0.254	0.627
20	EG-02-D-02	INDUSTRIAL EST	NORTHOLT	EALING	141	Wed	05/12/12	0.624	0.000	0.624
21	WL-02-D-02	INDUSTRIAL EST	SWINDON	WILTSHIRE	118	Tue	20/09/16	0.441	0.169	0.610
22	HV-02-D-01	INDUSTRIAL EST	ROMFORD	HAVERING	275	Tue	07/10/14	0.444	0.105	0.549
23	WY-02-D-03	INDUSTRIAL EST	LEEDS	WEST YORKSHIRE	192	Fri	20/09/13	0.365	0.167	0.532
24		INDUSTRIAL EST	KETTERING	NORTHAMPTONSHIRE	300	Thu	23/10/14	0.263	0.240	0.503
25	LC-02-D-06	INDUSTRIAL EST	BURNLEY	LANCASHIRE	54	Thu	29/09/16	0.463	0.037	0.500
26	WG-02-D-01	INDUSTRIAL EST	WOKINGHAM	WOKINGHAM	77	Tue	20/11/12	0.416	0.078	0.494
27	AR-02-D-01	INDUSTRIAL EST	ARMAGH	ARMAGH	139	Tue	08/06/10	0.360	0.101	0.461
28	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	160	Thu	21/05/15	0.300	0.138	0.438
29	TI-02-D-01	INDUSTRIAL EST	NENAGH	TIPPERARY	161	Fri	27/05/16	0.286	0.112	0.398
30	TW-02-D-07	INDUSTRIAL EST	GATESHEAD	TYNE & WEAR	130	Fri	04/10/13	0.238	0.138	0.376
31	WM-02-D-03	INDUSTRIAL EST	STOURBRIDGE	WEST MIDLANDS	35	Tue	28/11/17	0.371	0.000	0.371
32	EX-02-D-02	INDUSTRIAL EST	DUNMOW	ESSEX	182	Fri	08/07/16	0.269	0.088	0.357
33	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	150	Mon	14/11/16	0.227	0.087	0.314
34	WM-02-D-02	INDUSTRIAL EST	BIRMINGHAM	WEST MIDLANDS	347	Wed	07/11/12	0.210	0.101	0.311
35	AG-02-D-02	INDUSTRIAL EST	ARBROATH	ANGUS	875	Tue	25/04/17	0.150	0.113	0.263
36		INDUSTRIAL EST	EASTBOURNE	EAST SUSSEX	330	Mon	21/10/13	0.215	0.042	0.257
37	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	54	Thu	15/09/16	0.185	0.056	0.241
38	LC-02-D-05	INDUSTRIAL EST	BLACKBURN	LANCASHIRE	63	Tue	04/06/13	0.143	0.079	0.222
39	GM-02-D-07	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	74	Thu	22/10/15	0.162	0.054	0.216

								Trip Ra	te (Sorted by	Totals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
40	KC-02-D-02	INDUSTRIAL EST	DEAL	KENT	150	Wed	28/11/12	0.167	0.033	0.200
41	FA-02-D-03	INDUSTRIAL EST	FALKIRK	FALKIRK	15	Fri	31/05/13	0.067	0.133	0.200
42	TW-02-D-08	INDUSTRIAL EST	SUNDERLAND	TYNE & WEAR	180	Tue	04/04/17	0.089	0.028	0.117

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

SYSTRA Ltd Milburn House Newcastle

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selei	cted regions and areas:	
01	GREATER LONDON	
0.	EG EALING	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
02	SOUTH EAST	i days
02	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	i uays
03	BR BRISTOL CITY	2 days
		,
		2 days
04	WL WILTSHIRE EAST ANGLIA	1 days
04		1 40
	CA CAMBRIDGESHIRE NF NORFOLK	1 days
05		1 days
05	EAST MIDLANDS	1 40
07	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	1 dovo
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
0.7	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	E .1
00	WY WEST YORKSHIRE	5 days
80	NORTH WEST	4
	GM GREATER MANCHESTER	1 days
00	LC LANCASHIRE	2 days
09	NORTH	0.1
4.0	TW TYNE & WEAR	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	4 1
	AG ANGUS	1 days
	FA FALKIRK	2 days
	FI FIFE	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN I RELAND)	
	AR ARMAGH	1 days

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

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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 Employees
Actual Range: 15 to 875 (units:)
Range Selected by User: 0 to 5068 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/11/17

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
 8 days

 Tuesday
 13 days

 Wednesday
 3 days

 Thursday
 9 days

 Friday
 9 days

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

Selected survey types:

Manual count 42 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	5
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	22

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:

Industrial Zone	17
Commercial Zone	2
Development Zone	2
Residential Zone	13
Retail Zone	1
No Sub Category	7

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:

2 days
13 days
19 days
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®.

Population within 1 mile:

- C/C different first fi	
1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	4 days
15,001 to 20,000	6 days
20,001 to 25,000	6 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

SYSTRA Ltd Milburn House Newcastle

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Secondary Filtering selection (Cont.):

Population	within	5 miles

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	14 days
250,001 to 500,000	9 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	20 days
1.6 to 2.0	3 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	1 days
No	41 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	38 days
1b Very poor	1 days
2 Poor	3 days

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

LIST OF SITES relevant to selection parameters

AG-02-D-02 INDUSTRIAL ESTATE **ANGUS**

A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town No Sub Category

Total Number of Employees:

Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

AR-02-D-01 INDUSTRIAL ESTATE ARMAGH

HAMILTONSBAWN ROAD

ARMAGH

Edge of Town No Sub Category

Total Number of Employees: 139

Survey date: TUESDAY 08/06/10 Survey Type: MANUAL

INDUSTRIAL ESTATE BR-02-D-04 BRISTOL CITY

CROFTS END ROAD

BRISTOL SPEEDWELL

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 59

Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

BR-02-D-05 INDUSTRIAL ESTATE **BRISTOL CITY**

NOVERS HILL **BRISTOL BEDMINSTER**

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 97

Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

CA-02-D-04 CAMBRI DGÉSHI RE INDUSTRIAL ESTATE

LINCOLN ROAD **PETERBOROUGH**

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of Employees: 40

Survey date: TUESDAY 02/12/14 Survey Type: MANUAL **CARMARTHENSHIRE**

CM-02-D-03 **WORKSHOPS**

PARK STREET **AMMANFORD BETWS**

Edge of Town Centre No Sub Category

Total Number of Employees: 59

Survey date: TUESDAY 14/10/14 Survey Type: MANUAL

INDUSTRIAL ESTATE DI -02-D-04 DUBLIN

CLOVER HILL ROAD

DUBLIN CLONDALKIN Edge of Town Industrial Zone

Total Number of Employees: 180

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

DV-02-D-06 INDUSTRIAL ESTATE DEVON

ST MODWEN ROAD

PLYMOUTH

Edge of Town Industrial Zone

Total Number of Employees: 50

Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

DV-02-D-07 INDUSTRIAL ESTATE **DEVON**

BITTERN ROAD

EXETER

SOWTON IND. ESTATE

Edge of Town Industrial Zone

Total Number of Employees: 77

> Survey date: MONDAY 03/07/17 Survey Type: MANUAL

EG-02-D-02 INDUSTRIAL ESTATE **EALING**

BELVUE ROAD **NORTHOLT**

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 141

Survey date: WEDNESDAY 05/12/12 Survey Type: MANUAL

EAST SUSSEX 11 ES-02-D-06 INDUSTRIAL ESTATE

COURTLANDS ROAD

EASTBOURNE

Edge of Town Residential Zone

330 Total Number of Employees:

Survey date: MONDAY 21/10/13 Survey Type: MANUAL

ES-02-D-07 INDUSTRIAL ESTATE **EAST SUSSEX** 12

HUGHES ROAD BRIGHTON

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 130

Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

13 EX-02-D-02 INDUSTRIAL ESTATE **ESSEX**

CHELMSFORD ROAD

DUNMOW

Edge of Town Centre Residential Zone

Total Number of Employees: 182

Survey date: FRIDAY 08/07/16 Survey Type: MANUAL

FA-02-D-02 INDUSTRIAL ESTATE FALKIRK 14

MAIN STREET **FALKIRK**

GRAHAMSTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 115

Survey date: THURSDAY 30/05/13 Survey Type: MANUAL

FA-02-D-03 15 INDUSTRIAL ESTATE **FALKIRK**

LADYSMILL FALKIRK

Edge of Town Centre Commercial Zone

Total Number of Employees: 15

Survey date: FRIDAY 31/05/13 Survey Type: MANUAL

FI-02-D-01 INDUSTRIAL ESTATE FIFE 16

DICKSON STREET DUNFERMLINE

Edge of Town

Residential Zone

Total Number of Employees: 160

Survey date: THURSDAY 21/05/15 Survey Type: MANUAL **GREATER MANCHESTER**

GM-02-D-07 17 **BUSINESS PARK**

VULCAN STREET OLDHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 74

Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

HD-02-D-02 INDUSTRIAL ESTATE **HILLINGDON**

BRADFIELD ROAD

RUISLIP SOUTH RUISLIP

Edge of Town Industrial Zone

Total Number of Employees: 200

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL **HEREFORDSHIRE**

HE-02-D-02 **BUSINESS PARK** BURCOTT ROAD

HEREFORD

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 67

Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

HO-02-D-01 INDUSTRIAL ESTATE HOUNSLOW

HAMPTON ROAD WEST

FELTHAM HANWORTH

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 59

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

HV-02-D-01 INDUSTRIAL ESTATE **HAVERING** 21

CHURCH ROAD **ROMFORD** HAROLD WOOD Edge of Town

Residential Zone

Total Number of Employees: 275

Survey date: TUESDAY 07/10/14 Survey Type: MANUAL

KC-02-D-02 INDUSTRIAL ESTATE **KENT**

SOUTHWELL ROAD

DEAL

Edge of Town Residential Zone

Total Number of Employees: 150

Survey date: WEDNESDAY 28/11/12 Survey Type: MANUAL

23 LC-02-D-05 INDUSTRIAL ESTATE LANCASHI RÉ

APPLEBY STREET **BLACKBURN**

> Edge of Town Centre Industrial Zone

Total Number of Employees: 63

Survey date: TUESDAY 04/06/13 Survey Type: MANUAL

LC-02-D-06 INDUSTRIAL ESTATE 24 **LANCASHIRE**

SMALLSHAW LANE

BURNLEY

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 54

Survey date: THURSDAY 29/09/16 Survey Type: MANUAL

MG-02-D-01 INDUSTRIAL ESTATE 25 **MONAGHAN**

DUNDALK ROAD CARRICKMACROSS

> Edge of Town Centre No Sub Category

Total Number of Employees: 76

Survey date: FRIDAY 07/12/12 Survey Type: MANUAL

NF-02-D-03 26 INDUSTRIAL ESTATE **NORFOLK**

BIDEWELL CLOSE

NORWICH

Edge of Town Residential Zone

Total Number of Employees: 45

Survey date: MONDAY 08/10/12 Survey Type: MANUAL SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

27 NR-02-D-01 INDUSTRIAL ESTATE NORTHAMPTONSHIRE

ROBINSON WAY KETTERING

> Edge of Town Industrial Zone

Total Number of Employees: 300

Survey date: THURSDAY 23/10/14 Survey Type: MANUAL

28 TI-02-D-01 INDUSTRIAL ESTATE TIPPERARY

LIMERICK ROAD

NENAGH

Edge of Town Retail Zone

Total Number of Employees: 161

Survey date: FRIDAY 27/05/16 Survey Type: MANUAL

29 TW-02-D-07 INDUSTRIAL ESTATE TYNE & WEAR

SWALWELL BANK GATESHEAD WHICKHAM Edge of Town Residential Zone

Total Number of Employees: 130

Survey date: FRIDAY 04/10/13 Survey Type: MANUAL

30 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR

NORTH HYLTON ROAD SUNDERLAND SOUTHWICK

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of Employees: 180

Survey date: TÜESDAY 04/04/17 Survey Type: MANUAL
VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN

31 VG-02-D-01 ARTHUR STREET

BARRY

Edge of Town No Sub Category

Total Number of Employees: 180

Survey date: MONDAY 08/05/17 Survey Type: MANUAL

32 WG-02-D-01 INDUSTRIAL ESTATE WOKINGHAM

FISHPONDS ROAD WOKINGHAM

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 77

Survey date: TUESDAY 20/11/12 Survey Type: MANUAL

33 WL-02-D-02 INDUSTRIAL ESTATE WILTSHIRE

HEADLANDS GROVE

SWINDON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 118

Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

34 WM-02-D-02 INDUSTRIAL ESTATE WEST MIDLANDS

DUNLOP WAY BIRMINGHAM

> Edge of Town Residential Zone

Total Number of Employees: 347

Survey date: WEDNESDAY 07/11/12 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

35 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS

JUNCTION ROAD STOURBRIDGE

AUDNAM Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of Employees: 35

Survey date: TUESDAY 28/11/17 Survey Type: MANUAL WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE

SANDY LANE

36

STOURPORT-ON-SEVERN

Edge of Town Commercial Zone

Total Number of Employees: 19

Survey date: FRIDAY 23/05/14 Survey Type: MANUAL
37 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE

WEIR LANE WORCESTER

> Edge of Town Residential Zone

Total Number of Employees: 150

Survey date: MONDAY 14/11/16 Survey Type: MANUAL
3 WY-02-D-03 INDUSTRIAL ESTATE WEST YORKSHIRE

38 WY-02-D-03 INDUSTRIAL ESTATE ARMLEY ROAD

LEEDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Number of Employees: 192

Survey date: FRIDAY 20/09/13 Survey Type: MANUAL
WY-02-D-04 INDUSTRIAL ESTATE WEST YORKSHIRE

39 WY-02-D-04 INDUSTRIAL ESTATE LAW STREET

CLECKHEATON

Edge of Town Industrial Zone

Total Number of Employees: 54

Survey date: THURSDAY 15/09/16 Survey Type: MANUAL 40 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE

CARR WOOD ROAD CASTLEFORD

Edge of Town Development Zone

Total Number of Employees: 20

Survey date: MONDAY 22/05/17 Survey Type: MANUAL WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE

41 WY-02-D-06 PIONEER WAY CASTLEFORD

42

Edge of Town Industrial Zone

Total Number of Employees: 23

Survey date: TUESDAY 23/05/17 Survey Type: MANUAL WY-02-D-07 INDUSTRIAL ESTATE WEST YORKSHIRE

THUNDERHEAD RIDGE RD

CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category

Total Number of Employees: 61

Survey date: MONDAY 15/05/17 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.

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE **VEHICLES**

Time Range: 17:00-18:00 TOTALS

Ranking Type: TO 15th Percentile = No. 36 AG-02-D-02 Tot: 0.191 85th Percentile = No. NF-02-D-03 Tot: 0.911

Median Values Mean Values

Arrivals: 0.083 Arrivals: 0.144 Departures: 0.392 Departures: 0.375 Totals: 0.475 Totals: 0.518

								Trip Ra	te (Sorted by T	otals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
1	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	59	Fri	29/11/13	0.271	1.034	1.305
2	WY-02-D-05	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	20	Mon	22/05/17	0.400	0.650	1.050
3	CA-02-D-04	INDUSTRIAL EST	PETERBOROUGH	CAMBRIDGESHIRE	40	Tue	02/12/14	0.400	0.625	1.025
4	FA-02-D-02	INDUSTRIAL EST	FALKIRK	FALKIRK	115	Thu	30/05/13	0.348	0.652	1.000
5	MG-02-D-01	INDUSTRIAL EST	CARRICKMACROSS	MONAGHAN	76	Fri	07/12/12	0.421	0.566	0.987
6	HD-02-D-02	INDUSTRIAL EST	RUISLIP	HILLINGDON	200	Thu	25/06/15	0.345	0.595	0.940
7	NF-02-D-03	INDUSTRIAL EST	NORWICH	NORFOLK	45	Mon	08/10/12	0.067	0.844	0.911
8	DV-02-D-06	INDUSTRIAL EST	PLYMOUTH	DEVON	50	Tue	17/07/12	0.280	0.620	0.900
9	HO-02-D-01	INDUSTRIAL EST	FELTHAM	HOUNSLOW	59	Thu	25/06/15	0.356	0.492	0.848
10	LC-02-D-06	INDUSTRIAL EST	BURNLEY	LANCASHIRE	54	Thu	29/09/16	0.056	0.722	0.778
11	WY-02-D-07	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	61	Mon	15/05/17	0.262	0.492	0.754
12	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	180	Mon	08/05/17	0.300	0.389	0.689
13		INDUSTRIAL EST	DUBLIN	DUBLIN	180	Mon	19/10/15	0.111	0.556	0.667
14	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	77	Mon	03/07/17	0.156	0.429	0.585
15	TI-02-D-01	INDUSTRIAL EST	NENAGH	TIPPERARY	161	Fri	27/05/16	0.161	0.410	0.571
16	CM-02-D-03	WORKSHOPS	AMMANFORD	CARMARTHENSHIRE	59	Tue	14/10/14	0.186	0.373	0.559
17	HE-02-D-02	BUSINESS PARK	HEREFORD	HEREFORDSHIRE	67	Tue	22/10/13	0.149	0.373	0.522
18	EG-02-D-02	INDUSTRIAL EST	NORTHOLT	EALING	141	Wed	05/12/12	0.000	0.518	0.518
19	WY-02-D-03	INDUSTRIAL EST	LEEDS	WEST YORKSHIRE	192	Fri	20/09/13	0.125	0.380	0.505
20	WG-02-D-01	INDUSTRIAL EST	WOKINGHAM	WOKINGHAM	77	Tue	20/11/12	0.130	0.364	0.494
21	AR-02-D-01	INDUSTRIAL EST	ARMAGH	ARMAGH	139	Tue	08/06/10	0.108	0.374	0.482
22	HV-02-D-01	INDUSTRIAL EST	ROMFORD	HAVERING	275	Tue	07/10/14	0.058	0.411	0.469
23	FA-02-D-03	INDUSTRIAL EST	FALKIRK	FALKIRK	15	Fri	31/05/13	0.267	0.200	0.467
24	EX-02-D-02	INDUSTRIAL EST	DUNMOW	ESSEX	182	Fri	08/07/16	0.093	0.346	0.439
25	WY-02-D-06	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	23	Tue	23/05/17	0.000	0.435	0.435
26	LC-02-D-05	INDUSTRIAL EST	BLACKBURN	LANCASHIRE	63	Tue	04/06/13	0.222	0.206	0.428
27	WL-02-D-02	INDUSTRIAL EST	SWINDON	WILTSHIRE	118	Tue	20/09/16	0.127	0.280	0.407
28	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	160	Thu	21/05/15	0.113	0.237	0.350
29	TW-02-D-07	INDUSTRIAL EST	GATESHEAD	TYNE & WEAR	130	Fri	04/10/13	0.092	0.231	0.323
30	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	150	Mon	14/11/16	0.073	0.247	0.320
31	WM-02-D-02	INDUSTRIAL EST	BIRMINGHAM	WEST MIDLANDS	347	Wed	07/11/12	0.043	0.239	0.282
32	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	54	Thu	15/09/16	0.056	0.204	0.260
33	KC-02-D-02	INDUSTRIAL EST	DEAL	KENT	150	Wed	28/11/12	0.013	0.233	0.246
34	ES-02-D-06	INDUSTRIAL EST	EASTBOURNE	EAST SUSSEX	330	Mon	21/10/13	0.042	0.185	0.227
35	ES-02-D-07	INDUSTRIAL EST	BRIGHTON	EAST SUSSEX	130	Thu	16/10/14	0.054	0.146	0.200
36		INDUSTRIAL EST	ARBROATH	ANGUS	875	Tue	25/04/17	0.045	0.146	0.191
37	WM-02-D-03	INDUSTRIAL EST	STOURBRIDGE	WEST MIDLANDS	35	Tue	28/11/17	0.000	0.171	0.171
38	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	97	Fri	29/11/13	0.010	0.144	0.154
39	NR-02-D-01	INDUSTRIAL EST	KETTERING	NORTHAMPTONSHIRE	300	Thu	23/10/14	0.007	0.100	0.107

								Trip Ra	te (Sorted by	Totals)
Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Arrivals	Departures	Totals
40	WO-02-D-01	INDUSTRIAL EST	STOURPORT-ON-SEVERN	WORCESTERSHIRE	19	Fri	23/05/14	0.053	0.053	0.106
41	TW-02-D-08	INDUSTRIAL EST	SUNDERLAND	TYNE & WEAR	180	Tue	04/04/17	0.028	0.061	0.089
42	GM-02-D-07	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	74	Thu	22/10/15	0.000	0.014	0.014

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Monday 17/02/20 Page 1

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

GREATER LONDON ΒE **BEXLEY** 1 days **GREENWICH** GR 1 days HILLINGDON 1 days HD НО HOUNSLOW 2 days 02 SOUTH EAST BUCKINGHAMSHIRE BU 1 days 03 SOUTH WEST 1 days DV DEVON GS **GLOUCESTERSHIRE** 1 days 04 EAST ANGLIA NF NORFOLK 1 days 05 EAST MIDLANDS NOTTINGHAMSHIRE 1 days YORKSHIRE & NORTH LINCOLNSHIRE 07 WEST YORKSHIRE WY 1 days NORTH WEST 08 LC LANCASHIRE 1 days 09 NORTH TYNE & WEAR TW 1 days WALES 10 CARDIFF CF 1 days 11 **SCOTLAND** AG **ANGUS** 1 days CONNAUGHT 12 **SLIGO** 1 days **MUNSTER** 13 CR CORK 1 days 15 **GREATER DUBLIN** DL DUBLIN 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 bedrooms Actual Range: 4 to 178 (units:) Range Selected by User: 4 to 483 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 16/10/17

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 2 days
Tuesday 2 days
Wednesday 5 days
Thursday 3 days
Friday 6 days

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

Selected survey types:

Manual count 18 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	6
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	8
Retail Zone	1
Built-Up Zone	2
Out of Town	1
No Sub Category	3

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:

C1 18 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:

3 days
3 days
3 days
4 days
3 days
1 days
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
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	7 days

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

Car ownership within 5 miles:

000		rrror or nijo	*****	ŭ	11111001
0.6	to	1.0			
1.1	to	1.5			

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 18 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	13 days
1b Very poor	1 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 AG-06-A-01 BOUTIQUE B&B ANGUS

CLIFFBURN ROAD ARBROATH HAYSHEAD Edge of Town Residential Zone

Total Number of bedrooms:

Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

BE-06-A-02 HOLIDAY INN BEXLEY

SOUTHWOLD ROAD

BEXLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 107

Survey date: FRIDAY 29/11/13 Survey Type: MANUAL
B BU-06-A-02 HOLIDAY INN BUCKINGHAMSHIRE

3 BU-06-A-02 HOLIDAY INN NEW ROAD

> AYLESBURY WESTON TURVILLE Edge of Town Out of Town

Total Number of bedrooms: 139

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

4 CF-06-A-03 HOLIDAY INN EXPRESS CARDIFF

LONGUEIL CLOSE

CARDIFF

Edge of Town Centre

Residential Zone

Total Number of bedrooms: 87

Survey date: MONDAY 16/07/12 Survey Type: MANUAL

5 CR-06-A-01 TRAVELODGE CORK

FRANKFIELD ROAD

CORK BLACK ASH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of bedrooms: 60

Survey date: FRIDAY 20/06/14 Survey Type: MANUAL

S CS-06-A-03 HOTEL SLIGO

STRANDHILL ROAD

SLIGO

Edge of Town Centre

Built-Up Zone

Total Number of bedrooms: 98

Survey date: THURSDAY 31/10/13 Survey Type: MANUAL

DL-06-A-05 BEST WESTERN DUBLIN

UPPER DRUMCONDRA ROAD

DUBLIN

DRUMCONDRA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 126

Survey date: WEDNESDAY 23/11/16 Survey Type: MANUAL

8 DV-06-A-03 FUTURE INN DEVON

WILLIAM PRANCE ROAD

PLYMOUTH

Edge of Town Industrial Zone

Total Number of bedrooms: 110

Survey date: WEDNESDAY 18/07/12 Survey Type: MANUAL

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Page 4 SYSTRA Ltd Milburn House Newcastle Licence No: 700703

GREENWICH

LIST OF SITES relevant to selection parameters (Cont.)

GREENWICH HIGH ROAD

GREENWICH

GR-06-A-03

Edge of Town Centre No Sub Category

Total Number of bedrooms: 151

NOVOTEL

Survey date: FRIDAY Survey Type: MANUAL 22/11/13 **GLOUCESTERSHIRE**

GS-06-A-02 PREMIER INN **GLOUCESTER ROAD**

CHELTENHAM SPA

SAINT MARKS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 67

Survey date: THURSDAY 28/11/13 Survey Type: MANUAL

HILLINGDON 11 HD-06-A-02 **NOVOTEL**

CHERRY LANE WEST DRAYTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 178

Survey date: TUESDAY 15/05/12 Survey Type: MANUAL

HO-06-A-01 DAYS HOTEL HOUNSLOW 12

LAMPTON ROAD **HOUNSLOW**

Edge of Town Centre

Commercial Zone

Total Number of bedrooms: 96

Survey date: WEDNESDAY 16/06/10 Survey Type: MANUAL

13 HO-06-A-02 **ETAP HOTEL** HOUNSLOW

STAINES ROAD **HOUNSLOW**

Edge of Town Centre

Retail Zone

Total Number of bedrooms: 148

Survey date: WEDNESDAY 16/06/10 Survey Type: MANUAL **LANCASHIRE**

LC-06-A-04 **BEST WESTERN** 14

LEYLAND WAY LEYLAND

Edge of Town Residential Zone

Total Number of bedrooms: 93

Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

NF-06-A-02 15 HOLIDAY INN NORFOLK

IPSWICH ROAD NORWICH

HARFORD PARK

Edge of Town

No Sub Category

Total Number of bedrooms:

119 Survey date: THURSDAY 30/09/10

Survey Type: MANUAL NT-06-A-02 PREMIER INN NOTTI NGHAMSHI RE 16

LONDON ROAD

NOTTINGHAM

Edge of Town Centre Built-Up Zone

Total Number of bedrooms:

87 Survey date: MONDAY 24/06/13 Survey Type: MANUAL

TW-06-A-02 17 **TRAVELODGE** TYNE & WEAR

CASPER WAY **GATESHEAD**

SWALWELL

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of bedrooms: 60

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL TRICS 7.6.4 141219 B19.28 Database right of TRICS Consortium Limited, 2019. All rights reserved Monday 17/02/20 Page 5

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

18 WY-06-A-02 HOTEL WEST YORKSHIRE

CLIFF ROAD LEEDS HEADINGLEY Suburban Area (PPS6 Out of Centre) Residential Zone

Total Number of bedrooms: 24

Survey date: FRIDAY 11/06/10 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.

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 TW-06-A-02 Tot: 0.100 85th Percentile = No. 4 GS-06-A-02 Tot: 0.388

Median Values Mean Values

 Arrivals:
 0.123
 Arrivals:
 0.107

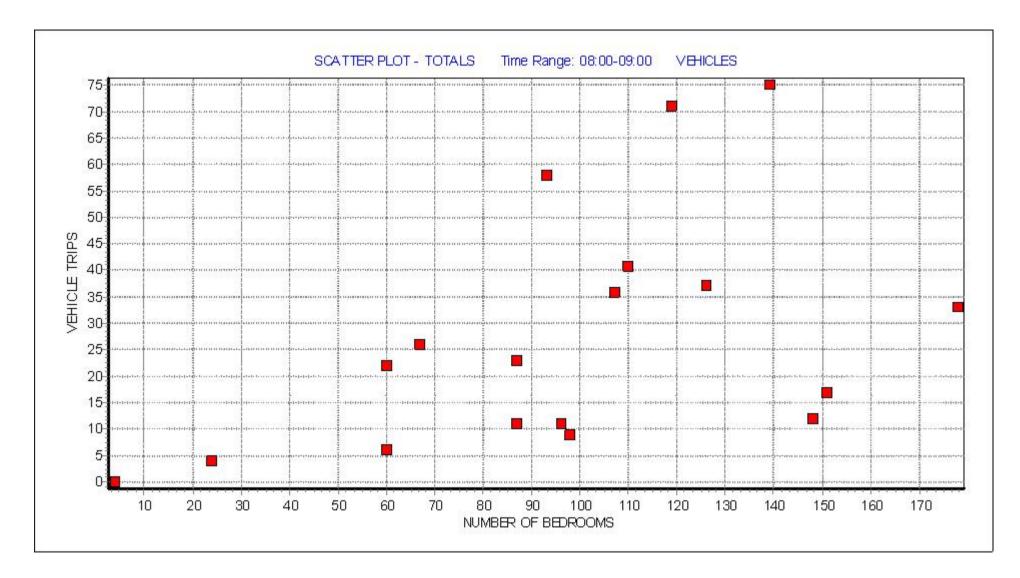
 Departures:
 0.102
 Departures:
 0.158

 Totals:
 0.225
 Totals:
 0.264

								Trip Ra	te (Sorted by 1	Totals)
Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Arrivals	Departures	Totals
1	LC-06-A-04	BEST WESTERN	LEYLAND	LANCASHIRE	93	Fri	21/10/11	0.344	0.280	0.624
2	NF-06-A-02	HOLIDAY INN	NORWICH	NORFOLK	119	Thu	30/09/10	0.252	0.345	0.597
3	BU-06-A-02	HOLIDAY INN	AYLESBURY	BUCKINGHAMSHIRE	139	Wed	01/10/14	0.180	0.360	0.540
4	GS-06-A-02	PREMIER INN	CHELTENHAM SPA	GLOUCESTERSHIRE	67	Thu	28/11/13	0.104	0.284	0.388
5	DV-06-A-03	FUTURE INN	PLYMOUTH	DEVON	110	Wed	18/07/12	0.127	0.245	0.372
6	CR-06-A-01	TRAVELODGE	CORK	CORK	60	Fri	20/06/14	0.083	0.283	0.366
7	BE-06-A-02	HOLIDAY INN	BEXLEY	BEXLEY	107	Fri	29/11/13	0.168	0.168	0.336
8	DL-06-A-05	BEST WESTERN	DUBLIN	DUBLIN	126	Wed	23/11/16	0.119	0.175	0.294
9	NT-06-A-02	PREMIER INN	NOTTINGHAM	NOTTINGHAMSHIRE	87	Mon	24/06/13	0.184	0.080	0.264
10	HD-06-A-02	NOVOTEL	WEST DRAYTON	HILLINGDON	178	Tue	15/05/12	0.062	0.124	0.186
11	WY-06-A-02	HOTEL	LEEDS	WEST YORKSHIRE	24	Fri	11/06/10	0.083	0.083	0.166
12	CF-06-A-03	HOLIDAY INN EX	CARDIFF	CARDIFF	87	Mon	16/07/12	0.046	0.080	0.126
13	HO-06-A-01	DAYS HOTEL	HOUNSLOW	HOUNSLOW	96	Wed	16/06/10	0.042	0.073	0.115
14	GR-06-A-03	NOVOTEL	GREENWICH	GREENWICH	151	Fri	22/11/13	0.013	0.099	0.112
15	TW-06-A-02	TRAVELODGE	GATESHEAD	TYNE & WEAR	60	Fri	13/11/15	0.033	0.067	0.100
16	CS-06-A-03	HOTEL	SLIGO	SLIGO	98	Thu	31/10/13	0.051	0.041	0.092
17	HO-06-A-02	ETAP HOTEL	HOUNSLOW	HOUNSLOW	148	Wed	16/06/10	0.027	0.054	0.081
18	AG-06-A-01	BOUTIQUE B&B	ARBROATH	ANGUS	4	Tue	22/05/12	0.000	0.000	0.000

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

Monday 17/02/20 Page 8

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

Selec	leu regions and areas.	
01	GREATER LONDON	
	BE BEXLEY	1 days
	GR GREENWICH	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	2 days
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
80	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days
12	CONNAUGHT	4 1
4.0	CS SLIGO	1 days
13	MUNSTER	4
4.5	CR CORK	1 days
15	GREATER DUBLIN	4
	DL DUBLIN	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 bedrooms
Actual Range: 4 to 178 (units:)
Range Selected by User: 4 to 483 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 16/10/17

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 2 days
Tuesday 2 days
Wednesday 5 days
Thursday 3 days
Friday 6 days

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

Selected survey types:

Manual count 18 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	6
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	8
Retail Zone	1
Built-Up Zone	2
Out of Town	1
No Sub Category	3

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:

C1 18 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	3 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days
100,001 or More	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
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	7 days

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

Car ownership within 5 miles:

000		rrror or nijo	*****	ŭ	11111001
0.6	to	1.0			
1.1	to	1.5			

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

<u>Travel Plan:</u>

No 18 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	13 days
1b Very poor	1 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	2 days

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

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters

ANGUS AG-06-A-01 **BOUTIQUE B&B** CLIFFBURN ROAD

ARBROATH HAYSHEAD Edge of Town Residential Zone

Total Number of bedrooms:

22/05/12 Survey date: TUESDAY Survey Type: MANUAL

BE-06-A-02 HOLIDAY INN **BEXLEY**

SOUTHWOLD ROAD

BEXLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 107

Survey date: FRIDAY 29/11/13 Survey Type: MANUAL HOLIDAY INN BUCKINGHAMSHIRE

BU-06-A-02 **NEW ROAD AYLESBURY**

WESTON TURVILLE Edge of Town Out of Town

Total Number of bedrooms: 139

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

CF-06-A-03 HOLIDAY INN EXPRESS **CARDIFF**

LONGUEIL CLOSE

CARDIFF

Edge of Town Centre Residential Zone

Total Number of bedrooms: 87

Survey date: MONDAY 16/07/12 Survey Type: MANUAL

CR-06-A-01 **TRAVELODGE** CORK

FRANKFIELD ROAD

CORK **BLACK ASH**

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of bedrooms: 60

Survey date: FRIDAY 20/06/14 Survey Type: MANUAL

CS-06-A-03 HOTEL SLIGO

STRANDHILL ROAD

SLIGO

Edge of Town Centre Built-Up Zone

Total Number of bedrooms: 98

Survey date: THURSDAY 31/10/13 Survey Type: MANUAL

BEST WESTERN DL-06-A-05 DUBLIN

UPPER DRUMCONDRA ROAD

DUBLIN

DRUMCONDRA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 126

Survey date: WEDNESDAY 23/11/16 Survey Type: MANUAL DEVON

DV-06-A-03 **FUTURE INN**

WILLIAM PRANCE ROAD **PLYMOUTH**

Edge of Town Industrial Zone

Total Number of bedrooms: 110

Survey date: WEDNESDAY 18/07/12 Survey Type: MANUAL TRICS 7.6.4 141219 B19.28 Database right of TRICS Consortium Limited, 2019. All rights reserved

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Survey Type: MANUAL

GLOUCESTERSHIRE

GREENWICH

Licence No: 700703

SYSTRA Ltd Milburn House Newcastle

LIST OF SITES relevant to selection parameters (Cont.)

GR-06-A-03 NOVOTEL GREENWICH HIGH ROAD

GREENWICH

Edge of Town Centre No Sub Category

Total Number of bedrooms: 151

Survey date: FRIDAY 22/11/13

GS-06-A-02 PREMIER INN

GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms:

67 Survey date: THURSDAY 28/11/13 Survey Type: MANUAL

HILLINGDON 11 HD-06-A-02 **NOVOTEL**

CHERRY LANE WEST DRAYTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 178

Survey date: TUESDAY 15/05/12 Survey Type: MANUAL

HO-06-A-01 DAYS HOTEL HOUNSLOW 12

LAMPTON ROAD **HOUNSLOW**

Edge of Town Centre Commercial Zone

Total Number of bedrooms: 96

Survey date: WEDNESDAY 16/06/10 Survey Type: MANUAL

13 HO-06-A-02 **ETAP HOTEL** HOUNSLOW

STAINES ROAD **HOUNSLOW**

Edge of Town Centre

Retail Zone

Total Number of bedrooms: 148

Survey date: WEDNESDAY 16/06/10 Survey Type: MANUAL **LANCASHIRE**

LC-06-A-04 **BEST WESTERN** 14

LEYLAND WAY LEYLAND

Edge of Town Residential Zone

Total Number of bedrooms: 93

Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

NF-06-A-02 15 HOLIDAY INN NORFOLK

IPSWICH ROAD NORWICH HARFORD PARK

Edge of Town

No Sub Category

Total Number of bedrooms:

119

Survey Type: MANUAL Survey date: THURSDAY 30/09/10 NOTTI NGHAMSHI RE

NT-06-A-02 PREMIER INN 16

LONDON ROAD NOTTINGHAM

Edge of Town Centre

Built-Up Zone Total Number of bedrooms: 87

Survey date: MONDAY 24/06/13 Survey Type: MANUAL TYNE & WEAR

TW-06-A-02 17 **TRAVELODGE**

CASPER WAY **GATESHEAD**

SWALWELL Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of bedrooms: 60

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL TRICS 7.6.4 141219 B19.28 Database right of TRICS Consortium Limited, 2019. All rights reserved Monday 17/02/20 Page 12

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

18 WY-06-A-02 HOTEL WEST YORKSHIRE

CLIFF ROAD LEEDS HEADINGLEY Suburban Area (PPS6 Out of Centre)

Residential Zone
Total Number of bedrooms: 24

Survey date: FRIDAY 11/06/10 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.

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 HD-06-A-02 Tot: 0.112 85th Percentile = No. 4 NF-06-A-02 Tot: 0.403

Median Values Mean Values

 Arrivals:
 0.117
 Arrivals:
 0.154

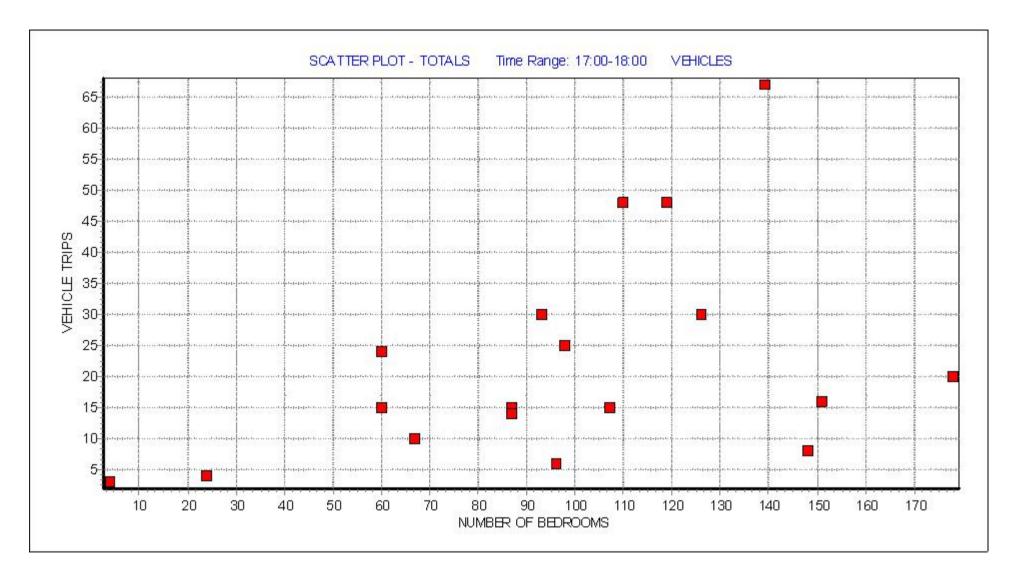
 Departures:
 0.088
 Departures:
 0.105

 Totals:
 0.205
 Totals:
 0.259

								Trip Ra	te (Sorted by	Γotals)
Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Arrivals	Departures	Totals
1	AG-06-A-01	BOUTIQUE B&B	ARBROATH	ANGUS	4	Tue	22/05/12	0.500	0.250	0.750
2	BU-06-A-02	HOLIDAY INN	AYLESBURY	BUCKINGHAMSHIRE	139	Wed	01/10/14	0.317	0.165	0.482
3	DV-06-A-03	FUTURE INN	PLYMOUTH	DEVON	110	Wed	18/07/12	0.300	0.136	0.436
4	NF-06-A-02	HOLIDAY INN	NORWICH	NORFOLK	119	Thu	30/09/10	0.252	0.151	0.403
5	CR-06-A-01	TRAVELODGE	CORK	CORK	60	Fri	20/06/14	0.167	0.233	0.400
6	LC-06-A-04	BEST WESTERN	LEYLAND	LANCASHIRE	93	Fri	21/10/11	0.151	0.172	0.323
7	CS-06-A-03	HOTEL	SLIGO	SLIGO	98	Thu	31/10/13	0.153	0.102	0.255
8	TW-06-A-02	TRAVELODGE	GATESHEAD	TYNE & WEAR	60	Fri	13/11/15	0.167	0.083	0.250
9	DL-06-A-05	BEST WESTERN	DUBLIN	DUBLIN	126	Wed	23/11/16	0.119	0.119	0.238
10	CF-06-A-03	HOLIDAY INN EX	CARDIFF	CARDIFF	87	Mon	16/07/12	0.115	0.057	0.172
11	WY-06-A-02	HOTEL	LEEDS	WEST YORKSHIRE	24	Fri	11/06/10	0.083	0.083	0.166
12	NT-06-A-02	PREMIER INN	NOTTINGHAM	NOTTINGHAMSHIRE	87	Mon	24/06/13	0.115	0.046	0.161
13	GS-06-A-02	PREMIER INN	CHELTENHAM SPA	GLOUCESTERSHIRE	67	Thu	28/11/13	0.104	0.045	0.149
14	BE-06-A-02	HOLIDAY INN	BEXLEY	BEXLEY	107	Fri	29/11/13	0.084	0.056	0.140
15	HD-06-A-02	NOVOTEL	WEST DRAYTON	HILLINGDON	178	Tue	15/05/12	0.056	0.056	0.112
16	GR-06-A-03	NOVOTEL	GREENWICH	GREENWICH	151	Fri	22/11/13	0.046	0.060	0.106
17	HO-06-A-01	DAYS HOTEL	HOUNSLOW	HOUNSLOW	96	Wed	16/06/10	0.010	0.052	0.062
18	HO-06-A-02	ETAP HOTEL	HOUNSLOW	HOUNSLOW	148	Wed	16/06/10	0.027	0.027	0.054

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 01 - RETAIL Land Use

: A - FOOD SUPERSTORE Category

TOTAL VEHICLES

Selected regions and areas:

01 **GREATER LONDON** ВТ **BRENT** 1 days SOUTH EAST 02 WS WEST SUSSEX 1 days 05 EAST MIDLANDS DS **DERBYSHIRE** 1 days LE LEICESTERSHIRE 1 days 80 **NORTH WEST** LANCASHIRE LC 1 days 09 NORTH СВ **CUMBRIA** 1 days TW TYNE & WEAR 1 days 10 **WALES** CONWY CO 1 days MONMOUTHSHIRE MM 1 days **SCOTLAND** 11 EΒ CITY OF EDINBURGH 1 days

13 MUNSTER

> **TIPPERARY** 1 days ΤI

ULSTER (NORTHERN I RELAND) 17

ANTRIM ΑN 2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 2900 to 15124 (units: sqm) 800 to 15950 (units: sqm) Range Selected by User:

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Include all surveys Selection by:

01/01/13 to 27/11/20 Date Range:

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:

1 days Tuesday Thursday 1 days Friday 11 days

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

Selected survey types:

Manual count 13 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:

4 Edge of Town Centre Suburban Area (PPS6 Out of Centre) 4 Edge of Town 5

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

Selected Location Sub Categories:

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

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:

E(a) 13 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®.

days days days days

3 days

Population within 500m Range:

All Surveys Included

25,001 to 50,000

<u>Population within 1 mile:</u>	
5,001 to 10,000	
10,001 to 15,000	
15,001 to 20,000	
20.001 to 25.000	

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
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	5 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:

6 days
5 days
1 days
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.

Petrol filling station:

PFS is present at the site and is included in the count	9 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

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

Travel Plan:

Yes	2 days
No	11 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	12 days
5 Very Good	1 days

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

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LIST OF SITES relevant to selection parameters

1 AN-01-A-04 TESCO EXTRA ANTRIM

28 CASTLE WAY ANTRIM

Edge of Town Centre Built-Up Zone

Total Gross floor area: 7702 sqm

Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

2 AN-01-A-05 TESCO ANTRIM

BALLYGOMARTIN ROAD

BELFAST

Edge of Town
Residential Zone

Total Gross floor area: 2900 sqm

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

BT-01-A-03 ASDA BRENT

FORTY LANE WEMBLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Gross floor area: 9394 sqm

Survey date: TUESDAY 13/09/16 Survey Type: MANUAL

4 CB-01-A-08 SAINSBURY'S CUMBRIA

BRIDGE STREET CARLISLE

Edge of Town Centre

Built-Up Zone Total Gross floor area: 7200 sqm

Survey date: FRIDAY 06/06/14 Survey Type: MANUAL

CO-01-A-01 ASDA CONWY

CONWAY ROAD

Edge of Town Centre

Retail Zone

Total Gross floor area: 9854 sqm

Survey date: FRIDAY 23/03/18 Survey Type: MANUAL

DS-01-A-01 SAINSBURY'S DERBYSHIRE

WYVERN WAY DERBY

CHADDESDEN

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 9500 sqm

Survey date: FRIDAY 26/06/15 Survey Type: MANUAL
EB-01-A-01 ASDA CITY OF EDINBURGH

THE JEWEL

EDINBURGH

Edge of Town Retail Zone

Total Gross floor area: 15124 sqm

Survey date: FRIDAY 27/04/18 Survey Type: MANUAL

LC-01-A-19 ASDA LANCASHIRE EASTWAY

PRESTON FULWOOD Edge of Town Commercial Zone

Total Gross floor area: 14000 sqm

Survey date: FRIDAY 09/11/18 Survey Type: MANUAL

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Licence No: 700703 SYSTRA Ltd Milburn House Newcastle

LIST OF SITES relevant to selection parameters (Cont.)

SAINSBURY'S **LEI CESTERSHIRE** LE-01-A-03 **GLEN ROAD**

LEICESTER OADBY

Edge of Town Residential Zone

Total Gross floor area: 5700 sqm

Survey date: FRIDAY 07/11/14 Survey Type: MANUAL MM-01-A-02 **MONMOUTHSHIRE**

10 ASDA LOWER DOCK STREET

NEWPORT

Edge of Town Centre Built-Up Zone

Total Gross floor area: 9825 sqm

Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

11 TI-01-A-01 **TESCO TIPPERARY**

ST JOSEPHS PARK

NENAGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 7000 sqm

> Survey date: FRIDAY 27/05/16 Survey Type: MANUAL TYNE & WEAR

TW-01-A-02 ASDA WANSBECK ROAD SOUTH

NEWCASTLE UPON TYNE

GOSFORTH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 9050 sqm

Survey Type: MANUAL Survey date: FRIDAY 03/05/19 WEST SUSSEX

WS-01-A-12 SAI NSBURY'S

NEW ROAD LITTLEHAMPTON WEST PRESTON Edge of Town Retail Zone

Total Gross floor area: 12550 sqm

Survey date: FRIDAY Survey Type: MANUAL 21/06/19

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
MA-01-A-02	COVID
SF-01-A-03	COVID

FOOD_nonCOVID

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

RANK ORDER for Land Use 01 - RETAIL/A - FOOD SUPERSTORE TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 11 CO-01-A-01 Tot: 1.675 85th Percentile = No. 3 AN-01-A-04 Tot: 6.960

Median Values Mean Values

 Arrivals:
 1.812
 Arrivals:
 2.181

 Departures:
 1.303
 Departures:
 1.743

 Totals:
 3.115
 Totals:
 3.924

								Trip Ra	ite (Sorted by	Totals)
Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Arrivals	Departures	Totals
1	LE-01-A-03	SAINSBURY'S	LEICESTER	LEICESTERSHIRE	5700	Fri	07/11/14	4.281	3.649	7.930
2	AN-01-A-05	TESCO	BELFAST	ANTRIM	2900	Fri	25/09/15	4.310	3.207	7.517
3	AN-01-A-04	TESCO EXTRA	ANTRIM	ANTRIM	7702	Thu	17/10/13	3.532	3.428	6.960
4	DS-01-A-01	SAINSBURY'S	DERBY	DERBYSHIRE	9500	Fri	26/06/15	3.347	3.053	6.400
5	CB-01-A-08	SAINSBURY'S	CARLISLE	CUMBRIA	7200	Fri	06/06/14	2.569	2.306	4.875
6	LC-01-A-19	ASDA	PRESTON	LANCASHIRE	14000	Fri	09/11/18	2.129	1.686	3.815
7	MM-01-A-02	ASDA	NEWPORT	MONMOUTHSHIRE	9825	Fri	27/09/19	1.812	1.303	3.115
8	BT-01-A-03	ASDA	WEMBLEY	BRENT	9394	Tue	13/09/16	1.820	1.054	2.874
9	WS-01-A-12	SAINSBURY'S	LITTLEHAMPTON	WEST SUSSEX	12550	Fri	21/06/19	1.371	1.139	2.510
10	TI-01-A-01	TESCO	NENAGH	TIPPERARY	7000	Fri	27/05/16	1.457	0.914	2.371
11	CO-01-A-01	ASDA	LLANDUDNO	CONWY	9854	Fri	23/03/18	1.086	0.589	1.675
12	EB-01-A-01	ASDA	EDINBURGH	CITY OF EDINBURGH	15124	Fri	27/04/18	0.463	0.231	0.694
13	TW-01-A-02	ASDA	NEWCASTLE UPON TYNE	TYNE & WEAR	9050	Fri	03/05/19	0.177	0.099	0.276

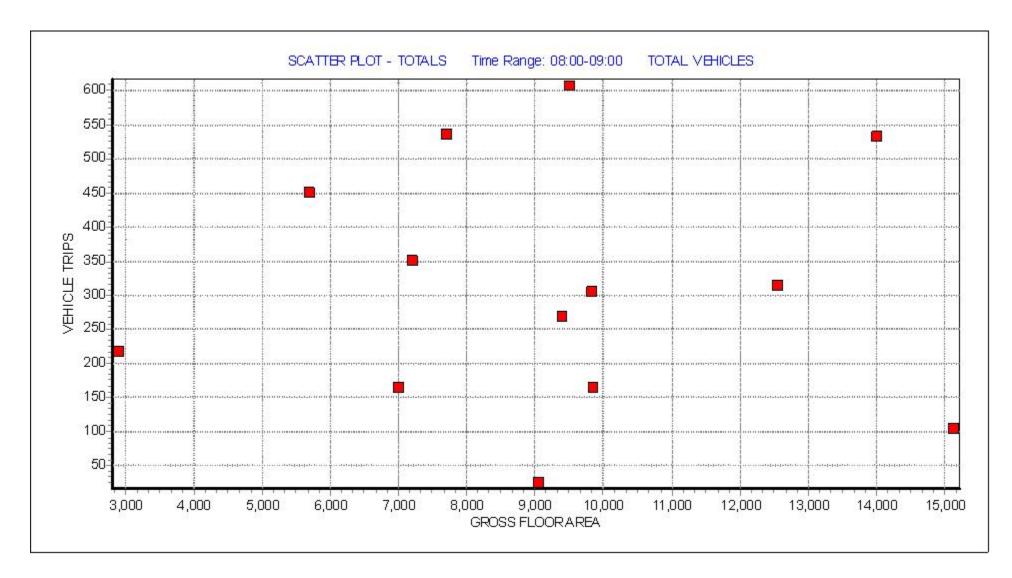
This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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Newcastle

tle Licence No: 700703



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : A - FOOD SUPERSTORE

TOTAL VEHICLES

Selected regions and areas:

01 **GREATER LONDON** ВТ BRENT 1 days 02 SOUTH EAST WS WEST SUSSEX 1 days 05 EAST MIDLANDS DERBYSHIRE DS 1 days LE LEICESTERSHIRE 1 days 80 NORTH WEST 1 days LANCASHIRE I C 09 **NORTH CUMBRIA** CB 1 days TW TYNE & WEAR 1 days 10 **WALES** CO CONWY 1 days MM MONMOUTHSHIRE 1 days **SCOTLAND** 11 EΒ CITY OF EDINBURGH 1 days 13 **MUNSTER TIPPERARY** TΙ 1 days **ULSTER (NORTHERN I RELAND)** ΑN ANTRIM 2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 2900 to 15124 (units: sqm) Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/11/20

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

Selected survey days:

Tuesday 1 days Thursday 1 days Friday 11 days

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

Selected survey types:

Manual count 13 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 4
Suburban Area (PPS6 Out of Centre) 4
Edge of Town 5

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

Selected Location Sub Categories:

Commercial Zone

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SYSTRA Ltd Milburn House Licence No: 700703 Newcastle

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:

13 days E(a)

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®.

3 days

Population within 500m Range:

All Surveys Included

<u>Population Within T mile:</u>
5,001 to 10,000
10,001 to 15,000
15 001 to 20 000

4 days 1 days 20,001 to 25,000 2 days 25,001 to 50,000 3 days

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

Population within 5 miles:

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
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	5 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:

5 days
1 days
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.

Petrol filling station:

PFS is present at the site and is included in the count	9 days
PFS is present at the site but is excluded from the count	0 days
There is no PES at the site	4 days

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

Travel Plan:

Yes	2 days
No	11 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	12 days
5 Very Good	1 days

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

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters

1 AN-01-A-04 TESCO EXTRA ANTRIM

28 CASTLE WAY ANTRIM

Edge of Town Centre Built-Up Zone

Total Gross floor area: 7702 sqm

Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

2 AN-01-A-05 TESCO ANTRIM

BALLYGOMARTIN ROAD

BELFAST

Edge of Town Residential Zone

Total Gross floor area: 2900 sqm

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

BT-01-A-03 ASDA BRENT

FORTY LANE WEMBLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Gross floor area: 9394 sqm

Survey date: TUESDAY 13/09/16 Survey Type: MANUAL

4 CB-01-A-08 SAINSBURY'S CUMBRIA

BRIDGE STREET CARLISLE

Edge of Town Centre

Built-Up Zone

Total Gross floor area: 7200 sqm

Survey date: FRIDAY 06/06/14 Survey Type: MANUAL

CO-01-A-01 ASDA CONWY

CONWAY ROAD LLANDUDNO

Edge of Town Centre

Retail Zone

Total Gross floor area: 9854 sqm

Survey date: FRIDAY 23/03/18 Survey Type: MANUAL

DS-01-A-01 SAINSBURY'S DERBYSHIRE

WYVERN WAY DERBY

CHADDESDEN

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 9500 sqm

Survey date: FRIDAY 26/06/15 Survey Type: MANUAL
EB-01-A-01 ASDA CITY OF EDINBURGH

THE JEWEL
EDINBURGH

Edge of Town Retail Zone

Total Gross floor area: 15124 sqm

Survey date: FRIDAY 27/04/18 Survey Type: MANUAL

LC-01-A-19 ASDA LANCASHIRE

EASTWAY PRESTON FULWOOD Edge of Town Commercial Zone

Total Gross floor area: 14000 sqm

Survey date: FRIDAY 09/11/18 Survey Type: MANUAL

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

9 LE-01-A-03 SAINSBURY'S LEICESTERSHIRE GLEN ROAD

LEICESTER OADBY Edge of Town

Residential Zone

Total Gross floor area: 5700 sqm

Survey date: FRIDAY 07/11/14 Survey Type: MANUAL
10 MM-01-A-02 ASDA MONMOUTHSHIRE

LOWER DOCK STREET

NEWPORT

Edge of Town Centre Built-Up Zone

Total Gross floor area: 9825 sqm

Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

11 TI-01-A-01 TESCO TIPPERARY

ST JOSEPHS PARK

NENAGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 7000 sqm

Survey date: FRIDAY 27/05/16 Survey Type: MANUAL 1-A-02 ASDA TYNE & WEAR

12 TW-01-A-02 ASDA WANSBECK ROAD SOUTH

NEWCASTLE UPON TYNE GOSFORTH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 9050 sgm

Survey date: FRIDAY 03/05/19 Survey Type: MANUAL

WEST SUSSEX

13 WS-01-A-12 SAINSBURY'S

NEW ROAD LITTLEHAMPTON WEST PRESTON Edge of Town Retail Zone

Total Gross floor area: 12550 sqm

Survey date: FRIDAY 21/06/19 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
MA-01-A-02	COVID
SF-01-A-03	COVID

FOOD_nonCOVID

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

RANK ORDER for Land Use 01 - RETAIL/A - FOOD SUPERSTORE TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 11 CO-01-A-01 Tot: 2.131 85th Percentile = No. 3 LE-01-A-03 Tot: 11.421

Median Values Mean Values

 Arrivals:
 2.453
 Arrivals:
 3.445

 Departures:
 2.768
 Departures:
 3.583

 Totals:
 5.221
 Totals:
 7.028

								Trip Ra	ite (Sorted by	Totals)
Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Arrivals	Departures	Totals
1	AN-01-A-05	TESCO	BELFAST	ANTRIM	2900	Fri	25/09/15	10.586	10.552	21.138
2	CB-01-A-08	SAINSBURY'S	CARLISLE	CUMBRIA	7200	Fri	06/06/14	5.736	6.403	12.139
3	LE-01-A-03	SAI NSBURY'S	LEICESTER	LEICESTERSHIRE	5700	Fri	07/11/14	5.140	6.281	11.421
4	AN-01-A-04	TESCO EXTRA	ANTRIM	ANTRIM	7702	Thu	17/10/13	4.544	4.778	9.322
5	DS-01-A-01	SAINSBURY'S	DERBY	DERBYSHIRE	9500	Fri	26/06/15	3.853	3.884	7.737
6	TI-01-A-01	TESCO	NENAGH	TIPPERARY	7000	Fri	27/05/16	3.614	3.386	7.000
7	MM-01-A-02	ASDA	NEWPORT	MONMOUTHSHIRE	9825	Fri	27/09/19	2.453	2.768	5.221
8	WS-01-A-12	SAINSBURY'S	LITTLEHAMPTON	WEST SUSSEX	12550	Fri	21/06/19	2.367	2.398	4.765
9	BT-01-A-03	ASDA	WEMBLEY	BRENT	9394	Tue	13/09/16	2.512	2.214	4.726
10	LC-01-A-19	ASDA	PRESTON	LANCASHIRE	14000	Fri	09/11/18	2.107	1.814	3.921
11	CO-01-A-01	ASDA	LLANDUDNO	CONWY	9854	Fri	23/03/18	0.883	1.248	2.131
12	EB-01-A-01	ASDA	EDINBURGH	CITY OF EDINBURGH	15124	Fri	27/04/18	0.807	0.648	1.455
13	TW-01-A-02	ASDA	NEWCASTLE UPON TYNE	TYNE & WEAR	9050	Fri	03/05/19	0.188	0.199	0.387

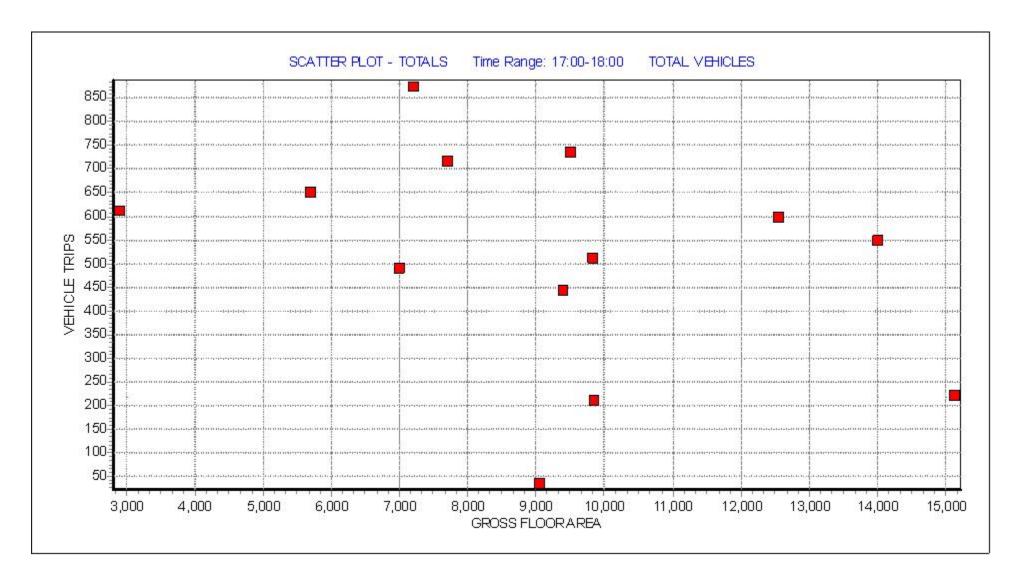
This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

SYSTRA Ltd Milburn House

Newcastle

Licence No: 700703



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 04 - EDUCATION Land Use Category : A - PRIMARY TOTAL VEHICLES

15

DL

GREATER DUBLIN **DUBLIN**

Selected regions and areas: SOUTH EAST BU BUCKINGHAMSHIRE 1 days HC HAMPSHIRE 1 days 03 SOUTH WEST 1 days BR **BRISTOL CITY** CW CORNWALL 1 days DV **DEVON** 1 days SOMERSET 1 days SM WL WILTSHIRE 2 days 04 EAST ANGLIA SF **SUFFOLK** 1 days 05 EAST MIDLANDS DERBYSHIRE DS 1 days LE LEICESTERSHIRE 1 days NR NORTHAMPTONSHIRE 1 days 06 WEST MIDLANDS WM WEST MIDLANDS 1 days **NORTH WEST** 80 СН CHESHIRE 1 days GREATER MANCHESTER GM 1 days 09 NORTH TYNE & WEAR TW 1 days 10 WALES CF CARDIFF 1 days 11 SCOTLAND CITY OF EDINBURGH 1 days EΒ FΙ FIFE 2 days 13 **MUNSTER TIPPERARY** ΤI 1 days LEINSTER 14 LOUTH LU 1 days

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

1 days

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Wednesday 11/05/22 Page 2

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Primary Filtering selection:

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

Parameter: Number of pupils Actual Range: 84 to 1020 (units:) Range Selected by User: 79 to 1020 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/11/19

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	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	23 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)	3
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	10

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	13
Village	8
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

F1(a) 23 days

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

Population within 500m Range:

All Surveys Included

Wednesday 11/05/22

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	9 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	6 days
1.1 to 1.5	16 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	19 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 23 days

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

Licence No: 700703 SYSTRA Ltd Milburn House Newcastle

LIST OF SITES relevant to selection parameters

BRISTOL CITY

Survey Type: MANUAL

Survey Type: MANUAL

BUCKINGHAMSHIRE

CARDIFF

SCHOOL CLOSE

1

BRISTOL

BR-04-A-01

WHITCHURCH Edge of Town

Residential Zone

Total Number of pupils: 208

Survey date: TUESDAY 22/09/15 BU-04-A-01 PRIMARY SCHOOL

LOWER ROAD **NEAR AYLESBURY** STOKE MANDEVILLE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils:

208 Survey date: WEDNESDAY 01/10/14

PRIMARY SCHOOL

CF-04-A-01 PRIMARY SCHOOL

AEL-Y-BRYN CARDIFF LLANEDEYRN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 194

Survey date: FRIDAY 05/05/17 Survey Type: MANUAL CHESHI ŘE

CH-04-A-01 PRIMARY SCHOOL

WESTON GROVE **CHESTER UPTON**

Edge of Town Residential Zone

Total Number of pupils: 219

Survey Type: MANUAL Survey date: MONDAY 17/11/14

5 CW-04-A-03 PRIMARY ACADEMY CORNWALL

TREVERBYN RISE

PENRYN

Suburban Area (PPS6 Out of Centre)

Residential Zone

440 Total Number of pupils:

Survey date: THURSDAY 28/03/19 Survey Type: MANUAL

DL-04-A-02 PRIMARY SCHOOLS (2) **DUBLIN**

BALGRIFFIN PARK **DUBLIN**

BALGRIFFIN Edge of Town No Sub Category

Total Number of pupils: 702

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

DS-04-A-01 PRIMARY SCHOOL **DERBYSHIRE**

VICARAGE ROAD **DERBY**

MICKLEOVER Edge of Town Residential Zone

Total Number of pupils: 387

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

DV-04-A-04 PRIMARY SCHOOL DEVON 8

CHURCH LANE CHERITON BISHOP

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils:

12/07/17 Survey date: WEDNESDAY Survey Type: MANUAL

SYSTRA Ltd Licence No: 700703 Milburn House Newcastle

LIST OF SITES relevant to selection parameters (Cont.)

9 CITY OF EDINBURGH EB-04-A-01 PRIMARY SCHOOL

MAGDALENE DRIVE **EDINBURGH**

Edge of Town Residential Zone

Total Number of pupils: 214

Survey date: MONDAY 23/04/18 Survey Type: MANUAL

FI-04-A-01 PRIMARY SCHOOL FIFE

NORTHBANK ROAD **NEAR DUNFERMLINE** CAIRNEYHILL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 285

Survey date: WEDNESDAY 27/05/15 Survey Type: MANUAL

11 FI-04-A-02 PRIMARY SCHOOL FIFE

RINTOUL AVENUE NEAR DUNFERMLINE

BLAIRHALL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 159

Survey date: TUESDAY 22/03/16 Survey Type: MANUAL GM-04-A-01 PRIMARY SCHOOL GREATER MANCHESTER

ROCH MILLS CRESCENT

ROCHDALE

Edge of Town Residential Zone

Total Number of pupils: 457

20/10/15 Survey Type: MANUAL Survey date: TUESDAY

HC-04-A-05 PRIMARY SCHOOL **HAMPSHIRE**

HAVANT ROAD HAYLING ISLAND

Edge of Town Residential Zone

Total Number of pupils: 550

Survey date: MONDAY Survey Type: MANUAL 30/11/15

LE-04-A-02 **LEI CESTERSHIRE** PRIMARY SCHOOL

BEAUFORT WAY LEICESTER OADBY Edge of Town Residential Zone

Total Number of pupils:

Survey date: THURSDAY 30/10/14 Survey Type: MANUAL

LU-04-A-02 PRIMARY SCHOOL LOUTH

BRYANSTOWN DROGHEDA

BRYANSTOWN MANOR

Edge of Town Residential Zone

Total Number of pupils: 1020

Survey Type: MANUAL Survey date: FRIDAY 19/06/15 **NORTHAMPTONSHIRE**

380

NR-04-A-03 PRIMARY SCHOOL 16 **BOOTH LANE NORTH**

NORTHAMPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 400

Survey date: THURSDAY 24/03/16 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

17 SF-04-A-03 PRIMARY SCHOOL SUFFOLK

ENSTONE ROAD LOWESTOFT KIRKLEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Number of pupils: 234

Survey date: WEDNESDAY 10/12/14 Survey Type: MANUAL

18 SM-04-A-01 PRIMARY SCHOOL SOMERSET

BRIDGWATER ROAD NEAR TAUNTON BATHPOOL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 407

Survey date: THURSDAY 27/09/18 Survey Type: MANUAL

19 TI-04-A-01 PRIMARY SCHOOL TIPPERARY

OLD ROAD NEAR NENAGH SILVERMINES

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 84

Survey date: THURSDAY 26/05/16 Survey Type: MANUAL

20 TW-04-A-02 PRIMARY SCHOOL TYNE & WEAR

KELLS LANE GATESHEAD LOW FELL

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Number of pupils: 416

Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

21 WL-04-A-01 PRIMARY SCHOOL WILTSHÎRÊ

CASTLE VIEW ROAD NEAR SWINDON CHISELDON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 178

Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

22 WL-04-A-02 C OF E PRIMARY ACADEMY WILTSHIRE

HIGH STREET ROWDE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 199

Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL

23 WM-04-A-02 PRIMARY SCHOOL WEST MIDLANDS

HAZEL ROAD BIRMINGHAM RUBERY Edge of Town Residential Zone

Total Number of pupils: 234

Survey date: TUESDAY 10/11/15 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.

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 20 GM-04-A-01 Tot: 0.280 85th Percentile = No. 4 DV-04-A-04 Tot: 0.870

Median Values Mean Values

 Arrivals:
 0.324
 Arrivals:
 0.335

 Departures:
 0.263
 Departures:
 0.261

 Totals:
 0.587
 Totals:
 0.596

								Trip Ra	ite (Sorted by 1	Totals)
Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Arrivals	Departures	Totals
1	HC-04-A-05	PRIMARY SCHOOL	HAYLING ISLAND	HAMPSHIRE	550	Mon	30/11/15	0.822	0.698	1.520
2	CF-04-A-01	PRIMARY SCHOOL	CARDIFF	CARDIFF	194	Fri	05/05/17	0.624	0.464	1.088
3	WL-04-A-02	C OF E PRIMARY	ROWDE	WILTSHIRE	199	Wed	03/04/19	0.472	0.412	0.884
4	DV-04-A-04	PRIMARY SCHOOL	CHERITON BISHOP	DEVON	85	Wed	12/07/17	0.482	0.388	0.870
5	EB-04-A-01	PRIMARY SCHOOL	EDINBURGH	CITY OF EDINBURGH	214	Mon	23/04/18	0.467	0.360	0.827
6	DL-04-A-02	PRIMARY SCHOOL	DUBLIN	DUBLIN	702	Mon	19/10/15	0.412	0.362	0.774
7	TI-04-A-01	PRIMARY SCHOOL	NEAR NENAGH	TIPPERARY	84	Thu	26/05/16	0.440	0.310	0.750
8	TW-04-A-02	PRIMARY SCHOOL	GATESHEAD	TYNE & WEAR	416	Fri	19/10/18	0.380	0.303	0.683
9	WL-04-A-01	PRIMARY SCHOOL	NEAR SWINDON	WILTSHIRE	178	Tue	20/09/16	0.326	0.326	0.652
10	BR-04-A-01	PRIMARY SCHOOL	BRISTOL	BRISTOL CITY	208	Tue	22/09/15	0.375	0.260	0.635
11	NR-04-A-03	PRIMARY SCHOOL	NORTHAMPTON	NORTHAMPTONSHIRE	400	Thu	24/03/16	0.305	0.305	0.610
12	LE-04-A-02	PRIMARY SCHOOL	LEICESTER	LEICESTERSHIRE	380	Thu	30/10/14	0.324	0.263	0.587
13	BU-04-A-01	PRIMARY SCHOOL	NEAR AYLESBURY	BUCKINGHAMSHIRE	208	Wed	01/10/14	0.308	0.260	0.568
14	SM-04-A-01	PRIMARY SCHOOL	NEAR TAUNTON	SOMERSET	407	Thu	27/09/18	0.310	0.256	0.566
15	FI-04-A-02	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	159	Tue	22/03/16	0.277	0.157	0.434
16	WM-04-A-02	PRIMARY SCHOOL	BIRMINGHAM	WEST MIDLANDS	234	Tue	10/11/15	0.231	0.179	0.410
17	FI-04-A-01	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	285	Wed	27/05/15	0.221	0.112	0.333
18	CH-04-A-01	PRIMARY SCHOOL	CHESTER	CHESHIRE	219	Mon	17/11/14	0.196	0.128	0.324
19	SF-04-A-03	PRIMARY SCHOOL	LOWESTOFT	SUFFOLK	234	Wed	10/12/14	0.171	0.132	0.303
20	GM-04-A-01	PRIMARY SCHOOL	ROCHDALE	GREATER MANCHESTER	457	Tue	20/10/15	0.173	0.107	0.280
21	DS-04-A-01	PRIMARY SCHOOL	DERBY	DERBYSHIRE	387	Thu	25/06/15	0.158	0.119	0.277
22	LU-04-A-02	PRIMARY SCHOOL	DROGHEDA	LOUTH	1020	Fri	19/06/15	0.125	0.049	0.174
23	CW-04-A-03	PRIMARY ACADEM	PENRYN	CORNWALL	440	Thu	28/03/19	0.114	0.052	0.166

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION Category : A - PRIMARY TOTAL VEHICLES

Selected regions and areas:

Selec	cteu regions and areas.	
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
80	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	4 1
	EB CITY OF EDINBURGH	1 days
4.0	FI FIFE	2 days
13	MUNSTER	4 -1
	TI TIPPERARY	1 days
14	LEINSTER	4 -1
1 -	LU LOUTH	1 days
15	GREATER DUBLIN	4 1
	DL DUBLIN	1 days

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

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Wednesday 11/05/22 Page 9

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 84 to 1020 (units:)
Range Selected by User: 79 to 1020 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/11/19

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	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	23 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)	3
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	10

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	13
Village	8
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

F1(a) 23 days

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

Population within 500m Range:

All Surveys Included

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Secondary Filtering selection (Cont.):

Population within 1 mile:

1 days
6 days
4 days
7 days
3 days
2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	9 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	6 days
1.1 to 1.5	16 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	19 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 23 days

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

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters

1 BR-04-A-01 PRIMARY SCHOOL BRISTOL CITY

SCHOOL CLOSE BRISTOL WHITCHURCH

Edge of Town Residential Zone

Total Number of pupils:

Survey date: TUESDAY 22/09/15 Survey Type: MANUAL
BU-04-A-01 PRIMARY SCHOOL BUCKINGHAMSHIRE

208

LOWER ROAD

NEAR AYLESBURY

STOKE MANDEVILLE Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 208

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

3 CF-04-A-01 PRIMARY SCHOOL CARDIFF

AEL-Y-BRYN CARDIFF LLANEDEYRN

College And A (DDC) Court of C

Suburban Area (PPS6 Out of Centre) Residential Zone

Total Number of pupils: 194

Survey date: FRIDAY 05/05/17 Survey Type: MANUAL

4 CH-04-A-01 PRIMARY SCHOOL CHESHIRE

WESTON GROVE CHESTER

UPTON Edge of Town Residential Zone

Total Number of pupils: 219

Survey date: MONDAY 17/11/14 Survey Type: MANUAL

5 CW-04-A-03 PRIMARY ACADEMY CORNWALL

TREVERBYN RISE

PENRYN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 440

Survey date: THURSDAY 28/03/19 Survey Type: MANUAL

6 DL-04-A-02 PRIMARY SCHOOLS (2) DUBLIN

BALGRIFFIN PARK DUBLIN

BALGRIFFIN Edge of Town No Sub Category

Total Number of pupils: 702

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

7 DS-04-A-01 PRIMARY SCHOOL DERBYSHIRE

VICARAGE ROAD

DERBY MICKLEOVER Edge of Town Residential Zone

Total Number of pupils: 387

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

8 DV-04-A-04 PRIMARY SCHOOL DEVON

CHURCH LANE CHERITON BISHOP

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 85

Survey date: WEDNESDAY 12/07/17 Survey Type: MANUAL

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Wednesday 11/05/22 Page 12 SYSTRA Ltd Licence No: 700703 Milburn House Newcastle

LIST OF SITES relevant to selection parameters (Cont.)

9 CITY OF EDINBURGH EB-04-A-01 PRIMARY SCHOOL

MAGDALENE DRIVE **EDINBURGH**

Edge of Town Residential Zone

Total Number of pupils: 214

Survey date: MONDAY 23/04/18 Survey Type: MANUAL

FI-04-A-01 PRIMARY SCHOOL FIFE

NORTHBANK ROAD **NEAR DUNFERMLINE**

CAIRNEYHILL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 285

Survey date: WEDNESDAY 27/05/15 Survey Type: MANUAL

11 FI-04-A-02 PRIMARY SCHOOL FIFE

RINTOUL AVENUE

NEAR DUNFERMLINE

BLAIRHALL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 159

Survey date: TUESDAY 22/03/16 Survey Type: MANUAL GREATER MANCHESTER

GM-04-A-01 PRIMARY SCHOOL

ROCH MILLS CRESCENT

ROCHDALE

Edge of Town Residential Zone

Total Number of pupils: 457

20/10/15 Survey Type: MANUAL Survey date: TUESDAY

HC-04-A-05 PRIMARY SCHOOL **HAMPSHIRE**

HAVANT ROAD HAYLING ISLAND

> Edge of Town Residential Zone

Total Number of pupils: 550

Survey date: MONDAY Survey Type: MANUAL 30/11/15

LE-04-A-02 **LEI CESTERSHIRE** PRIMARY SCHOOL

BEAUFORT WAY LEICESTER OADBY

Edge of Town Residential Zone

Total Number of pupils: 380

Survey date: THURSDAY 30/10/14 Survey Type: MANUAL

LU-04-A-02 PRIMARY SCHOOL LOUTH

BRYANSTOWN DROGHEDA

BRYANSTOWN MANOR

Edge of Town Residential Zone

Total Number of pupils: 1020

Survey Type: MANUAL Survey date: FRIDAY 19/06/15 **NORTHAMPTONSHIRE**

NR-04-A-03 PRIMARY SCHOOL 16

BOOTH LANE NORTH NORTHAMPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 400

Survey date: THURSDAY 24/03/16 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

17 SF-04-A-03 PRIMARY SCHOOL SUFFOLK

ENSTONE ROAD LOWESTOFT KIRKLEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Number of pupils: 234

Survey date: WEDNESDAY 10/12/14 Survey Type: MANUAL

18 SM-04-A-01 PRIMARY SCHOOL SOMERSET

BRIDGWATER ROAD NEAR TAUNTON BATHPOOL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 407

Survey date: THURSDAY 27/09/18 Survey Type: MANUAL

19 TI-04-A-01 PRIMARY SCHOOL TIPPERARY

OLD ROAD NEAR NENAGH SILVERMINES Neighbourhood Centre (

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 84

Survey date: THURSDAY 26/05/16 Survey Type: MANUAL

20 TW-04-A-02 PRIMARY SCHOOL TYNE & WEAR

KELLS LANE GATESHEAD LOW FELL

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Number of pupils: 416

Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

1 WL-04-A-01 PRIMARY SCHOOL WILTSHÎRE

CASTLE VIEW ROAD NEAR SWINDON CHISELDON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 178

Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

22 WL-04-A-02 C OF E PRIMARY ACADEMY WILTSHIRE

HIGH STREET ROWDE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 199

Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL

23 WM-04-A-02 PRIMARY SCHOOL WEST MIDLANDS

HAZEL ROAD BIRMINGHAM RUBERY Edge of Town Residential Zone

Total Number of pupils: 234

Survey date: TUESDAY 10/11/15 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.

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 19 NR-04-A-03 Tot: 0.010 85th Percentile = No. 4 WM-04-A-02 Tot: 0.094

Median Values Mean Values

 Arrivals:
 0.024
 Arrivals:
 0.019

 Departures:
 0.032
 Departures:
 0.038

 Totals:
 0.055
 Totals:
 0.057

								Trip Ra	ite (Sorted by T	otals)
Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Arrivals	Departures	Totals
1	HC-04-A-05	PRIMARY SCHOOL	HAYLING ISLAND	HAMPSHIRE	550	Mon	30/11/15	0.051	0.082	0.133
2	TI-04-A-01	PRIMARY SCHOOL	NEAR NENAGH	TIPPERARY	84	Thu	26/05/16	0.060	0.048	0.108
3	WL-04-A-01	PRIMARY SCHOOL	NEAR SWINDON	WILTSHIRE	178	Tue	20/09/16	0.028	0.079	0.107
4	WM-04-A-02	PRIMARY SCHOOL	BIRMINGHAM	WEST MIDLANDS	234	Tue	10/11/15	0.034	0.060	0.094
5	LE-04-A-02	PRIMARY SCHOOL	LEICESTER	LEICESTERSHIRE	380	Thu	30/10/14	0.037	0.053	0.090
6	BU-04-A-01	PRIMARY SCHOOL	NEAR AYLESBURY	BUCKINGHAMSHIRE	208	Wed	01/10/14	0.014	0.072	0.086
7	SM-04-A-01	PRIMARY SCHOOL	NEAR TAUNTON	SOMERSET	407	Thu	27/09/18	0.034	0.047	0.081
8	FI-04-A-02	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	159	Tue	22/03/16	0.025	0.044	0.069
9	BR-04-A-01	PRIMARY SCHOOL	BRISTOL	BRISTOL CITY	208	Tue	22/09/15	0.005	0.058	0.063
10	CW-04-A-03	PRIMARY ACADEM	PENRYN	CORNWALL	440	Thu	28/03/19	0.016	0.045	0.061
11	FI-04-A-01	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	285	Wed	27/05/15	0.025	0.035	0.060
12	DL-04-A-02	PRIMARY SCHOOL	DUBLIN	DUBLIN	702	Mon	19/10/15	0.023	0.028	0.051
13	CF-04-A-01	PRIMARY SCHOOL	CARDIFF	CARDIFF	194	Fri	05/05/17	0.010	0.041	0.051
14	SF-04-A-03	PRIMARY SCHOOL	LOWESTOFT	SUFFOLK	234	Wed	10/12/14	0.004	0.047	0.051
15	CH-04-A-01	PRIMARY SCHOOL	CHESTER	CHESHIRE	219	Mon	17/11/14	0.018	0.032	0.050
16	GM-04-A-01	PRIMARY SCHOOL	ROCHDALE	GREATER MANCHESTER	457	Tue	20/10/15	0.033	0.013	0.046
17	DS-04-A-01	PRIMARY SCHOOL	DERBY	DERBYSHIRE	387	Thu	25/06/15	0.003	0.013	0.016
18	DV-04-A-04	PRIMARY SCHOOL	CHERITON BISHOP	DEVON	85	Wed	12/07/17	0.000	0.012	0.012
19	NR-04-A-03	PRIMARY SCHOOL	NORTHAMPTON	NORTHAMPTONSHIRE	400	Thu	24/03/16	0.003	0.007	0.010
20	TW-04-A-02	PRIMARY SCHOOL	GATESHEAD	TYNE & WEAR	416	Fri	19/10/18	0.000	0.007	0.007
21	EB-04-A-01	PRIMARY SCHOOL	EDINBURGH	CITY OF EDINBURGH	214	Mon	23/04/18	0.000	0.005	0.005
22	LU-04-A-02	PRIMARY SCHOOL	DROGHEDA	LOUTH	1020	Fri	19/06/15	0.000	0.002	0.002

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Page 1 SYSTRA Ltd Milburn House Newcastle Licence No: 700703

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 04 - EDUCATION : B - SECONDARY Land Use Category : B - SECTOTAL VEHICLES

Selec	ted regions and areas:	
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	,
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLI A	,
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	,
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	,
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	,
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
80	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	CF CARDIFF	2 days
	MM MONMOUTHSHIRE	1 days
	RC RHONDDA CYNON TAFF	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN I RELAND)	
	AN ANTRIM	2 days

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

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Wednesday 11/05/22 Page 2

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 247 to 1847 (units:)
Range Selected by User: 213 to 1913 (units:)

Public Transport Provision:

Parking Spaces Range:

Selection by: Include all surveys

All Surveys Included

Date Range: 01/01/14 to 08/11/19

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
 5 days

 Tuesday
 6 days

 Wednesday
 7 days

 Thursday
 3 days

 Friday
 10 days

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

Selected survey types:

Manual count 31 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) 11
Edge of Town 17
Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 25 Village 2 No Sub Category 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:

F1(a) 31 days

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

Population within 500m Range:

All Surveys Included

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	6 days
25,001 to 50,000	10 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	3 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	15 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	13 days
1.1 to 1.5	14 days
1.6 to 2.0	1 davs

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	27 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 31 days

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

Licence No: 700703 SYSTRA Ltd Milburn House Newcastle

LIST OF SITES relevant to selection parameters

ANTRIM AN-04-B-01 GIRLS' HIGH SCHOOL

STEWARTSTOWN ROAD

BELFAST

ANDERSONSTOWN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1063

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

AN-04-B-02 SECONDARY ACADEMY ANTRIM

NEWTONBREDA ROAD

BELFAST

NEWTOWNBREDA Edge of Town

Residential Zone

Total Number of pupils: 850

Survey date: FRIDAY 23/11/18 Survey Type: MANUAL

BRISTOL CITY BR-04-B-01 SECONDARY SCHOOL

ST FRANCIS ROAD

NEAR BRISTOL KEYNSHAM

Edge of Town Residential Zone

Total Number of pupils:

435

Survey date: MONDAY 21/09/15 Survey Type: MANUAL

CF-04-B-01 SECONDARY SCHOOL CARDIFF

YSGOL GYFUN RADUR

CARDIFF

RADYR

Edge of Town

Residential Zone

1338 Total Number of pupils:

Survey date: FRIDAY Survey Type: MANUAL 07/10/16

CF-04-B-02 SECONDARY SCHOOL CARDIFF

TY-DRAW ROAD

CARDIFF

LISVANE

Edge of Town

Residential Zone

Total Number of pupils: 1042

Survey date: THURSDAY 15/03/18 Survey Type: MANUAL

DN-04-B-02 SECONDARY SCHOOL **DONEGAL**

CARNAMUGGAGH LOWER

LETTERKENNY

KNOCKNAMONA

Edge of Town

Residential Zone

Total Number of pupils:

275

Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

DV-04-B-03 SECONDARY ACADEMY DEVON

CRICKETFIELD ROAD

TORQUAY

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of pupils: 1309

Survey date: MONDAY 01/04/19 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

8 DV-04-B-04 SECONDARY ACADEMY DEVON

EARL RICHARD' SRD SOUTH

EXETER

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 835

Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

ES-04-B-01 SECONDARY SCHOOL EAST SUSSEX

NEVILL AVENUE BRIGHTON HOVE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1596

Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

10 GM-04-B-02 SECONDARY SCHOOL GREATER MANCHESTER

FALINGE ROAD ROCHDALE SHAWCLOUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1350

Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL
GM-04-B-03 SECONDARY SCHOOL GREATER MANCHESTER

MATTHEW MOSS LANE

ROCHDALE MARLAND Edge of Town Residential Zone

Total Number of pupils: 780

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

12 HC-04-B-08 SECONDARY SCHOOL HAMPSHI RE

MINSTEAD AVENUE SOUTHAMPTON

Edge of Town Residential Zone

Total Number of pupils: 565

Survey date: TUESDAY 24/11/15 Survey Type: MANUAL

13 LC-04-B-02 SECONDARY ACADEMY LANCASHIRE

TODD LANE NORTH LOSTOCK HALL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 560

Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

14 LN-04-B-02 SECONDARY SCHOOL LINCOLNSHIRE

RISEHOLME ROAD

LINCOLN ERMINE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 852 Survey date: WEDNESDAY 04/1

Survey date: WEDNESDAY 04/10/17 Survey Type: MANUAL

15 MM-04-B-01 ROMAN CATHOLIC HIGH SCHOOL MONMOUTHSHIRE

6 MM-04-B-01 ROMAN CATHOLIC HIGH SCHOOL MONMOÙTĤSHIRE PENCARN WAY

NEWPORT DUFFRYN

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Number of pupils: 1450

Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

16 NE-04-B-01 SECONDARY SCHOOL NORTH EAST LINCOLNSHIRE

FOXHILLS ROAD SCUNTHORPE

Edge of Town Residential Zone

Total Number of pupils: 520

Survey date: MONDAY 19/05/14 Survey Type: MANUAL

17 NF-04-B-01 SECONDARY ACADEMY NORFOLK

SAINT CLEMENTS HILL

NORWICH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 481

Survey date: FRIDAY 08/11/19 Survey Type: MANUAL
18 NT-04-B-01 SECONDARY SCHOOL NOTTI NGHAMSHI RE

THE BANKS

NEAR NOTTINGHAM

BINGHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1561

Survey date: THURSDAY 23/03/17 Survey Type: MANUAL NY-04-B-03 GIRLS' HIGH SCHOOL NORTH YORKSHIRE

GARGRAVE ROAD

SKIPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 800

Survey date: FRIDAY 08/03/19 Survey Type: MANUAL
0 RC-04-B-01 SECONDARY SCHOOL RHONDDA CYNON TAFF

20 RC-04-B-01 A470

NEAR PONTYPRIDD

CILFYNYDD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 1000

Survey date: WEDNESDAY 22/10/14 Survey Type: MANUAL

21 RO-04-B-01 SECONDARY SCHOOL ROSCOMMON

ST THERESA'S ROAD

ROSCOMMON

Edge of Town Residential Zone

Total Number of pupils: 272

Survey date: TUESDAY 23/09/14 Survey Type: MANUAL

22 SF-04-B-01 SECONDARY SCHOOL SUFFOLK

MAIN ROAD IPSWICH KESGRAVE

Edge of Town Residential Zone

Total Number of pupils: 1847

Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

23 TI-04-B-01 SECONDARY SCHOOL TIPPERARY

CASTLEMEADOWS

THURLES

GORTATAGGART

Edge of Town

No Sub Category

Total Number of pupils: 400

Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

24 TV-04-B-01 SECONDARY SCHOOL TEES VALLEY

COAST ROAD MARSKE-BY-THE-SEA

Edge of Town Residential Zone

Total Number of pupils: 767

Survey date: WEDNESDAY 24/10/18 Survey Type: MANUAL

25 TW-04-B-02 SECONDARY SCHOOL TYNE & WEAR

SALTWELL ROAD SOUTH

GATESHEAD LOW FELL Edge of Town Residential Zone

Total Number of pupils: 1087

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

26 TW-04-B-03 CATHOLIC HIGH SCHOOL TYNE & WEAR

GRETNA ROAD

NEWCASTLE UPON TYNE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1178

Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

27 WK-04-B-01 SECONDARY SCHOOL WARWICKSHIRE

BANBURY ROAD KINETON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 839

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

28 WL-04-B-01 SECONDARY SCHOOL WILTSHÎRÊ

ST PAUL'S DRIVE SWINDON COVINGHAM Edge of Town No Sub Category

No Sub Category

Total Number of pupils: 874

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

29 WM-04-B-04 SECONDARY SCHOOL WEST MIDLANDS

SHANNON ROAD BIRMINGHAM

Edge of Town Residential Zone

Total Number of pupils: 247

Survey date: MONDAY 09/11/15 Survey Type: MANUAL

30 WM-04-B-05 SECONDARY SCHOOL WEST MĪ DLANDS

JEREMY ROAD WOLVERHAMPTON

Edge of Town Residential Zone

Total Number of pupils: 800

Survey date: MONDAY 14/11/16 Survey Type: MANUAL

31 WM-04-B-06 SECONDARY SCHOOL WEST MIDLANDS

PARK ROAD WEST STOURBRIDGE WOLLASTON Edge of Town Residential Zone

Total Number of pupils: 840

Survey date: TUESDAY 21/11/17 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.

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/B - SECONDARY TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 26 GM-04-B-03 Tot: 0.146 85th Percentile = No. 6 CF-04-B-01 Tot: 0.416

Median Values Mean Values

 Arrivals:
 0.182
 Arrivals:
 0.184

 Departures:
 0.093
 Departures:
 0.135

 Totals:
 0.275
 Totals:
 0.319

								Trip Ra	ite (Sorted by To	otals)
Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Arrivals	Departures	Totals
1	RO-04-B-01	SECONDARY SCHO	ROSCOMMON	ROSCOMMON	272	Tue	23/09/14	0.540	0.430	0.970
2	DN-04-B-02	SECONDARY SCHO	LETTERKENNY	DONEGAL	275	Wed	10/10/18	0.484	0.389	0.873
3	TI-04-B-01	SECONDARY SCHO	THURLES	TIPPERARY	400	Tue	21/11/17	0.412	0.287	0.699
4	TW-04-B-02	SECONDARY SCHO	GATESHEAD	TYNE & WEAR	1087	Fri	13/11/15	0.300	0.261	0.561
5	HC-04-B-08	SECONDARY SCHO	SOUTHAMPTON	HAMPSHIRE	565	Tue	24/11/15	0.248	0.181	0.429
6	CF-04-B-01	SECONDARY SCHO	CARDIFF	CARDIFF	1338	Fri	07/10/16	0.237	0.179	0.416
7	WM-04-B-05	SECONDARY SCHO	WOLVERHAMPTON	WEST MIDLANDS	800	Mon	14/11/16	0.215	0.182	0.397
8	AN-04-B-01	GIRLS' HIGH SC	BELFAST	ANTRIM	1063	Fri	25/09/15	0.225	0.166	0.391
9	NY-04-B-03	GIRLS' HIGH SC	SKIPTON	NORTH YORKSHIRE	800	Fri	08/03/19	0.204	0.185	0.389
10	LC-04-B-02	SECONDARY ACAD	LOSTOCK HALL	LANCASHIRE	560	Tue	06/11/18	0.218	0.150	0.368
11	MM-04-B-01	ROMAN CATHOLIC	NEWPORT	MONMOUTHSHIRE	1450	Fri	27/09/19	0.202	0.130	0.332
12	TW-04-B-03	CATHOLIC HIGH	NEWCASTLE UPON TYNE	TYNE & WEAR	1178	Thu	18/10/18	0.160	0.136	0.296
13	CF-04-B-02	SECONDARY SCHO	CARDIFF	CARDIFF	1042	Thu	15/03/18	0.165	0.120	0.285
14	NF-04-B-01	SECONDARY ACAD	NORWICH	NORFOLK	481	Fri	08/11/19	0.168	0.116	0.284
15	WM-04-B-04	SECONDARY SCHO	BIRMINGHAM	WEST MIDLANDS	247	Mon	09/11/15	0.150	0.130	0.280
16	AN-04-B-02	SECONDARY ACAD	BELFAST	ANTRIM	850	Fri	23/11/18	0.182	0.093	0.275
17	WL-04-B-01	SECONDARY SCHO	SWINDON	WILTSHIRE	874	Fri	23/09/16	0.158	0.114	0.272
18	LN-04-B-02	SECONDARY SCHO	LINCOLN	LINCOLNSHIRE	852	Wed	04/10/17	0.136	0.126	0.262
19	DV-04-B-04	SECONDARY ACAD	EXETER	DEVON	835	Tue	02/04/19	0.128	0.131	0.259
20	RC-04-B-01	SECONDARY SCHO	NEAR PONTYPRIDD	RHONDDA CYNON TAFF	1000	Wed	22/10/14	0.162	0.089	0.251
21	TV-04-B-01	SECONDARY SCHO	MARSKE-BY-THE-SEA	TEES VALLEY	767	Wed	24/10/18	0.120	0.119	0.239
22	WK-04-B-01	SECONDARY SCHO	KINETON	WARWICKSHIRE	839	Wed	25/09/19	0.131	0.089	0.220
23	BR-04-B-01	SECONDARY SCHO	NEAR BRISTOL	BRISTOL CITY	435	Mon	21/09/15	0.129	0.080	0.209
24	WM-04-B-06	SECONDARY SCHO	STOURBRIDGE	WEST MIDLANDS	840	Tue	21/11/17	0.115	0.067	0.182
25	NE-04-B-01	SECONDARY SCHO	SCUNTHORPE	NORTH EAST LINCOLNS	520	Mon	19/05/14	0.102	0.067	0.169
26	GM-04-B-03	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	780	Fri	23/09/16	0.117	0.029	0.146
27	GM-04-B-02	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	1350	Wed	21/10/15	0.083	0.059	0.142
28	NT-04-B-01	SECONDARY SCHO	NEAR NOTTINGHAM	NOTTINGHAMSHIRE	1561	Thu	23/03/17	0.063	0.030	0.093
29	ES-04-B-01	SECONDARY SCHO	BRIGHTON	EAST SUSSEX	1596	Wed	27/09/17	0.048	0.039	0.087
30	SF-04-B-01	SECONDARY SCHO	IPSWICH	SUFFOLK	1847	Fri	18/09/15	0.067	0.012	0.079
31	DV-04-B-03	SECONDARY ACAD	TORQUAY	DEVON	1309	Mon	01/04/19	0.030	0.013	0.043

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Licence No: 700703 SYSTRA Ltd Milburn House Newcastle

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION Category : B - SECONDARY TOTAL VEHICLES

Seled	cted regions and areas:	
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	, and the second
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLI A	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
00	NY NORTH YORKSHIRE	1 days
80	NORTH WEST	0.1
	GM GREATER MANCHESTER	2 days
09	LC LANCASHIRE NORTH	1 days
09	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days 2 days
10	WALES	2 uays
10	CF CARDIFF	2 days
	MM MONMOUTHSHIRE	2 days 1 days
	RC RHONDDA CYNON TAFF	1 days
12	CONNAUGHT	r days
12	RO ROSCOMMON	1 days
13	MUNSTER	1 days
	TI TIPPERARY	1 days
16	ULSTER (REPUBLIC OF IRELAND)	, days
	DN DONEGAL	1 days
17	ULSTER (NORTHERN I RELAND)	
	AN ANTRIM	2 days

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

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SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 247 to 1847 (units:)
Range Selected by User: 213 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 08/11/19

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	5 days
Tuesday	6 days
Wednesday	7 days
Thursday	3 days
Friday	10 days

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

Selected survey types:

Manual count 31 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)	11
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	25
Village	2
No Sub Category	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:

F1(a) 31 days

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

Population within 500m Range:

All Surveys Included

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Wednesday 11/05/22 Page 11

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	6 days
25,001 to 50,000	10 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	3 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	15 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	13 days
1.1 to 1.5	14 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	27 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 31 days

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

Licence No: 700703 SYSTRA Ltd Milburn House Newcastle

LIST OF SITES relevant to selection parameters

ANTRIM AN-04-B-01 GIRLS' HIGH SCHOOL

STEWARTSTOWN ROAD

BELFAST

ANDERSONSTOWN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1063

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

AN-04-B-02 SECONDARY ACADEMY ANTRIM

NEWTONBREDA ROAD

BELFAST

NEWTOWNBREDA

Edge of Town

Residential Zone

Total Number of pupils: 850

Survey date: FRIDAY 23/11/18 Survey Type: MANUAL

BRISTOL CITY BR-04-B-01 SECONDARY SCHOOL

ST FRANCIS ROAD

NEAR BRISTOL KEYNSHAM

Edge of Town

Residential Zone

Total Number of pupils: 435

Survey date: MONDAY 21/09/15 Survey Type: MANUAL

CF-04-B-01 SECONDARY SCHOOL CARDIFF

YSGOL GYFUN RADUR

CARDIFF

RADYR

Edge of Town

Residential Zone

1338 Total Number of pupils:

Survey date: FRIDAY Survey Type: MANUAL 07/10/16

CF-04-B-02 SECONDARY SCHOOL CARDIFF

TY-DRAW ROAD

CARDIFF

LISVANE

Edge of Town

Residential Zone

Total Number of pupils: 1042

Survey date: THURSDAY 15/03/18 Survey Type: MANUAL

DN-04-B-02 SECONDARY SCHOOL **DONEGAL**

CARNAMUGGAGH LOWER

LETTERKENNY

KNOCKNAMONA

Edge of Town

Residential Zone

Total Number of pupils:

275 Survey date: WEDNESDAY 10/10/18

Survey Type: MANUAL DV-04-B-03 SECONDARY ACADEMY DEVON

CRICKETFIELD ROAD

TORQUAY

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of pupils: 1309

Survey date: MONDAY 01/04/19 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

8 DV-04-B-04 SECONDARY ACADEMY DEVON

EARL RICHARD' SRD SOUTH

EXETER

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 835

Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

ES-04-B-01 SECONDARY SCHOOL EAST SUSSEX

NEVILL AVENUE BRIGHTON HOVE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1596

Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL GM-04-B-02 SECONDARY SCHOOL GREATER MANCHESTER

10 GM-04-B-02 SECONDARY SCHOOL FALINGE ROAD

ROCHDALE SHAWCLOUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1350

Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL GM-04-B-03 SECONDARY SCHOOL GREATER MANCHESTER

MATTHEW MOSS LANE

ROCHDALE MARLAND Edge of Town Residential Zone

Total Number of pupils: 780

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

12 HC-04-B-08 SECONDARY SCHOOL HAMPSHÎRE

MINSTEAD AVENUE SOUTHAMPTON

Edge of Town
Residential Zone

Total Number of pupils: 565

Survey date: TUESDAY 24/11/15 Survey Type: MANUAL

13 LC-04-B-02 SECONDARY ACADEMY LANCASHIRE

TODD LANE NORTH LOSTOCK HALL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 560

Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

14 LN-04-B-02 SECONDARY SCHOOL LI NCOLNSHÎ RE

RISEHOLME ROAD

LINCOLN ERMINE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 852 Survey date: WEDNESDAY 04/10/17

Survey date: WEDNESDAY 04/10/17 Survey Type: MANUAL

15 MM-04-B-01 ROMAN CATHOLIC HIGH SCHOOL MONMOUTHSHIRE

5 MM-04-B-01 ROMAN CATHOLIC HIGH SCHOOL PENCARN WAY

NEWPORT DUFFRYN

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Number of pupils: 1450

Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

LIST OF SITES relevant to selection parameters (Cont.)

16 NE-04-B-01 SECONDARY SCHOOL NORTH EAST LINCOLNSHIRE

FOXHILLS ROAD SCUNTHORPE

Edge of Town Residential Zone

Total Number of pupils: 520

Survey date: MONDAY 19/05/14 Survey Type: MANUAL

17 NF-04-B-01 SECONDARY ACADEMY NORFOLK

SAINT CLEMENTS HILL

NORWICH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 481

Survey date: FRIDAY 08/11/19 Survey Type: MANUAL
18 NT-04-B-01 SECONDARY SCHOOL NOTTI NGHAMSHI RE

THE BANKS

NEAR NOTTINGHAM

BINGHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1561

Survey date: THURSDAY 23/03/17 Survey Type: MANUAL NY-04-B-03 GIRLS' HIGH SCHOOL NORTH YORKSHIRE

GARGRAVE ROAD

SKIPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 800

Survey date: FRIDAY 08/03/19 Survey Type: MANUAL
O RC-04-B-01 SECONDARY SCHOOL RHONDDA CYNON TAFF

20 RC-04-B-01 A470

NEAR PONTYPRIDD

CILFYNYDD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 1000

Survey date: WEDNESDAY 22/10/14 Survey Type: MANUAL

21 RO-04-B-01 SECONDARY SCHOOL ROSCOMMON

ST THERESA'S ROAD

ROSCOMMON

Edge of Town Residential Zone

Total Number of pupils: 272

Survey date: TUESDAY 23/09/14 Survey Type: MANUAL

22 SF-04-B-01 SECONDARY SCHOOL SUFFOLK

MAIN ROAD IPSWICH KESGRAVE Edge of Town

Residential Zone

Total Number of pupils: 1847

Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

23 TI-04-B-01 SECONDARY SCHOOL TIPPERARY

CASTLEMEADOWS

THURLES

GORTATAGGART

Edge of Town No Sub Category

Total Number of pupils: 400

Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

Licence No: 700703 SYSTRA Ltd Milburn House Newcastle

LIST OF SITES relevant to selection parameters (Cont.)

TEES VALLEY TV-04-B-01 SECONDARY SCHOOL

COAST ROAD MARSKE-BY-THE-SEA

Edge of Town Residential Zone

Total Number of pupils: 767

Survey date: WEDNESDAY 24/10/18 Survey Type: MANUAL

TW-04-B-02 25 SECONDARY SCHOOL TYNE & WEAR

SALTWELL ROAD SOUTH

GATESHEAD LOW FELL Edge of Town Residential Zone

Total Number of pupils:

1087 13/11/15

Survey date: FRIDAY Survey Type: MANUAL

26 TW-04-B-03 CATHOLIC HIGH SCHOOL TYNE & WEAR

GRETNA ROAD

NEWCASTLE UPON TYNE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 1178

Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

WK-04-B-01 SECONDARY SCHOOL **WARWICKSHIRE**

BANBURY ROAD KINETON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of pupils: 839

Survey Type: MANUAL Survey date: WEDNESDAY 25/09/19

WL-04-B-01 SECONDARY SCHOOL WILTSHIRE

ST PAUL'S DRIVE **SWINDON** COVINGHAM Edge of Town

No Sub Category

Total Number of pupils: 874

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

WM-04-B-04 SECONDARY SCHOOL WEST MIDLANDS 29

SHANNON ROAD **BIRMINGHAM**

Edge of Town Residential Zone

Total Number of pupils: 247

Survey date: MONDAY 09/11/15 Survey Type: MANUAL

WM-04-B-05 WEST MIDLANDS 30 SECONDARY SCHOOL

JEREMY ROAD WOLVERHAMPTON

Edge of Town Residential Zone

Total Number of pupils: 800

> Survey date: MONDAY 14/11/16 Survey Type: MANUAL

WM-04-B-06 SECONDARY SCHOOL WEST MIDLANDS

PARK ROAD WEST STOURBRIDGE WOLLASTON Edge of Town Residential Zone

Total Number of pupils: 840

> Survey date: TUESDAY 21/11/17 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.

SYSTRA Ltd Milburn House Newcastle Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/B - SECONDARY TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 26 GM-04-B-02 Tot: 0.023 85th Percentile = No. 6 HC-04-B-08 Tot: 0.080

Median Values Mean Values

 Arrivals:
 0.017
 Arrivals:
 0.026

 Departures:
 0.029
 Departures:
 0.035

 Totals:
 0.046
 Totals:
 0.061

								Trip Rate (Sorted by Totals)		otals)
Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Arrivals	Departures	Totals
1	RO-04-B-01	SECONDARY SCHO	ROSCOMMON	ROSCOMMON	272	Tue	23/09/14	0.162	0.191	0.353
2	DN-04-B-02	SECONDARY SCHO	LETTERKENNY	DONEGAL	275	Wed	10/10/18	0.069	0.116	0.185
3	WL-04-B-01	SECONDARY SCHO	SWINDON	WILTSHIRE	874	Fri	23/09/16	0.054	0.089	0.143
4	TI-04-B-01	SECONDARY SCHO	THURLES	TIPPERARY	400	Tue	21/11/17	0.050	0.070	0.120
5	LC-04-B-02	SECONDARY ACAD	LOSTOCK HALL	LANCASHIRE	560	Tue	06/11/18	0.052	0.037	0.089
6	HC-04-B-08	SECONDARY SCHO	SOUTHAMPTON	HAMPSHI RE	565	Tue	24/11/15	0.039	0.041	0.080
7	DV-04-B-03	SECONDARY ACAD	TORQUAY	DEVON	1309	Mon	01/04/19	0.040	0.032	0.072
8	DV-04-B-04	SECONDARY ACAD	EXETER	DEVON	835	Tue	02/04/19	0.042	0.026	0.068
9	NF-04-B-01	SECONDARY ACAD	NORWICH	NORFOLK	481	Fri	08/11/19	0.025	0.035	0.060
10	SF-04-B-01	SECONDARY SCHO	IPSWICH	SUFFOLK	1847	Fri	18/09/15	0.024	0.032	0.056
11	WM-04-B-05	SECONDARY SCHO	WOLVERHAMPTON	WEST MIDLANDS	800	Mon	14/11/16	0.026	0.028	0.054
12	WM-04-B-04	SECONDARY SCHO	BIRMINGHAM	WEST MIDLANDS	247	Mon	09/11/15	0.000	0.053	0.053
13	GM-04-B-03	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	780	Fri	23/09/16	0.028	0.022	0.050
14	ES-04-B-01	SECONDARY SCHO	BRIGHTON	EAST SUSSEX	1596	Wed	27/09/17	0.019	0.028	0.047
15	WK-04-B-01	SECONDARY SCHO	KINETON	WARWICKSHIRE	839	Wed	25/09/19	0.025	0.021	0.046
16	RC-04-B-01	SECONDARY SCHO	NEAR PONTYPRIDD	RHONDDA CYNON TAFF	1000	Wed	22/10/14	0.017	0.029	0.046
17	TW-04-B-03	CATHOLIC HIGH	NEWCASTLE UPON TYNE	TYNE & WEAR	1178	Thu	18/10/18	0.011	0.029	0.040
18	BR-04-B-01	SECONDARY SCHO	NEAR BRISTOL	BRISTOL CITY	435	Mon	21/09/15	0.009	0.030	0.039
19	CF-04-B-01	SECONDARY SCHO	CARDIFF	CARDIFF	1338	Fri	07/10/16	0.010	0.027	0.037
20	NT-04-B-01	SECONDARY SCHO	NEAR NOTTINGHAM	NOTTINGHAMSHIRE	1561	Thu	23/03/17	0.008	0.029	0.037
21	NY-04-B-03	GIRLS' HIGH SC	SKIPTON	NORTH YORKSHIRE	800	Fri	08/03/19	0.020	0.016	0.036
22	WM-04-B-06	SECONDARY SCHO	STOURBRIDGE	WEST MIDLANDS	840	Tue	21/11/17	0.007	0.026	0.033
23	TW-04-B-02	SECONDARY SCHO	GATESHEAD	TYNE & WEAR	1087	Fri	13/11/15	0.011	0.015	0.026
24	CF-04-B-02	SECONDARY SCHO	CARDIFF	CARDIFF	1042	Thu	15/03/18	0.006	0.020	0.026
25	TV-04-B-01	SECONDARY SCHO	MARSKE-BY-THE-SEA	TEES VALLEY	767	Wed	24/10/18	0.017	0.008	0.025
26	GM-04-B-02	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	1350	Wed	21/10/15	0.004	0.019	0.023
27	NE-04-B-01	SECONDARY SCHO	SCUNTHORPE	NORTH EAST LINCOLNS	520	Mon	19/05/14	0.008	0.013	0.021
28	LN-04-B-02	SECONDARY SCHO	LINCOLN	LINCOLNSHIRE	852	Wed	04/10/17	0.006	0.007	0.013
29	AN-04-B-01	GIRLS' HIGH SC	BELFAST	ANTRIM	1063	Fri	25/09/15	0.002	0.003	0.005
30	MM-04-B-01	ROMAN CATHOLIC	NEWPORT	MONMOUTHSHIRE	1450	Fri	27/09/19	0.001	0.004	0.005
31	AN-04-B-02	SECONDARY ACAD	BELFAST	ANTRIM	850	Fri	23/11/18	0.000	0.002	0.002

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.