

N01 - Transport Overview

Site: Land East of College Lane, Hurstpierpoint
Prepared by: OB/DM
Approved by: PB
Date: 20 March 2026

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1.0 Introduction

- 1.1 This Transport Overview has been prepared on behalf of Greenplan Designer Homes in relation to a potential residential development on land east of College Lane, Hurstpierpoint (herein referred to as 'the site'). The site is considered suitable to accommodate circa 35 residential dwellings. Vehicular and pedestrian access to the site will be achieved at the western extent of the site via College Lane. The site falls within the administrative authorities of Mid Sussex District Council and West Sussex County Council.
- 1.2 This Transport Overview has been prepared to consider the highway and transportation aspects of the proposals, including the proximity of the site to sustainable modes of travel, the proposed access arrangements, parking provision, servicing strategy and trip generation.

2.0 Context

- 2.1 The site currently comprises undeveloped land to the east of College Lane, approximately 1.1 kilometres east of Hurstpierpoint village centre. The location of the site is illustrated in Figure 2.1 below.

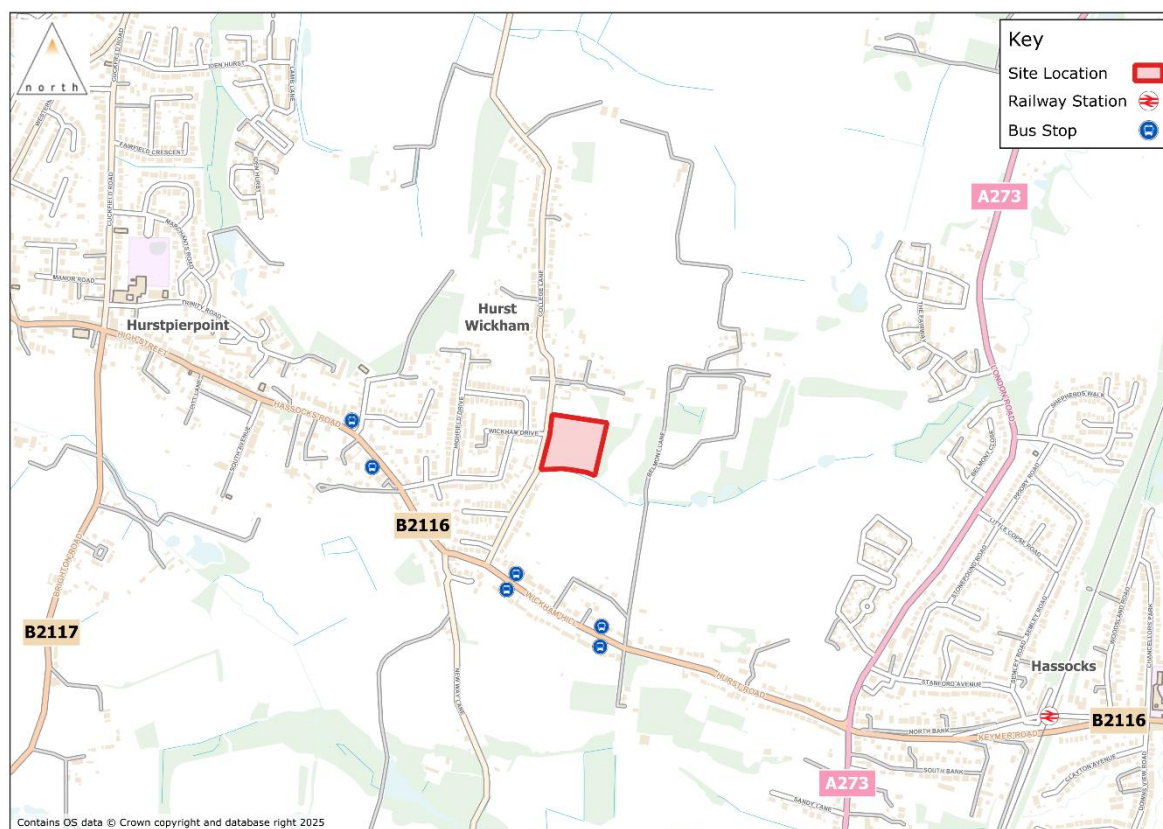


Figure 2.1 - Site Location

Local Highway Network

- 2.2 The site is located to the east of College Lane, a two-way single carriageway road subject to a 30mph speed limit. To the south of the site, College Lane forms a priority junction with the B2116 Hassocks Road. Hassocks Road provides a direct connection into Hassocks town centre to the east and Hurstpierpoint to the west, as well as the A23. The A23 provides southbound connections into Brighton and northbound to the M23 and M25 London Orbital which can be used to access the wider highway network.
- 2.3 To the north of the site College Lane continues towards Burgess Hill and forms a priority junction with the A273 Jane Murray Way which can be used to access the wider area of Burgess Hill.
- 2.4 A review of personal injury collision (PIC) data for a stretch of College Lane within the vicinity of the site has been undertaken using the Collision Plot online tool. This identified that no incidents have occurred along College Lane within the vicinity of the site in the latest 5 year period.

Sustainable Transport Accessibility

Accessibility on Foot and by Cycle

- 2.5 An existing footway is provided along College Lane on the western side of the carriageway fronting the site. A further footway commences approximately 40 metres south of the site access on the eastern side of the carriageway. College Lane is provided with lighting in the local proximity of the site, with the addition of dropped kerbs at junction intersections. A continuous walking route into Hurstpierpoint and Hassocks is available from following College Lane to the south and onto the B2116 Hassocks Road.
- 2.6 A number of Public Rights of Way (PRoW) are located within close proximity of the site. An alternative route into Hassocks is available via Footpath 65 which is located north of the site from College Lane, and the route continues onto Footpath 10C. The local PROW network is illustrated in Figure 2.2 below.

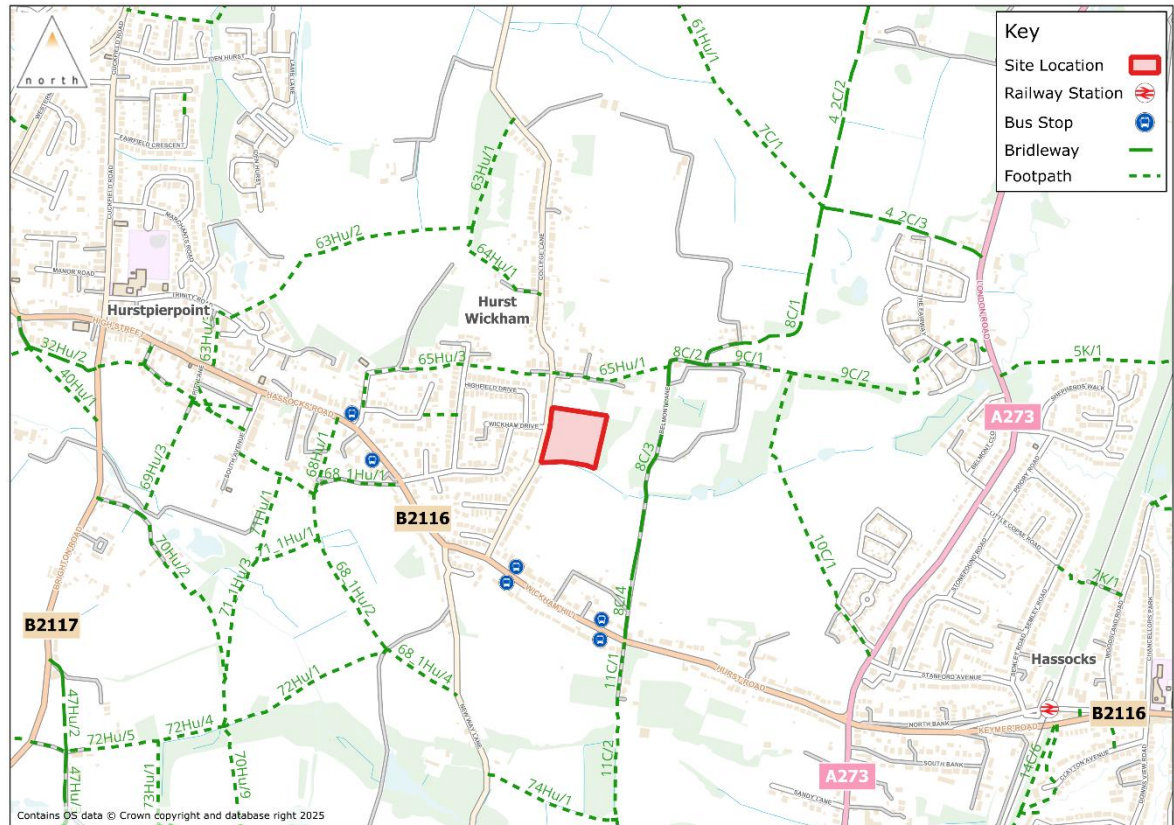


Figure 2.2 – Public Right of Way Network

- 2.7 Although there are no dedicated on-road cycle facilities within the vicinity of the site, the local highway network is considered suitable for cycling due to low speed limits and flat terrain. Additionally, National Cycle Network (NCN) Route 20 is located approximately 4.4 kilometres south of the site within Pyecombe and provides an accessible connection into Brighton.

Accessibility by Bus

- 2.8 The closest bus stops to the site are located on the B2116 Wickham Hill within Hurstpierpoint, approximately 400 metres south of the site. These bus stops are provided with a flagpole and bus timetable. These stops provide access to 33, 33A and 273 services. A summary of the local bus services is shown below in Table 2.1.

Route Number	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
33/33A	Hurstpierpoint – Hassocks – Keymer – Burgess Hill – Haywards Heath – Cuckfield	Every hour	Every hour	No service
273	Crawley – Southgate – Pease Pottage – Handcross – Bolney – Hickstead – Sayers Common – Albourne – Hurstpierpoint – Hassocks – Patcham – Brighton	Every hour	Every hour	Every hour to 1.5 hours
331	School Service to Downlands Community College, Keymer			

Table 2.1 – Local Bus Services

Accessibility by Rail

- 2.9 The closest railway station to the site is Hassocks railway station which is located approximately 1.8 kilometres southeast of the proposed site access and can be accessed via a 25 minute walk or a 7 minute cycle. Hassocks railway station benefits from 152 parking spaces, including 4 accessible parking spaces. Additionally, 154 cycle parking spaces covered by CCTV are provided at the railway station. Additionally, cycle hire is available from Hassocks Community Cycle Hire, located outside platform 2. A summary of the rail services from Hassocks railway station is provided in Table 2.2 below.

Destination	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
London Victoria	Hassocks – Burgess Hill – Haywards Heath – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	Every 30 minutes	Every 30 minutes	3 services an hour
Bedford	Hassocks – Burgess Hill – Wivelsfield – Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras (Intl) – St Albans – Harpenden – Luton Airport Parkway – Luton – Leagrave – Harlington – Flitwick – Bedford	Every 30 minutes	Every 30 minutes	Every 30 minutes
Littlehampton	Hassocks – Preston Park – Hove – Portslade – Shoreham-by-Sea – Lancing – Worthing – West Worthing – Durrington-by-Sea – Goring-on-Sea – Angmering – Littlehampton	Every 30 minutes	Every 30 minutes	Every hour
Brighton	Hassocks – Preston Park – Brighton	Every 30 minutes	Every 30 minutes	4 services an hour

Table 2.2 – Local Rail Services

Access to Local Amenities

- 2.10 The site is situated approximately 1.1 kilometres east of Hurstpierpoint village centre which offers a range of amenities, including a convenience store, supermarket, a post office, primary school and nursery, dental practice, and pharmacy. Further amenities are available in Hassocks town centre approximately 1.8 kilometres southeast of the site. The local amenities and neighbourhood centres are indicated in Figure 2.3 below.

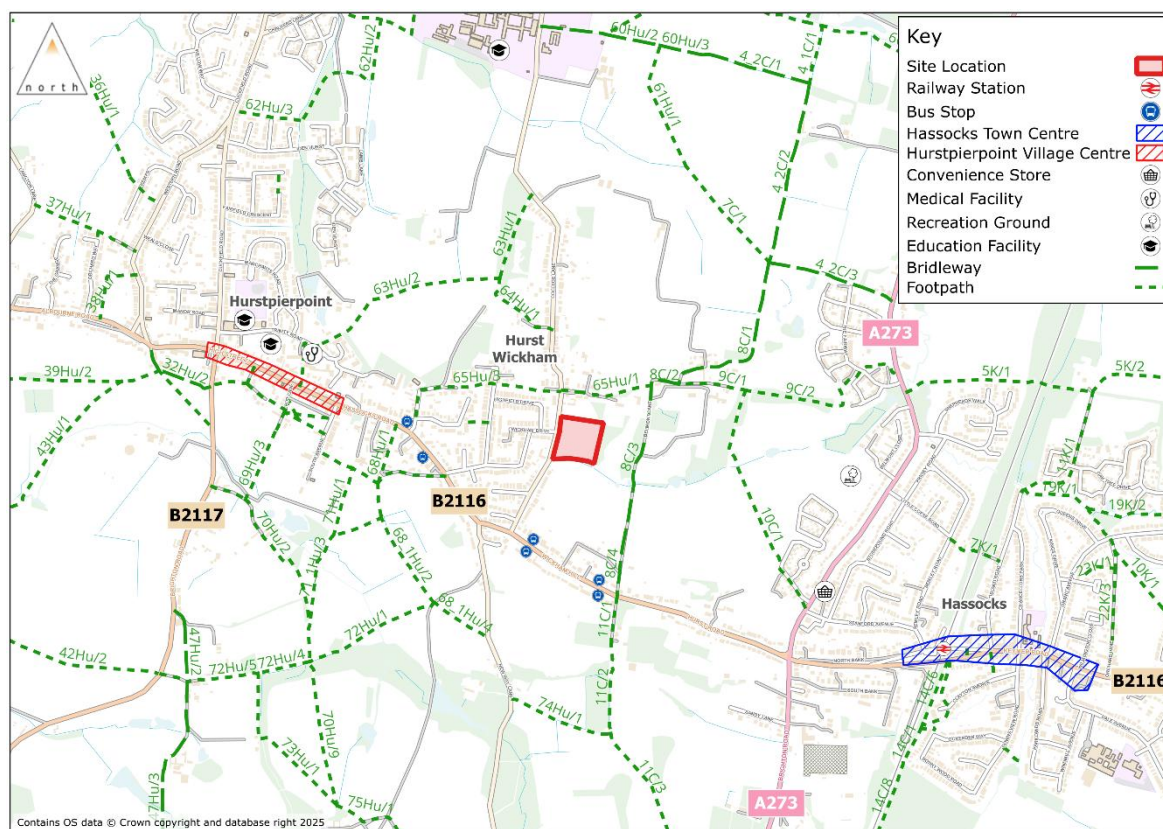


Figure 2.3 – Public Right of Way Network and Amenities

3.0 Development Proposals

- 3.1 The proposed access to the site will be designed to provide safe and secure access for all users and to ensure that it caters for the level of traffic associated with the development. Access will be via a new priority junction at the site's western boundary onto College Lane, which is considered appropriate for the scale of development. The new access will be located approximately 50 metres south of the priority junction with Wickham Drive and will include bellmouth arrangement designed to serve a 5.5 metre wide access road and 6 metre junction radii in accordance with the West Sussex Design Guide. The drawing included at **Appendix A** illustrates the proposed access arrangements.
- 3.2 Visibility splays have been informed by the posted speed limit on College Lane, which is 30mph in the vicinity of the site. As a result, the visibility splays have been calculated using Manual for Streets (MfS) principles, resulting in visibility splays of 2.4 metres by 43 metres to the north and south of the site access. The existing hedge and vegetation along the site frontage will be cut back within the visibility splays. The visibility splays are illustrated within **Appendix A**.
- 3.3 The proposals include a 2 metre footway on the southern side of the access road which will tie into the existing footway on the eastern side of College Lane located approximately 40 metres south of the site access.
- 3.4 There are proposals to construct a housing development to the south of the site, which is being promoted by Thakeham Homes. The Thakeham Homes development would be served via a similar access junction onto College Lane some 50 metres south of the proposed access serving the site for which this report has been prepared. The separation of the two junctions is such that there would be no overlap with visibility splays based on the 43 metre splays provided.

- 3.5 Car Parking on-site will be designed in accordance with the standards set out in West Sussex County Council's 'Guidance on Parking at New Developments' document (September 2020). Levels of on-site car parking will be confirmed once the type and tenure of dwellings are known.
- 3.6 The proposed access arrangement will be able to accommodate the required refuse vehicle movements into and out of the site in a forward gear. As part of the detailed scheme design, sufficient turning area will be available within the site to enable the vehicle to manoeuvre to ensure it can enter and leave the site in a forward gear.

4.0 Transport Vision

- 4.1 In line with the NPPF, the development proposals will be shaped by a long-term, place-specific vision that promotes sustainable, inclusive and well designed development. Central to this vision is the creation of a connected and accessible neighbourhood that encourages active travel and reduces car dependency. The Transport Assessment will adopt a vision-led approach, aiming to identify and promote opportunities for walking, cycling, and public transport use, seeking to leverage existing transport infrastructure and integrate the proposed development to enhance site accessibility. Pursuant to this, the transport vision for the development will aim to ensure:
 - ▶ Residents have the opportunity to walk or cycle to nearby amenities, by providing and/or enhancing pedestrian routes and measures to support safe routes for cycling;
 - ▶ Suitable pedestrian connections are provided to bus stops, to support residents accessing wider amenities in the area by bus, such as in Hassocks, including rail services;
 - ▶ A site layout that prioritises walking, cycling and public transport use through provision of a permeable street network, integrated green infrastructure, and direct links to existing local routes and services;
 - ▶ The development is designed and equipped to reduce the need to travel by provision of high-speed broadband to support working from home and online shopping, for example; and
 - ▶ Dwellings are installed with appropriate provision for charging electric vehicles and e-bikes.

5.0 Trip Generation and Highway Impact Assessment

- 5.1 It is envisaged that the trip generation for the site will accord with the 'Decide and Provide' principles, to identify a future vision for trips to/from the site, in line with the NPPF and transport vision for the site. It is envisaged that the approach to the assessment of trips will have regard to the TRICS 'Decide & Provide' Guidance (November 2022).
- 5.2 This section sets out preliminary trip rates extracted from the TRICS database for comparable sites in terms of nature, use, scale of development and location type, as a starting point for discussion with West Sussex County Council. The assessment will consider the potential number of person and vehicular trips generated by the proposals, with focus on the weekday network peak hours (typically between 08:00 to 09:00 and 17:00 to 18:00).
- 5.3 It is envisaged that the preliminary trip rates presented below would present a 'worst-case' in terms of vehicular movements arising from future residential development. Advice will be sought from West Sussex County Council to agree 'vision scenario' trip rates appropriate for the residential development.

Preliminary Trip Generation

5.4 Likely trip generation associated with the site has been calculated with reference to the TRICS Database. For robustness, this assessment utilises the 'houses privately owned' category with the following parameters:

- ▶ Regions – England (excluding Greater London)
- ▶ Number of Dwellings – Sites up to 50 dwellings;
- ▶ Selected Days – Weekdays; and
- ▶ Selected Locations – 'Edge of Town' and 'Neighbourhood Centre'

5.5 A summary of the peak hour total person and vehicular trip rates for 35 dwellings is provided in Table 5.1 below and the full TRICS output included at [Appendix B](#).

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.175	0.375	0.264	0.171	2.338	2.372
Vehicular Trips	6	13	9	6	82	83
Total Person Trip Rate	0.281	0.835	0.465	0.266	3.815	4.011
Total Person Trips	10	29	16	9	134	140

Table 5.1 – Trip Generation (35 dwellings)

- 5.6 Table 5.1 indicates that the proposed units could generate circa 20 vehicle movements in the weekday morning peak and 15 in the evening peak hour. Over an average weekday, the proposed units could generate in the region of 165 two-way vehicle movements.
- 5.7 Table 5.1 indicates that the proposed units could generate circa 39 total people movements in the weekday morning peak and 25 in the evening peak hour. Over an average weekday, the proposed units could generate in the region of 274 two-way total people movements. Census data will be used within any eventual Transport Assessment to understand the modal split of trips to/from the site.
- 5.8 It is widely accepted that junction capacity assessments should be undertaken where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As the proposed vehicle trip generation suggests the site will attract circa 20 two-way vehicle movements, the development is unlikely to trigger any need for junction capacity testing.

6.0 Summary and Conclusion

- 6.1 This Transport Overview has been prepared on behalf of Greenplan Designer Homes in relation to a potential residential development at land to the east of College Lane, Hurstpierpoint. The proposals seek planning permission for circa 35 dwellings.
- 6.2 Safe and suitable provision can be made for access, parking and servicing in accordance with relevant guidance and standards. The proposals will result in a modest increase in vehicular movements.
- 6.3 On the basis of the above review, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network.

Appendix A

Site Access Arrangements

C:\Users\obarkwith\Motion\StaffSite - Grhur2 1801083\Drawings\1801083-01 [Proposed Access Arrangements].dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

Visibility Splay

-	First Issue	OB	DM	PB	20/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Greenplan Designer Homes

Project:
Land East of College Lane,
Hurstpierpoint

Title:
Proposed Access Arrangement

Scale: 1:500 (@ A3)

Drawing:
1801083-01

Revision:
-

Appendix B

TRICS Output – Private Houses

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 0 - 50 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 50 DWELLS

Date Range: Minimum: 01/01/2017 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 72 3970

Days of the week selected:

Friday	6
Monday	5
Thursday	1
Tuesday	4
Wednesday	9

Main Location Types selected:

Edge of Town	19
Neighbourhood Centre	6

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	16
Servicing Vehicles Included	9

Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	4
10,001 to 15,000	8
15,001 to 20,000	3
20,001 to 25,000	1
5,001 to 10,000	8

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	9
25,001 to 50,000	6
250,001 to 500,000	2
5,001 to 25,000	2
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	6
1.1 to 1.5	17
1.6 to 2.0	2

PTAL Rating:

No PTAL Present	25
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Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	4 days
	HF	HERTFORDSHIRE	1 day
	MW	MEDWAY	2 days
	SC	SURREY	2 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
	SE	SHEFFIELD	1 day

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

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

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:	DWELLS
Actual Range:	6 to 50 (units:DWELLS)
Range Selected by User:	0 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/17 to 30/06/25

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:	
Friday	6 days
Monday	5 days
Thursday	1 days
Tuesday	4 days
Wednesday	9 days

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

Selected survey types:	
Manual count	25
Direction ATC Count	0

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 undertaken using machines

Selected Locations:	
Edge of Town	19 days
Neighbourhood Centre	6 days

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:	
No Sub Category	1 days
Residential Zone	18 days
Village	6 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	9 days
Servicing vehicles Unknown	15 days

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Secondary Filtering Selection:

Use Class:

C3	25 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 3970

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	4 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	8 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	6 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	2 surveys

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 surveys
1.1 to 1.5	17 surveys
1.6 to 2.0	2 surveys

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.

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Petrol filling station:

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:

No	11 surveys
Yes	14 surveys

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	25 surveys
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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.

COVID-19 Restrictions:

No

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

LIST OF SITES relevant to selection parameters:

Site 1:	CT-03-A-01	Number of dwellings:	46.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/06/2022
Location:	STOTFOLD	Survey Day:	Wednesday
Postcode:	SG5 4TB		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DC-03-A-09	Number of dwellings:	50.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	19/11/2021
Location:	SHAFTESBURY	Survey Day:	Friday
Postcode:	SP7 8TU		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 3:	DC-03-A-10	Number of dwellings:	26.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	09/11/2022
Location:	GILLINGHAM	Survey Day:	Wednesday
Postcode:	SP8 4JS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	ES-03-A-09	Number of dwellings:	47.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	
Location:	NEWHAVEN	Survey Day:	
Postcode:	BN9 9FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	ES-03-A-13	Number of dwellings:	36.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	
Location:	HEATHFIELD	Survey Day:	
Postcode:	TN21 0UW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	ES-03-A-20	Number of dwellings:	13.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	06/11/2024
Location:	HAILSHAM	Survey Day:	Wednesday
Postcode:	BN27 4EW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	HC-03-A-21	Number of dwellings:	39.00 DWELLS
Development Name:	TERRACED & SEMI-DETACHED	Survey Date:	13/11/2018
Location:	BASINGSTOKE	Survey Day:	Tuesday
Postcode:	RG24 9AF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Site 8:	HC-03-A-22	Number of dwellings:	40.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	31/10/2018
Location:	NEAR EASTLEIGH	Survey Day:	Wednesday
Postcode:	SO50 6JL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 9:	HC-03-A-31	Number of dwellings:	44.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	07/10/2022
Location:	LIPHOOK	Survey Day:	Friday
Postcode:	GU30 7WU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	HC-03-A-37	Number of dwellings:	50.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/03/2024
Location:	FLEET	Survey Day:	Wednesday
Postcode:	GU52 0AF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	HF-03-A-05	Number of dwellings:	8.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	
Location:	WATFORD	Survey Day:	
Postcode:	WD19 7QY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	MW-03-A-01	Number of dwellings:	8.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	22/09/2017
Location:	NEAR CHATHAM	Survey Day:	Friday
Postcode:	ME1 3FE		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 13:	MW-03-A-02	Number of dwellings:	19.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	
Location:	RAINHAM	Survey Day:	
Postcode:	ME8 8XU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 14:	NF-03-A-05	Number of dwellings:	40.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	19/09/2019
Location:	HOLT	Survey Day:	Thursday
Postcode:	NR25 6GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 15:	NF-03-A-37	Number of dwellings:	44.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	DEREHAM	Survey Day:	Tuesday
Postcode:	NR20 3TY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Site 16:	NT-03-A-08	Number of dwellings:	36.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	
Location:	HUCKNALL	Survey Day:	
Postcode:	NG15 8JN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 17:	NY-03-A-14	Number of dwellings:	45.00 DWELLS
Development Name:	DETACHED & BUNGALOWS	Survey Date:	18/05/2022
Location:	RIPON	Survey Day:	Wednesday
Postcode:	HG4 1EJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 18:	SC-03-A-07	Number of dwellings:	41.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	11/05/2022
Location:	FARNHAM	Survey Day:	Wednesday
Postcode:	GU9 0AX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 19:	SC-03-A-10	Number of dwellings:	32.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	14/09/2022
Location:	ASH	Survey Day:	Wednesday
Postcode:	GU12 6BT		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 20:	SE-03-A-02	Number of dwellings:	23.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	20/09/2024
Location:	NEAR SHEFFIELD	Survey Day:	Friday
Postcode:	S20 5EW		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 21:	SF-03-A-06	Number of dwellings:	38.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	22/09/2017
Location:	KENTFORD	Survey Day:	Friday
Postcode:	CB8 7UU		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 22:	SF-03-A-11	Number of dwellings:	44.00 DWELLS
Development Name:	BUNGALOWS	Survey Date:	06/11/2024
Location:	IPSWICH	Survey Day:	Wednesday
Postcode:	IP1 6LL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 23:	SM-03-A-02	Number of dwellings:	42.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	25/09/2018
Location:	NEAR TAUNTON	Survey Day:	Tuesday
Postcode:	TA3 5FG		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

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Site 24:	SM-03-A-03	Number of dwellings:	41.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	25/09/2018
Location:	NEAR TAUNTON	Survey Day:	Tuesday
Postcode:	TA3 5FB		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 25:	WK-03-A-04	Number of dwellings:	49.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	27/09/2019
Location:	KENILWORTH	Survey Day:	Friday
Postcode:	CV8 2TN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05 30-04-2021	30-04-2021	COVID
CA-03-A-07 27-05-2021	27-05-2021	COVID
CL-03-A-01 24-10-2024	24-10-2024	Location
CV-03-A-03 22-05-2017	22-05-2017	Location
DE-03-A-04 19-05-2022	19-05-2022	Location
DN-03-A-06 10-10-2018	10-10-2018	Location
ES-03-A-06 16-06-2021	16-06-2021	COVID
HI-03-A-16 10-10-2024	10-10-2024	Location
IM-03-A-01 21-05-2024	21-05-2024	Location
IM-03-A-02 23-05-2024	23-05-2024	Location
IM-03-A-05 21-05-2024	21-05-2024	Location
KC-03-A-09 09-06-2021	09-06-2021	COVID
ME-03-A-01 30-10-2024	30-10-2024	Location
VG-03-A-01 08-05-2017	08-05-2017	Location
WC-03-A-01 28-05-2018	28-05-2018	Location

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.175	0.375	0.550
17:00-18:00	0.326	0.170	0.496

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	25	36	0.087	0.287	0.374
08:00-09:00	25	36	0.175	0.375	0.550
09:00-10:00	25	36	0.170	0.202	0.372
10:00-11:00	25	36	0.137	0.160	0.297
11:00-12:00	25	36	0.150	0.165	0.315
12:00-13:00	25	36	0.176	0.188	0.364
13:00-14:00	25	36	0.178	0.141	0.319
14:00-15:00	25	36	0.160	0.198	0.358
15:00-16:00	25	36	0.261	0.178	0.439
16:00-17:00	25	36	0.264	0.171	0.435
17:00-18:00	25	36	0.326	0.170	0.496
18:00-19:00	25	36	0.254	0.137	0.391
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.338	2.372	4.710

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

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

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Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

Parameter Summary:

Trip rate parameter range selected:	0 - 50 (units: DWELLS)
Survey date date range:	22/09/2017 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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

Audit Code: d72af26d-8034-457a-9686-f1101c4fd7f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.281	0.835	1.116
17:00-18:00	0.513	0.292	0.805

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	25	36	0.112	0.466	0.578
08:00-09:00	25	36	0.281	0.835	1.116
09:00-10:00	25	36	0.283	0.327	0.610
10:00-11:00	25	36	0.199	0.246	0.445
11:00-12:00	25	36	0.204	0.241	0.445
12:00-13:00	25	36	0.283	0.286	0.569
13:00-14:00	25	36	0.261	0.205	0.466
14:00-15:00	25	36	0.240	0.307	0.547
15:00-16:00	25	36	0.572	0.312	0.884
16:00-17:00	25	36	0.465	0.266	0.731
17:00-18:00	25	36	0.513	0.292	0.805
18:00-19:00	25	36	0.402	0.228	0.630
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.815	4.011	7.826

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

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

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