

Transport Technical Note.

Land at Malthouse Lane, Burgess Hill.

On behalf of Vistry Homes Ltd.

Date: December 2022 | Pegasus Ref: P22-0567/TR01



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
-	December 2022	LH	KS	-

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1. Introduction

- 1.1. This Transport Technical Note (TN) has been prepared by Pegasus Group on behalf of Vistry Homes Ltd in order to support the allocation of Land at Malthouse Lane, Burgess Hill, in the Mid Sussex District Council (MSDC) Local Plan.
- 1.2. The Site is located to the west of the A273 Jane Murray Way and comprises land to the east and west of Malthouse Lane.

MSDC District Plan 2021–2039 Consultation Draft

- 1.3. MSDC is in the process of reviewing and updating the adopted Local Plan and the draft Plan has been published for consultation.
- 1.4. The Land West of Malthouse Lane site has been considered for inclusion by MSDC for 1,800 dwellings within its District Plan 2021–2039 Consultation Draft.
- 1.5. A Transport Study has been undertaken by MSDC to assess the traffic impact of Local Plan development on the operation of the local and strategic highway network around Burgess Hill. The Transport Strategy does not assess the Land of Malthouse Lane and adjacent DPSC1: West of Burgess Hill sites separately to consider the relative impacts of each scheme.
- 1.6. MSDC's Site Selection Conclusions document concludes that whilst the Site represents a sustainable option for allocation, it is not suitable on the basis that the *"quantum of development is likely to exacerbate existing issues at the A23/A2300 junction, as impacts are already arising through the allocation of DPSC1 (Thakeham site) and at this stage the Council does not have sufficient evidence to have confidence this site is deliverable in combination with DPSC1"*.
- 1.7. DPSC1: West of Burgess Hill is included as a draft allocation for 1,400 dwellings and other uses. Whether that site can accommodate 1,400 should be confirmed by MSDC in due course.
- 1.8. It is the intention to use the Mid Sussex Strategic Highway Model (MSSHM) to assess the impacts of the development in due course. In the interim, and to provide MSDC with additional details on the transport impacts at this early stage, this TN provides a first principles assessment of the Land at Malthouse Lane proposals, using contemporary assumptions on the quantum of development at the site.

2. Development Proposals – Land at Malthouse Lane

- 2.1. Following a review of site constraints, at this stage it is anticipated that the development could accommodate up to 750 dwellings. This is less than previously considered by MSDC in their review of the site.
- 2.2. It is considered that the western parcel could accommodate up to around 390 dwellings and the eastern parcel could accommodate up to around 360 dwellings. A primary school is also anticipated to be included as part of the proposals.

Vehicular Access Strategy

- 2.3. Primary vehicular access to the Site will be taken from Jane Murray Way via a new roundabout junction which will seek to consolidate the existing B&Q access to allow all turning movements.
- 2.4. Danworth Lane and Malthouse Lane will be realigned into the site with improved connections to the north. The northern extent of Malthouse Lane will be downgraded for use by non-car modes (except for access).
- 2.5. In the event that the Site comes forward with Site DPSC1: West of Burgess Hill (and we understand MSDC require the two sites to be considered in combination), then vehicular access may be provided from Land at Malthouse Lane through Site DPSC1, connecting to Cuckfield Road south of the A2300. For the purpose of this TN Site DPSC1 is assumed to be in place.

3. Mid Sussex Strategic Highway Model

- 3.1. The Mid Sussex Transport Study (MSTS) is supported by the Strategic Highway Model (MSSHM). This has been developed by Systra and covers a future year of 2039 (end of plan period).
- 3.2. The model includes different scenarios which assess the traffic impacts of proposed local plan developments and supporting infrastructure as follows:
- 2039 Reference Case – including any committed highway infrastructure, development in the district and background growth.
 - 2039 Scenario 4 – including proposed Local Plan development and supporting infrastructure in 2039.
 - 2039 Scenario 4B – as above, but includes a development site at Ansty for 1,600 dwellings.
 - 2039 Scenarios 4m1 and 4Bm1 – 2039 Scenarios 4 and 4B with car trip rate reduction (80% internalisation for primary education trips and 15% reduction for all other trips allowing for working from home and modal shift).
- 3.3. The MSSHM identifies a number of junctions with ‘severe’¹ or ‘significant’² impacts as a result of Local Plan growth, as summarised in **Table 3.1**:

Table 3.1 – Junctions identified with Severe or Significant Impacts

Severe	Significant
A23 / A2300 Eastern Roundabout (planned scheme)	B2036 / Lower Church Road / Royal George Rd
A2300 / Cuckfield Road (planned scheme)	B2036 London Road / West Street
Junction Road / B2113	B2036 London Road / Dunstall Avenue / Maple Drive
B2112 / Green Road	A273 Jane Murray Way / Malthouse Lane
Valebridge Road / Junction Road / Leylands Road	A2300 / A273 Jane Murray Way

¹ A junction which has a Ratio Flow Capacity (RFC) increase of 3% or more to an RFC of 95% or more 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).

² A junction which has a Ratio Flow Capacity (RFC) increase of 3% or more to an RFC of 85% or more in any peak hour (in any scenario).

Severe	Significant
A23 / A2300 Eastern Roundabout (planned scheme)	A2300 / Northern Arc Spine Road
	A23 / A2300 Southbound On-Slip

- 3.4. As set out above, MSDC has not included the Site as a draft allocation on the basis of the impacts at the A23 / A2300 junction to the west of Burgess Hill.
- 3.5. It is understood that there is an agreed improvement scheme for the A23 junction (additional southbound lane created by the slip road) that was agreed between WSCC, MSDC and National Highways as part of the approval of the Science and Technology Park allocation at Burgess Hill. However, it is understood that this mitigation is not included in the 2039 reference case assessment.
- 3.6. This TN provides an assessment of the forecast vehicle trips associated with Land at Malthouse Lane on the above junctions, with particular focus on the A23 junction with the A2300.

4. Forecast Trip Generation

- 4.1. The TRICS v7.9.1 database has been used to estimate the multi-modal trip generation associated with the proposed residential development parcels.
- 4.2. It is assumed that any trips associated with the proposed Primary School will generally be associated with residents of the proposed development and adjacent schemes. On this basis, it is assumed that there will not be any separate trips associated with these uses on the highway network.
- 4.3. The assessment using TRICS applies the following selection criteria:
- Residential – Houses privately owned.
 - Suburban Area and Edge of Town locations.
 - England, Scotland and Wales (excluding greater London).
 - Weekday trips only; and
 - Sites with no active Travel Plans.
- 4.4. The trip rates are considered to be robust as they do not account for sites with an active Travel Plan or affordable housing, which are typically associated with lower trip rates. The site will have a comprehensive Travel Plan Strategy and a minimum of 30% affordable housing, in line with the emerging draft Mid Sussex District Plan. As such, the trip numbers in reality are likely to be lower than those forecast within this TN.
- 4.5. The full multimodal TRICS data is included at **Appendix A**, and the proposed 'Total People' trip rates are summarised at **Table 4.1** for the traditional network peak hours (0800–0900 and 1700–1800).

Table 4.1 – Total People Trip Rates

	Trip Rate			Trip Number		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (0800–0900)	0.172	0.721	0.893	129	541	670
PM Peak (1700–1800)	0.641	0.248	0.889	481	186	667

- 4.6. As shown in **Table 4.1**, it is forecast that Land at Malthouse Lane could be associated with up to around 670 two-way total people trips in both the AM and PM peak hours.

Disaggregation by Journey Purpose

- 4.7. The National Travel Survey (NTS) table 'NTS0502 trip start time by journey purpose (Monday to Friday only): England 2015/2019' illustrates the purpose of trips generated in the peak hours. The full NTS dataset is provided at **Appendix B**. The 2019 dataset has been selected given that the coronavirus pandemic could have affected 2020 and 2021 results and it is therefore considered more appropriate. This is considered to be a robust assessment on the basis that it does not account for post-pandemic behaviour changes such as an increase in working from home / flexible working and a greater use of online services. **Table 4.2** summarises the total person trips by journey purpose.

Table 4.2 – Trip Purpose and Associated Trip Numbers

Purpose Category	AM %	AM Arr.	AM Dep.	AM Total	PM %	PM Arr.	PM Dep.	PM Total
Commuting and Business	22.9%	30	124	153	35.5%	171	66	237
Education	51.4%	66	278	344	5.2%	25	10	34
Retail	4.2%	5	23	28	12.0%	58	22	80
Personal Business	14.2%	18	77	95	20.0%	96	37	133
Visiting	3.5%	5	19	23	19.7%	95	37	131
Other	3.8%	5	21	25	7.6%	36	14	50
Total	100.0%	129	541	670	100.0%	481	186	667

- 4.8. **Table 4.2** forecasts that the total development of 750 dwellings could be associated with approximately 153 commuting and business trips in the AM peak period and approximately 237 commuting and business trips in the PM peak period, accounting for a large percentage of the total journeys. It is also estimated there could be approximately 278 education and escort education trips in the AM peak period but only 34 trips in the PM peak period, which is likely to be due to the fact a large majority of education trips are completed in the afternoon before the network peak period. These trips account for all modes of travel.

Commuting

- 4.9. The commuting modal share has been calculated using the Census 2011 dataset QS701EW for the Middle Super Output Area (MSOA) 'E02006615 : Mid Sussex 012'. The MSOA covers the existing built-up residential area in the southwest of Burgess Hill, which is located to the east of the site. This MSOA has been used for the purpose of this assessment as it is considered to be representative of the likely commuting destinations of future residents.
- 4.10. The Census mode share data and summary of commuting and business trips is contained at **Appendix C**.

Education (and Escort Education)

- 4.11. Information contained within the National Education Statistics for the 2021/22 academic year sets out a national average split of 56% primary school pupils and 44% secondary school pupils. This split has been applied to the proposed development.
- 4.12. For the purpose of this assessment, it is assumed that any primary school aged students will attend the new on-site school.
- 4.13. The mode share of the secondary education trips has been derived using NTS Table 'NTS0613 – Trips to and from School by Main Mode' which details trips to and from school per child per year by main mode. The full data set is contained at **Appendix D**. Again, due to uncertainties regarding Covid-19, the 2019 data has been used. Surface Rail has been excluded as it is not considered that pupils will use the train to get to school given the location of the local secondary school campuses. However, travel via bus has been included to account for the fact that some pupils may not attend the schools located in Burgess Hill and could travel elsewhere.
- 4.14. The education NTS table, contained at **Appendix D**, specifically relates to 'education trips' and not escort education, which is defined as dropping off a child, or other household member at school, college or university. It sets out the number of children travelling alone (4% of primary school children and 43% of secondary school children). Any child travelling alone must do so by non-car modes as they are under the legal age to drive. As a result, it is reasonable to assume that any escort trip is associated with an education trip, and any child travelling by car must also have an escort. As a robust case, it is proposed to assume one driver and a maximum of one child per car.

Other Journey Purposes

- 4.15. Shopping, visiting friends / family, entertainment, sport, holidays and personal business have all been assigned to a collective category, defined here as 'other' journey purposes. To derive the modal share for these trips, data has been taken from NTS Table 'NTS0409a – Average Number of Trips by Purpose and Mode'. This data is contained **Appendix E** and the trips by mode have been calculated and set out at **Appendix E**. The two-way trips associated with each trip purpose are multiplied by the modal percentages derived from NTS Table NTS0409a.

Total Vehicle Trips

- 4.16. The total number of vehicle trips forecast to be associated with Land at Malthouse Lane, based on the trip disaggregation summarised above, is summarised in **Table 4.4**. With reference to the MSSHM and Scenario 4m1, which accounts for car trip rate reduction, the forecast number of vehicle trips associated with Land at Malthouse Lane when these assumptions are applied is also set out at **Table 4.4**.

Table 4.4 – Trips Distributed by Mode and Purpose.

Purpose Category	AM Trips (0800-0900)		PM Trips (1700-1800)	
	No car trip rate reduction	With Scenario 4m1 trip rate reduction	No car trip rate reduction	With Scenario 4m1 trip rate reduction
Commuting and Business	110	94	170	145
Education	20	20	5	5
Retail	20	17	58	49
Personal Business	68	58	96	82
Visiting	17	14	94	80
Other	18	15	36	31
Total	254	218	459	392

- 4.17. **Table 4.4** forecasts that Land at Malthouse Lane could be associated with up to around 254 two-way vehicle trips in the AM and 459 two-way vehicle trips in the PM peak hours. Applying car trip rate reductions, as per Scenarios 4m1 of the MSSHM, there could be up to 218 vehicle trips in the AM peak and 392 in the PM peak.

5. Trip Assignment

- 5.1. To distribute the vehicular trips onto the highway network, commuting, education and 'other' trips have all been assigned separately.

Commuting Distribution

- 5.2. 2011 Census data has been used to confirm workplace travel destinations for residents within 'EO2006615 : Mid Sussex 012' MSOA. The top 20 most travelled-to areas have been assessed and are contained in **Appendix F**. Journey times to commuting destinations have been calculated using Google Maps fastest journey times to establish the key routes and associated journey times.

Education Distribution

- 5.3. It is assumed for the purpose of this assessment that 100% of primary school students will attend the primary school included at Land at Malthouse Lane and will therefore be contained within the site. All secondary school trips are routed to the nearest secondary school campus, St Paul's Catholic College.

Other Distribution

- 5.4. It is assumed that the majority of retail, personal business and visiting friends trips from the site will stay within Burgess Hill due to the extensive facilities available. It has been assumed that a proportion of trips will route away from Burgess Hill for further opportunities. Holiday trips are all distributed to the A23, part of the Strategic Road Network, to facilitate longer journeys.

6. Land at Malthouse Lane Traffic Assessment

6.1. **Table 6.1** summarises the forecast vehicle trips associated with Land at Malthouse Lane at those junctions identified in the MSSHM as having 'severe' or 'significant' impacts³.

Table 6.1 – Percentage Impact Assessment

Period	2039 Reference Case	Land at Malthouse Lane			
		No Trip Rate Reductions		With Scenario 4m1 Trip Rate Reduction	
		Vehicle Trips	Percentage Impact	Vehicle Trips	Percentage Impact
A23 / A2300					
AM Peak	4277	34	0.8%	29	0.7%
PM Peak	3515	57	1.6%	48	1.4%
A2300 / Cuckfield Road					
AM Peak	5921	34	0.6%	29	0.5%
PM Peak	5206	57	1.1%	48	0.9%
A2300 / Northern Arc Spine Road					
AM Peak	5284	16	0.3%	14	0.3%
PM Peak	4553	27	0.6%	23	0.5%
A2300 / A273					
AM Peak	2412	79	3.3%	70	2.9%
PM Peak	2439	118	4.8%	101	4.1%

³ The B2036/ West Street and B206/ Lower Church Road/ Royal George Road have been excluded as no impact is forecast at either junction

Period	2039 Reference Case	Land at Malthouse Lane			
		No Trip Rate Reductions		With Scenario 4m1 Trip Rate Reduction	
		Vehicle Trips	Percentage Impact	Vehicle Trips	Percentage Impact
A273 / B2036 / Hammonds Ridge					
AM Peak	2279	95	4.2%	81	3.5%
PM Peak	2256	173	7.7%	147	6.5%
A272 / Malthouse Lane					
AM Peak	2215	137	6.2%	120	5.4%
PM Peak	2483	209	8.4%	178	7.2%
A273 / Sussex Way					
AM Peak	2349	20	0.9%	17	0.7%
PM Peak	2556	86	3.4%	73	2.9%

- 6.2. As shown in **Table 6.1**, Land at Malthouse Lane is forecast to have less than a five percent impact at the majority of local junctions. The exception to this is the A273 / B2036 / Hammonds Ridge and A273 / Malthouse Lane junctions. These are the two junctions closest to the site.
- 6.3. The A273 junction with Malthouse Lane will form part of the access strategy for Site DPSC1 and as such will include an enhancement scheme which can be designed to accommodate traffic in this location. An improvement scheme can be considered at the A273 roundabout junction with the B2036 and Hammonds Ridge, to the immediate southeast of the site, in due course.
- 6.4. **Table 6.1** confirms that the traffic impact of Land at Malthouse Lane on the junction between the A23 and A2300 would be immaterial with less than one additional vehicle per minute on average in both peak hours. It is therefore not considered that Land at Malthouse Lane would exacerbate existing issues in this location.

Combination of Land at Malthouse Lane and Site DPSC1 (Thakeham Site)

- 6.5. Site DPSC1, also known as the Thakeham site, is planned to accommodate 1,400 homes although as a team we do not consider the site can accommodate this level of homes.
- 6.6. The traffic impact of site DPSC1 has also been considered using the same methodology set out above and on the basis of 1,400 homes. This confirms that, when applying the trip rate reductions set out in the MSSHM, DPSC1 could be associated with around 56 vehicles at the A23 junction in the AM peak and around 94 vehicles in the PM peak.
- 6.7. In combination with Land at Malthouse Lane, this equates to up to 142 vehicles in the busiest peak hour (around two additional vehicles per minute on average cumulatively). This is not considered to be a material increase in real terms. It is finally concluded that in combination, site DPSC1 and Land at Malthouse Lane would not materially affect the operation of the A23 junction with the A2300.

7. Summary and Way Forward

- 7.1. This Transport Technical Note (TN) has been prepared by Pegasus Group on behalf of Vistry Homes Ltd in order to support the allocation of Land at Malthouse Lane, Burgess Hill, in the Mid Sussex District Council (MSDC) Local Plan.
- 7.2. It provides a first principles traffic assessment of the Land at Malthouse Lane proposals, using contemporary assumptions on the quantum of development at the site.
- 7.3. It has been produced in response to MSDC's decision to not include Land at Malthouse Lane as a draft allocation on the basis that the *"quantum of development is likely to exacerbate existing issues at the A23/A2300 junction, as impacts are already arising through the allocation of DPSC1 (Thakeham site) and at this stage the Council does not have sufficient evidence to have confidence this site is deliverable in combination with DPSC1"*.
- 7.4. This TN confirms that the revised quantum of development at Land at Malthouse Lane at 750 dwellings would not have a material impact on the A23 junction with the A2300, with up to one additional vehicle per minute on average in the peak hours.
- 7.5. Cumulatively, Land at Malthouse Lane and Site DPSC1 could be associated with around two additional vehicles per minute on average in the busiest peak hour. This is not considered to be a material increase in real terms. It is therefore concluded that in combination, site DPSC1 and Land at Malthouse Lane would not materially affect the operation of the A23 junction with the A2300.
- 7.6. Traffic impacts at junctions within the immediate vicinity of the site can be addressed through access strategy and off site mitigation schemes in due course.
- 7.7. In terms of a way forward, it is the intention to use the Mid Sussex Strategic Highway Model (MSSHM) to assess the impacts of Land at Malthouse Lane, both in isolation and with other Local Plan sites.



Appendix A

Calculation Reference: AUDIT-563501-221116-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 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: No of Dwellings
 Actual Range: 288 to 432 (units:)
 Range Selected by User: 250 to 1500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/05/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18		Survey Type: MANUAL
2	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
3	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
4	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings: 432 Survey date: MONDAY 12/05/14		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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.060	4	364	0.329	4	364	0.389
08:00 - 09:00	4	364	0.113	4	364	0.380	4	364	0.493
09:00 - 10:00	4	364	0.121	4	364	0.138	4	364	0.259
10:00 - 11:00	4	364	0.110	4	364	0.147	4	364	0.257
11:00 - 12:00	4	364	0.113	4	364	0.127	4	364	0.240
12:00 - 13:00	4	364	0.151	4	364	0.135	4	364	0.286
13:00 - 14:00	4	364	0.140	4	364	0.130	4	364	0.270
14:00 - 15:00	4	364	0.177	4	364	0.158	4	364	0.335
15:00 - 16:00	4	364	0.265	4	364	0.183	4	364	0.448
16:00 - 17:00	4	364	0.293	4	364	0.165	4	364	0.458
17:00 - 18:00	4	364	0.363	4	364	0.149	4	364	0.512
18:00 - 19:00	4	364	0.320	4	364	0.197	4	364	0.517
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.226			2.238			4.464

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

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

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Parameter summary

Trip rate parameter range selected:	288 - 432 (units:)
Survey date range:	01/01/10 - 04/05/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.001	4	364	0.001	4	364	0.002
08:00 - 09:00	4	364	0.003	4	364	0.003	4	364	0.006
09:00 - 10:00	4	364	0.003	4	364	0.001	4	364	0.004
10:00 - 11:00	4	364	0.002	4	364	0.003	4	364	0.005
11:00 - 12:00	4	364	0.001	4	364	0.001	4	364	0.002
12:00 - 13:00	4	364	0.002	4	364	0.002	4	364	0.004
13:00 - 14:00	4	364	0.003	4	364	0.001	4	364	0.004
14:00 - 15:00	4	364	0.002	4	364	0.003	4	364	0.005
15:00 - 16:00	4	364	0.003	4	364	0.001	4	364	0.004
16:00 - 17:00	4	364	0.001	4	364	0.001	4	364	0.002
17:00 - 18:00	4	364	0.000	4	364	0.001	4	364	0.001
18:00 - 19:00	4	364	0.001	4	364	0.001	4	364	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.019			0.041

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.000	4	364	0.000	4	364	0.000
08:00 - 09:00	4	364	0.002	4	364	0.001	4	364	0.003
09:00 - 10:00	4	364	0.003	4	364	0.001	4	364	0.004
10:00 - 11:00	4	364	0.003	4	364	0.005	4	364	0.008
11:00 - 12:00	4	364	0.001	4	364	0.001	4	364	0.002
12:00 - 13:00	4	364	0.001	4	364	0.003	4	364	0.004
13:00 - 14:00	4	364	0.002	4	364	0.001	4	364	0.003
14:00 - 15:00	4	364	0.002	4	364	0.002	4	364	0.004
15:00 - 16:00	4	364	0.001	4	364	0.003	4	364	0.004
16:00 - 17:00	4	364	0.003	4	364	0.001	4	364	0.004
17:00 - 18:00	4	364	0.001	4	364	0.001	4	364	0.002
18:00 - 19:00	4	364	0.000	4	364	0.000	4	364	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.001	4	364	0.003	4	364	0.004
08:00 - 09:00	4	364	0.000	4	364	0.002	4	364	0.002
09:00 - 10:00	4	364	0.000	4	364	0.000	4	364	0.000
10:00 - 11:00	4	364	0.001	4	364	0.001	4	364	0.002
11:00 - 12:00	4	364	0.001	4	364	0.003	4	364	0.004
12:00 - 13:00	4	364	0.003	4	364	0.001	4	364	0.004
13:00 - 14:00	4	364	0.001	4	364	0.001	4	364	0.002
14:00 - 15:00	4	364	0.001	4	364	0.001	4	364	0.002
15:00 - 16:00	4	364	0.001	4	364	0.002	4	364	0.003
16:00 - 17:00	4	364	0.005	4	364	0.001	4	364	0.006
17:00 - 18:00	4	364	0.002	4	364	0.003	4	364	0.005
18:00 - 19:00	4	364	0.000	4	364	0.003	4	364	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.021			0.037

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.085	4	364	0.486	4	364	0.571
08:00 - 09:00	4	364	0.164	4	364	0.678	4	364	0.842
09:00 - 10:00	4	364	0.176	4	364	0.219	4	364	0.395
10:00 - 11:00	4	364	0.157	4	364	0.210	4	364	0.367
11:00 - 12:00	4	364	0.159	4	364	0.206	4	364	0.365
12:00 - 13:00	4	364	0.213	4	364	0.197	4	364	0.410
13:00 - 14:00	4	364	0.205	4	364	0.199	4	364	0.404
14:00 - 15:00	4	364	0.252	4	364	0.237	4	364	0.489
15:00 - 16:00	4	364	0.470	4	364	0.271	4	364	0.741
16:00 - 17:00	4	364	0.529	4	364	0.241	4	364	0.770
17:00 - 18:00	4	364	0.595	4	364	0.226	4	364	0.821
18:00 - 19:00	4	364	0.504	4	364	0.332	4	364	0.836
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.509			3.502			7.011

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.006	4	364	0.023	4	364	0.029
08:00 - 09:00	4	364	0.008	4	364	0.020	4	364	0.028
09:00 - 10:00	4	364	0.011	4	364	0.013	4	364	0.024
10:00 - 11:00	4	364	0.011	4	364	0.012	4	364	0.023
11:00 - 12:00	4	364	0.014	4	364	0.010	4	364	0.024
12:00 - 13:00	4	364	0.010	4	364	0.004	4	364	0.014
13:00 - 14:00	4	364	0.012	4	364	0.015	4	364	0.027
14:00 - 15:00	4	364	0.023	4	364	0.028	4	364	0.051
15:00 - 16:00	4	364	0.020	4	364	0.014	4	364	0.034
16:00 - 17:00	4	364	0.031	4	364	0.012	4	364	0.043
17:00 - 18:00	4	364	0.028	4	364	0.014	4	364	0.042
18:00 - 19:00	4	364	0.021	4	364	0.037	4	364	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.195			0.202			0.397

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.000	4	364	0.006	4	364	0.006
08:00 - 09:00	4	364	0.000	4	364	0.012	4	364	0.012
09:00 - 10:00	4	364	0.001	4	364	0.008	4	364	0.009
10:00 - 11:00	4	364	0.001	4	364	0.001	4	364	0.002
11:00 - 12:00	4	364	0.003	4	364	0.003	4	364	0.006
12:00 - 13:00	4	364	0.002	4	364	0.000	4	364	0.002
13:00 - 14:00	4	364	0.003	4	364	0.003	4	364	0.006
14:00 - 15:00	4	364	0.001	4	364	0.003	4	364	0.004
15:00 - 16:00	4	364	0.009	4	364	0.005	4	364	0.014
16:00 - 17:00	4	364	0.015	4	364	0.003	4	364	0.018
17:00 - 18:00	4	364	0.005	4	364	0.003	4	364	0.008
18:00 - 19:00	4	364	0.018	4	364	0.008	4	364	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.055			0.113

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.000	4	364	0.006	4	364	0.006
08:00 - 09:00	4	364	0.000	4	364	0.009	4	364	0.009
09:00 - 10:00	4	364	0.000	4	364	0.002	4	364	0.002
10:00 - 11:00	4	364	0.000	4	364	0.001	4	364	0.001
11:00 - 12:00	4	364	0.000	4	364	0.001	4	364	0.001
12:00 - 13:00	4	364	0.000	4	364	0.001	4	364	0.001
13:00 - 14:00	4	364	0.001	4	364	0.000	4	364	0.001
14:00 - 15:00	4	364	0.000	4	364	0.000	4	364	0.000
15:00 - 16:00	4	364	0.002	4	364	0.001	4	364	0.003
16:00 - 17:00	4	364	0.003	4	364	0.001	4	364	0.004
17:00 - 18:00	4	364	0.011	4	364	0.000	4	364	0.011
18:00 - 19:00	4	364	0.007	4	364	0.001	4	364	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.023			0.047

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.000	4	364	0.012	4	364	0.012
08:00 - 09:00	4	364	0.000	4	364	0.021	4	364	0.021
09:00 - 10:00	4	364	0.001	4	364	0.010	4	364	0.011
10:00 - 11:00	4	364	0.001	4	364	0.002	4	364	0.003
11:00 - 12:00	4	364	0.003	4	364	0.003	4	364	0.006
12:00 - 13:00	4	364	0.002	4	364	0.001	4	364	0.003
13:00 - 14:00	4	364	0.004	4	364	0.003	4	364	0.007
14:00 - 15:00	4	364	0.001	4	364	0.003	4	364	0.004
15:00 - 16:00	4	364	0.011	4	364	0.006	4	364	0.017
16:00 - 17:00	4	364	0.018	4	364	0.004	4	364	0.022
17:00 - 18:00	4	364	0.016	4	364	0.003	4	364	0.019
18:00 - 19:00	4	364	0.025	4	364	0.009	4	364	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.077			0.159

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.092	4	364	0.523	4	364	0.615
08:00 - 09:00	4	364	0.172	4	364	0.721	4	364	0.893
09:00 - 10:00	4	364	0.188	4	364	0.242	4	364	0.430
10:00 - 11:00	4	364	0.169	4	364	0.225	4	364	0.394
11:00 - 12:00	4	364	0.177	4	364	0.223	4	364	0.400
12:00 - 13:00	4	364	0.228	4	364	0.204	4	364	0.432
13:00 - 14:00	4	364	0.222	4	364	0.218	4	364	0.440
14:00 - 15:00	4	364	0.278	4	364	0.270	4	364	0.548
15:00 - 16:00	4	364	0.502	4	364	0.294	4	364	0.796
16:00 - 17:00	4	364	0.583	4	364	0.258	4	364	0.841
17:00 - 18:00	4	364	0.641	4	364	0.248	4	364	0.889
18:00 - 19:00	4	364	0.550	4	364	0.381	4	364	0.931
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.802			3.807			7.609

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.051	4	364	0.301	4	364	0.352
08:00 - 09:00	4	364	0.098	4	364	0.356	4	364	0.454
09:00 - 10:00	4	364	0.099	4	364	0.121	4	364	0.220
10:00 - 11:00	4	364	0.090	4	364	0.124	4	364	0.214
11:00 - 12:00	4	364	0.102	4	364	0.109	4	364	0.211
12:00 - 13:00	4	364	0.138	4	364	0.118	4	364	0.256
13:00 - 14:00	4	364	0.123	4	364	0.115	4	364	0.238
14:00 - 15:00	4	364	0.158	4	364	0.142	4	364	0.300
15:00 - 16:00	4	364	0.244	4	364	0.164	4	364	0.408
16:00 - 17:00	4	364	0.272	4	364	0.149	4	364	0.421
17:00 - 18:00	4	364	0.336	4	364	0.133	4	364	0.469
18:00 - 19:00	4	364	0.302	4	364	0.180	4	364	0.482
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.013			2.012			4.025

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.008	4	364	0.028	4	364	0.036
08:00 - 09:00	4	364	0.010	4	364	0.019	4	364	0.029
09:00 - 10:00	4	364	0.017	4	364	0.015	4	364	0.032
10:00 - 11:00	4	364	0.014	4	364	0.014	4	364	0.028
11:00 - 12:00	4	364	0.010	4	364	0.013	4	364	0.023
12:00 - 13:00	4	364	0.010	4	364	0.011	4	364	0.021
13:00 - 14:00	4	364	0.012	4	364	0.014	4	364	0.026
14:00 - 15:00	4	364	0.014	4	364	0.011	4	364	0.025
15:00 - 16:00	4	364	0.016	4	364	0.014	4	364	0.030
16:00 - 17:00	4	364	0.016	4	364	0.013	4	364	0.029
17:00 - 18:00	4	364	0.023	4	364	0.011	4	364	0.034
18:00 - 19:00	4	364	0.017	4	364	0.015	4	364	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.178			0.345

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	364	0.001	4	364	0.000	4	364	0.001
08:00 - 09:00	4	364	0.000	4	364	0.001	4	364	0.001
09:00 - 10:00	4	364	0.000	4	364	0.001	4	364	0.001
10:00 - 11:00	4	364	0.000	4	364	0.001	4	364	0.001
11:00 - 12:00	4	364	0.000	4	364	0.001	4	364	0.001
12:00 - 13:00	4	364	0.000	4	364	0.001	4	364	0.001
13:00 - 14:00	4	364	0.001	4	364	0.000	4	364	0.001
14:00 - 15:00	4	364	0.001	4	364	0.001	4	364	0.002
15:00 - 16:00	4	364	0.001	4	364	0.001	4	364	0.002
16:00 - 17:00	4	364	0.001	4	364	0.001	4	364	0.002
17:00 - 18:00	4	364	0.002	4	364	0.002	4	364	0.004
18:00 - 19:00	4	364	0.001	4	364	0.001	4	364	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.011			0.019

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

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



Appendix B

Department for Transport statistics
[National Travel Survey](#)

Table NTS0502
 Trip start time by trip purpose (Monday to Friday only): England, 2015/2019¹

Start time	Percentage									Unweighted sample size (trips '000s)
	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	
0000 - 0059	49	3	1	0	3	11	27	5	100	1
0100 - 0159	51	4	0	0	1	8	32	4	100	0
0200 - 0259	63	3	0	0	2	7	13	10	100	0
0300 - 0359	62	7	2	0	2	9	8	10	100	1
0400 - 0459	71	8	0	0	1	8	3	9	100	2
0500 - 0559	75	6	0	0	1	6	3	7	100	7
0600 - 0659	66	7	1	0	2	9	4	10	100	20
0700 - 0759	48	6	14	5	3	14	4	6	100	56
0800 - 0859	20	3	29	23	4	14	3	4	100	118
0900 - 0959	11	5	3	7	22	26	15	12	100	58
1000 - 1059	5	4	2	0	34	24	17	14	100	60
1100 - 1159	5	4	2	2	35	23	18	11	100	61
1200 - 1259	7	4	2	2	30	25	20	9	100	58
1300 - 1359	10	5	2	1	28	24	19	10	100	54
1400 - 1459	10	4	4	11	25	20	17	10	100	61
1500 - 1559	7	2	26	21	12	14	12	6	100	112
1600 - 1659	22	4	7	4	15	20	18	10	100	75
1700 - 1759	32	3	3	2	12	20	20	8	100	76
1800 - 1859	21	3	1	1	15	18	31	11	100	55
1900 - 1959	11	2	1	0	16	18	41	11	100	37
2000 - 2059	13	3	1	0	14	15	43	11	100	23
2100 - 2159	14	3	1	0	9	15	49	9	100	16
2200 - 2259	22	3	0	0	5	11	50	9	100	11
2300 - 2359	24	2	1	0	3	11	52	6	100	6
All day	18	4	9	8	17	19	18	9	100	985

	0800-0859	%	1700-1759	%
Com & Biz	23	22.9%	36	35.5%
Education	51	51.4%	5	5.2%
Retail	4	4.2%	12	12.0%
Pers Biz	14	14.2%	20	20.0%
Visiting	3	3.5%	20	19.7%
Other	4	3.8%	8	7.6%
	100		100	

¹ Five survey years combined.

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey Data for 2002-2015 have been revised, see publication for details.

Email: national.travelsurvey@dft.gov.uk
[Notes & definitions](#)

Source: National Travel Survey
 Last updated: 22 September 2021
 Next update: Summer 2022



Appendix C

QS703EW - Method of Travel to Work

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population

All usual residents aged 16 to 74

units

Persons

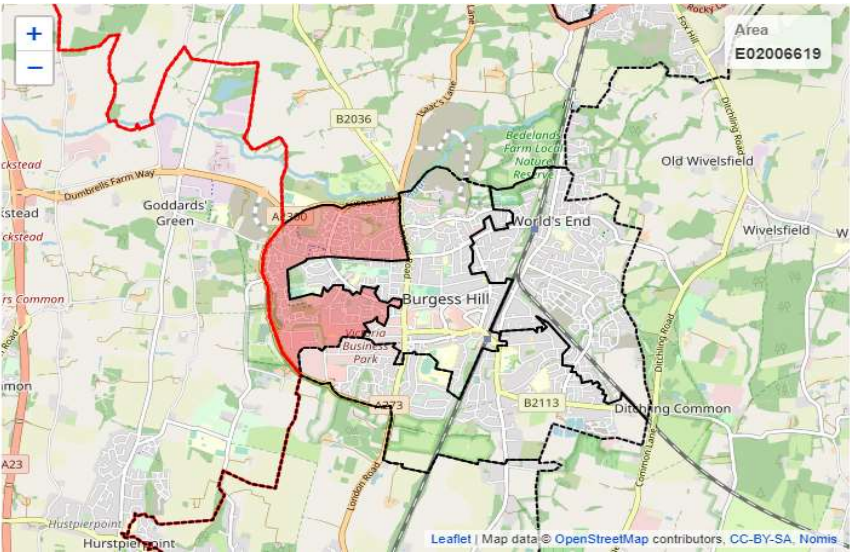
area type

2011 super output areas - middle layer

area name

E02006615 : Mid Sussex 012

Method of Travel to Work	2011	%
All categories: Method of travel to work	4,846	
Work mainly at or from home	339	
Underground, metro, light rail, tram	5	0.1%
Train	325	9.5%
Bus, minibus or coach	39	1.1%
Taxi	4	0.1%
Motorcycle, scooter or moped	13	0.4%
Driving a car or van	2,472	71.9%
Passenger in a car or van	179	5.2%
Bicycle	54	1.6%
On foot	336	9.8%
Other method of travel to work	11	0.3%
Not in employment	1,069	
Total travelling to work	3,438	



		Modes								Total
		Train	Bus	Car Driver	Car Passenger	Motorcycle	Bicycle	On foot	Other	
Daily	Trips AM	15	2	114	8	1	2	16	1	159
	Trips PM	23	3	174	13	1	4	24	1	241
	%	9.5%	1.1%	71.9%	5.2%	0.4%	1.6%	9.8%	0%	

Purpose Category	AM %	AM ARR	AM DEP	AM TOTAL	PM %	PM ARR	PM DEP	PM TOTAL
Commuting and Business	22.9%	30	130	159	35.5%	174	68	242

Car Driver Arrivals and Departures	Car Driver		Total
	Arr.	Dep.	
AM	21	93	115
PM	125	49	174

place of work : 2011 super output area - middle layer	usual residence E02006615 : Mid Sussex 012	Percentage	Locality	Direction From Site
E02006617 : Mid Sussex 014	486	22.3%	Central Burgess Hill	East
E02006612 : Mid Sussex 009	297	13.6%	East Haywards Heath	Northeast
E02006618 : Mid Sussex 015	203	9.3%	South Burgess Hill	Southeast
E02006615 : Mid Sussex 012	175	8.0%	West Burgess Hill	East
E02006578 : Crawley 004	169	7.8%	Central North Crawley	North
E02006614 : Mid Sussex 011	138	6.3%	Northeast Haywards Heath	Northeast
E02006575 : Crawley 001	135	6.2%	Gatwick Airport	North
E02006619 : Mid Sussex 016	102	4.7%	West Hurstpierpoint/Albourne	Southwest
E02003517 : Brighton and Hove 027	74	3.4%	Central Brighton	South
E02004380 : Lewes 002	61	2.8%	Plumpton Green/Ilford	Southeast
E02000001 : City of London 001	51	2.3%	Bishopsgate/Cornhill, London	North
E02006620 : Mid Sussex 017	46	2.1%	Hassocks	South
E02006593 : Horsham 006	40	1.8%	Central Horsham	Northwest
E02006610 : Mid Sussex 007	40	1.8%	Handcross/Balcombe	North
E02006611 : Mid Sussex 008	37	1.7%	Crawley Down	Northeast
E02006609 : Mid Sussex 006	30	1.4%	West Hoathly/Scaynes Hill	Northeast
E02004379 : Lewes 001	25	1.1%	Newick/Barcombe	East
E02006604 : Mid Sussex 001	24	1.1%	Central East Grinstead	Northeast
E02003520 : Brighton and Hove 030	22	1.0%	Central East Brighton	South
E02006613 : Mid Sussex 010	22	1.0%	Central Haywards Heath	Northeast
	2,177	100.0%		



Appendix D

Table NTS0613
Trips to and from school¹ by main mode: England, from 1995/97

Main mode	Percentage																				
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Aged 5-16 years:																					
Walk ²	47	49	45	47	48	49	49	49	46	47	45	46	43	44	45	43	46	44	44	43	47
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2	1	2	2	2	2	3	2	2
Car / van	30	29	33	31	31	31	29	30	31	30	32	32	35	33	34	36	34	35	36	37	37
Private bus	4	5	5	5	4	5	4	6	7	5	5	5	4	5	3	4	3	4	4	4	4
Local bus	15	14	13	12	13	11	14	13	13	13	15	13	13	15	13	13	12	12	10	13	6
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2
Other transport ³	2	2	2	2	1	1	1	2	1	1	2	1	2	2	2	1	1	1	2	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.0	2.1	2.4	2.3	2.3	2.2	2.3	2.2	2.5	2.3	2.4	2.4	2.6	2.6	2.4	2.4	2.3	2.5	2.4	2.6	2.2
% travelling to school alone ⁴	24	24	25	24	25	25	25	23	21	21	21	23	21	22	22	21	23	19	21	22	24
Unweighted sample size:																					
individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320	2,350	2,518	2,287	2,372	2,205	2,035	2,043	758
trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619	14,270	16,114	14,248	15,388	14,266	13,717	13,712	4,366
Aged 5-10 years:																					
Walk ²	53	56	51	53	51	53	54	54	51	53	52	51	48	49	49	47	51	49	49	46	50
Bicycle	-	-	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	1	2	1	1
Car / van	40	37	41	40	41	39	39	38	41	40	40	41	44	43	44	46	41	44	45	47	47
Private bus	2	3	3	3	3	3	2	3	3	2	2	2	1	2	2	2	2	2	1	2	1
Local bus	3	3	2	3	3	3	3	3	4	3	4	3	4	4	3	4	3	3	2	3	1
Surface rail	0	-	0	0	0	-	-	0	0	-	-	-	-	-	0	-	-	-	-	-	-
Other transport ³	2	1	1	1	1	1	1	1	-	1	-	1	1	1	1	1	2	1	1	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	1.2	1.4	1.5	1.4	1.6	1.4	1.4	1.5	1.6	1.5	1.4	1.6	1.7	1.5	1.6	1.7	1.5	1.6	1.5	1.8	1.3
% travelling to school alone ⁴	7	9	9	6	7	5	4	4	5	5	4	6	4	3	3	4	6	3	2	4	4
Unweighted sample size:																					
individuals	1,671	1,505	1,142	1,353	1,353	1,306	1,269	1,241	1,173	1,272	1,239	1,117	1,177	1,234	1,249	1,204	1,292	1,202	1,074	1,103	363
trips	10,259	9,187	6,549	8,343	8,572	8,146	7,953	7,515	7,124	7,895	7,373	6,609	7,540	7,397	7,939	7,481	8,459	7,752	7,337	7,390	2,042
Aged 11-16 years:																					
Walk ²	41	43	39	42	44	45	43	44	41	40	38	40	38	39	40	39	39	39	39	39	44
Bicycle	2	3	3	2	3	2	4	2	3	3	2	3	2	1	3	2	3	3	4	3	4
Car / van	21	21	25	24	22	22	20	22	22	21	24	22	26	22	23	25	26	25	24	26	28
Private bus	6	6	6	8	6	8	6	8	10	8	7	8	6	7	5	6	4	6	8	6	8
Local bus	27	24	23	21	22	20	24	21	22	23	25	24	22	25	23	22	23	23	21	23	12
Surface rail	1	1	2	1	1	1	2	1	1	2	2	1	1	2	3	3	3	3	2	2	4
Other transport ³	2	3	2	2	2	2	2	2	1	2	3	2	3	3	3	2	1	1	3	2	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.9	2.8	3.3	3.2	2.9	2.9	3.2	2.9	3.4	3.0	3.3	3.2	3.4	3.6	3.3	3.1	3.2	3.5	3.5	3.5	3.0
% travelling to school alone ⁴	42	38	41	40	42	45	44	40	36	36	36	40	38	41	43	40	44	37	43	43	44
Unweighted sample size:																					
individuals	1,495	1,445	1,095	1,398	1,391	1,395	1,294	1,316	1,305	1,361	1,286	1,169	1,143	1,116	1,269	1,083	1,080	1,003	961	940	395
trips	9,175	9,367	6,510	8,900	9,172	9,045	8,034	8,530	7,899	8,606	8,068	6,576	7,079	6,873	8,175	6,767	6,929	6,514	6,380	6,322	2,324

1 Education trips of under 50 miles only.
2 There is an apparent under-recording of short walks in 2002 and 2003; and short trips in 2007 and 2008 compared to other years.
Walk includes all travel on foot. It is also used when respondents ride in non-motorised wheelchairs, prams or pushchairs, as well as when they ride on toy bicycles, roller-skates, skateboards, non-motorised scooters, or when they jog. For example, children who accompany their parents on a visit to the shops on toy bicycles/tricycles (where the parents are walking) are coded as having walked there.
3 All other modes of transport.
4 Based on main stage of trip.

The figures in this table are National Statistics.
The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.
The survey results are subject to sampling error.

2020 Disclaimer: Due to changes in the methodology of data collection, changes in travel behaviour and a reduction of data collected during 2020, as a result of the coronavirus (COVID-19) pandemic, care should be taken when interpreting this data and comparing to other years, due to the small sample sizes. Please see the background documentation for further details of these changes.

Information contained within the Gov.uk Education Statistics sets out National average split of 56% of Primary School pupils and 44% Secondary School pupils for the period of 2021/22.

Pupil Yields per 100 dwellings	
	% Split
Primary	56%
Secondary	44%
Total	100%

Model Category	AM %	AM trips	PM %	PM trips
Education	100%	344	100%	34
Primary	56%	193	0%	0
Secondary	44%	152	100%	34

St Pauls Catholic College	100%
East Parcel	48%
West Parcel	52%

Mode	Education and Escort		Primary		Secondary	
	Primary	Secondary	AM	PM	AM	PM
Walk	46%	39%	89	0	59	13
Car Driver	23.50%	13.50%	45	0	20	5
Car Passenger/ Car Share	23.50%	13.50%	45	0	20	5
Bus	5%	29%	10	0	44	10
Cycle	1%	3%	2	0	5	1
Other	1%	2%	2	0	3	0.7
Total	100%	100%	193	0	152	34

Purpose Category	AM %	AM ARR	AM DEP	AM TOTAL	PM %	PM ARR	PM DEP	PM TOTAL
Education	52%	66	278	344	5%	25	10	34

	Trips							
	AM %	AM Arrivals	AM Departures	AM Total	PM %	PM Arrivals	PM Departures	PM Total
Primary Pupils	56%	37	156	193	0%	-	-	-
Secondary Pupils	44%	29	122	152	100%	25	10	34

Car Driver Arrivals and Departures	Car Driver			
	Primary		Secondary	
	Arrivals	Departures	Arrivals	Departures
AM	0	0	4	17
PM	0	0	3	1

*Primary School set to 0 as assumed that all trips will be internal.



Appendix E

Mode*	%
Walk	26.2%
Car Driver	39.9%
Car Passenger	21.0%
Bus	5.3%
Train	1.7%
Cycle	0.2%
Motorcycle	3.5%
Other	2.2%

*All purpose modal share percentage derived from **Table NTS0409a** used for retail, personal business, visiting friends and 'other' trips (holidays and day trips).

Trip Type	AM %	Total AM Trips	PM%	Total PM Trips
Commuting	22.9%	153	35.5%	237
Education	51.4%	344	5.2%	34
Retail	4.2%	28	12.0%	80
Personal Business	14.2%	95	20.0%	133
Visiting friends	3.5%	23	19.7%	131
Other (Hols and trips)	3.8%	25	7.6%	50
Total	100%	670	100%	667

To burgess hill, crawley
burgess hill
Burgess hill/A23
to A23

Arrivals and Departures

Purpose Category	AM %	AM ARR	AM DEP	AM TOTAL	PM %	PM ARR	PM DEP	PM TOTAL
Retail	4.2%	5	23	28	12.0%	58	22	80
Personal Business	14.2%	18	77	95	20.0%	96	37	133
Visiting	3.5%	5	19	23	19.7%	95	37	131
Other	3.8%	5	21	25	7.6%	36	14	50

Car Driver

Purpose Category	AM ARR	AM DEP	AM TOTAL	PM ARR	PM DEP	PM TOTAL
Retail	2	9	11	23	9	32
Personal Business	7	31	38	38	15	53
Visiting	2	8	9	38	15	52
Other	2	8	10	15	6	20



Appendix F

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census

units Persons

date 2011

method of travel to work All categories: Method of travel to work

**usual
residence**

place of work : 2011 super output area - middle layer	E02006615 : Mid Sussex 012	Percentage	Locality	Direction From Site	Reference
E02006617 : Mid Sussex 014	486	22.3%	Central Burgess Hill	East	1 a
E02006612 : Mid Sussex 009	297	13.6%	East Haywards Heath	Northeast	2 b
E02006618 : Mid Sussex 015	203	9.3%	South Burgess Hill	Southeast	1 a
E02006615 : Mid Sussex 012	175	8.0%	West Burgess Hill	East	1 a
E02006578 : Crawley 004	169	7.8%	Central North Crawley	North	3 b
E02006614 : Mid Sussex 011	138	6.3%	Northeast Haywards Heath	Northeast	2 b
E02006575 : Crawley 001	135	6.2%	Gatwick Airport	North	3 b
E02006619 : Mid Sussex 016	102	4.7%	West Hurstpierpoint/Albourne	Southwest	4 c
E02003517 : Brighton and Hove 0	74	3.4%	Central Brighton	South	5 c
E02004380 : Lewes 002	61	2.8%	Plumpton Green/Ilford	Southeast	5 d
E02000001 : City of London 001	51	2.3%	Bishopsgate/Cornhill, London	North	3 b
E02006620 : Mid Sussex 017	46	2.1%	Hassocks	South	5 d
E02006593 : Horsham 006	40	1.8%	Central Horsham	Northwest	3 b
E02006610 : Mid Sussex 007	40	1.8%	Handcross/Balcombe	North	3 b
E02006611 : Mid Sussex 008	37	1.7%	Crawley Down	Northeast	3 b
E02006609 : Mid Sussex 006	30	1.4%	West Hoathly/Scaynes Hill	Northeast	2 b
E02004379 : Lewes 001	25	1.1%	Newick/Barcombe	East	1 e
E02006604 : Mid Sussex 001	24	1.1%	Central East Grinstead	Northeast	3 b
E02003520 : Brighton and Hove 0	22	1.0%	Central East Brighton	South	5 c
E02006613 : Mid Sussex 010	22	1.0%	Central Haywards Heath	Northeast	2 b
	2,177	100%			

		Reference	Direction	
48%	Eastern Parcel	1	A273 south, north to B2036	40.8%
		2	A273 north, to Isaacs Lane	22.4%
		3	A273 north, A2300, A23 N	22.8%
		4	A273 north, Malthouse Lane	4.7%
		5	A273 south, south A2273	9.3%
52%	Western Parcel	a	Malthouse Lane, A273 South, north to B2036	39.7%
		b	Malthouse Lane, A273 North	22.4%
		c	Malthouse Lane, A273 North, A2300 W, Crickfield Rd S, Chalkers Lane	9.1%
		d	Malthouse Lane, A273 South, London Road S, Wickham Hill	4.9%
		e	Malthouse Lane, A273 North, Sussex Way south	1.1%
		2b	A273 north, to Isaacs Lane	22.4%
		3b	A273 north, A2300, A23 N	22.8%
	Western Parcel	Cuckfield, A23 N		11.8%
	Eastern Parcel			10.9%
				40.15%
				32.87%

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