

Appendix B Pre-Application Scoping



Land East of the A22 and South of the A271, Lower Horsebridge

Transport Assessment Scoping Report

On behalf of **Hertfordshire Holdings Limited**

Project Ref: 332110699 | Rev: 01 | Date: February 2022

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Document Control Sheet

Project Name: Land East of the A22 and South of the A271, Lower Horsebridge

Project Ref: 332110699

Report Title: Transport Assessment Scoping Report

Doc Ref: -

Date: 08/02/2022

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Revision	Date	Description	Prepared	Reviewed	Approved
01	08/02/2022	Draft for Comment	MMN	SM	SM

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1 Introduction

1.1 Background

- 1.1.1 Stantec has been commissioned by Hertfordshire Holdings Limited (the Applicant) to provide transport planning advice in support of an Outline Planning Application (OPA) for proposed residential development at land east of the A22 and south of the A271 at Lower Horsebridge, Hailsham, East Sussex.
- 1.1.2 The application site ('the Site') is located on the southern edge of Lower Horsebridge adjacent to the Boship roundabout junction and is bounded by the A22 Hailsham Bypass to the west, River Cuckmere to the south, and the A271 Horsebridge to the north. The total site area is approximately 5.6 hectares. It is the western part of a wider landholding that extends around the south of the village.
- 1.1.3 A separate planning application will be submitted for a southward extension to the existing village recreational ground within the middle of the land under the control of the Applicant and a 'country park' on the remainder of the land.
- 1.1.4 Additionally, a separate outline planning application for 9 residential dwellings on land adjacent to the north-eastern boundary of the Site (to the west of the A271 bridge) has been recently submitted by Hertfordshire Holdings Limited and awaits validation.
- 1.1.5 The indicative Site Location Plan has been included in Figure 1.1. The indicative Illustrative Masterplan for the development, showing the location of the Site in relation to the other proposals within the land under the control of the Applicant is included in Appendix A.
- 1.1.6 This Transport Assessment (TA) Scoping Report sets out the proposed method and scope of work to be undertaken in the preparation of the TA. It also provides a list of supporting documents that will be provided as part of the planning submission.

1.2 Development Proposals

- 1.2.1 The Proposed Development includes up to 150 residential dwellings, based on the latest Illustrative Masterplan, comprising a mix of houses and apartment units.
- 1.2.2 It is proposed that vehicular access to the Site is be provided on the A271 Horsebridge via a new priority junction.

1.3 Pre-application Consultation

- 1.3.1 The Applicant's planning team has liaised with Wealden District Council (WDC) in April 2020 and a response letter has been provided by WDC in April 2020. The key issues raised in terms of access and transport include the following:
 - Strategic highway modelling would be required to assess the full impacts of the Proposed Development on the wider network
 - Sustainability of the Site with regard to sustainable transport modes, safe and suitable access for all users to the Site being achieved
 - Mitigation of any significant impacts from the development on the transport networks or on highway safety



Figure 1.1: Site Location Plan

1.4 Transport Assessment Structure

1.4.1 The Transport Assessment will be structured as follows, in line with East Sussex County Council (ESCC) guidance:

1. Introduction, including site location, existing use and proposed use
2. Site Context, including outline of the existing site and development proposals, accessibility to key services and markets, a review of relevant national and regional policy and other committed developments if relevant.
3. Transport Context - Existing sustainable travel access and local highway network, to describe the Sites accessibility for walking, cycling and public transport and peak hour traffic conditions on the network based on site observations, recorded network traffic flows, queues, and road traffic accident data.
4. Transport Use and Impacts of Development Proposals - The peak hour trip generation, distribution and mode share for the proposed residential development g will be set out. Assessment on scale of impact will be provided.
5. Travel Plan Summary
6. Proposed Transport Improvements - Outline the proposed transport strategy to support the development proposal for sustainable travel and seek to mitigate the intensification of car trips to/from the Site if required through the assessment. This would also include any required assessment work associated with highway improvement proposals.

- 1.4.2 The following sections of this report reflect the topics that will be covered within the TA and indicate the parameters that will be used for the assessment.

2 Site Context

2.1 Site Description and Accessibility to Key Services and Markets

- 2.1.1 This section of the TA outlines the existing site location and planning history and sets out the Proposed Development.
- 2.1.2 The existing site is currently occupied by a mix of agricultural and pastureland and is approximately 5.6 hectares in area.
- 2.1.3 Local services and amenities in the area and their walking, cycling and public transport journey times from the Site will be included in this section. It is known that bus services, two public houses and a store are located within walking distance to the Site.

Proposed Development

- 2.1.4 The proposed development includes up to 150 residential dwellings, comprising a mix of houses and apartment units.
- 2.1.5 It is proposed that vehicular access to the Site is to be provided on the A271 Horsebridge via a new priority junction. It would be desirable to extend the 30mph limit further west along the A271 to include the proposed site access.
- 2.1.6 An indicative site access junction design, based on a ghost island junction configuration, has been included in Appendix B. The site access junction design, including the junction location and configuration, will be subject to refined detail as part of the TA.
- 2.1.7 Parking would be provided in accordance with ESCC's Guidance for Parking at New Residential Development (2017).

2.2 Planning Framework

- 2.2.1 A review of relevant national, regional and local planning policy and guidance documents will be presented. The purpose of the review is to indicate that the Proposed Development will be well supported by and conforms with policy at all levels.
- 2.2.2 The following policy and guidance documents have been identified as relevant to the Proposed Development:
 - National Planning Policy Framework (NPPF) (updated July 2021)
 - National Planning Practice Guidance (NPPG) (updated June 2021)
 - ESCC Local Transport Plan 3 (adopted 2012)
 - ESCC Local Cycling & Walking Infrastructure Plan (2021)
 - Wealden District Council (WDC) Core Strategy Local Plan (adopted 2013)
 - Hellingly Parish Council Neighbourhood Development Plan (adopted 2021)
 - ESCC Guidance Documents:
 - Transport Assessments, Transport Statements and Transport Reports Guidance for Development Proposals in East Sussex (2009)

- Travel Plans for Development (2020)
- Local Design Guide for Residential Development (2010)
- Guidance for Parking at New Residential Development (2017)

2.2.3 The TA will discuss transport policies relevant to the development and outline ways in which the development proposals seek to support policies.

3 Transport Context

3.1 Existing Transport Conditions

3.1.1 The TA will include detailed description of the Site's baseline accessibility characteristics. The following topics will be included:

- The Site's existing accessibility by all modes of transport
- Notable infrastructure (e.g. active travel routes, bus stops etc.)
- Existing travel patterns in the local area. 2011 Census Journey to Work data will be used to determine travel to work mode shares for the area, as detailed under Paragraphs 3.1.2 - 3.1.4 below.
- Existing traffic conditions (speeds and traffic volumes) on the A22, A271 Horsebridge and B2104, as detailed in Paragraphs 3.1.5 and 3.1.7 below. A summary description of already known congestion and delay issues on the A22 and Boship Roundabout will also be included in this section.
- Personal injury accident analysis that will help to identify accident clusters and any patterns of behaviour that may be affected by the Proposed Development. Data will be obtained from Sussex Police for the most recent 5-year period. The proposed extents of the personal injury accident would include Boship Roundabout, A271 Horsebridge between Boship Roundabout to London Road B2104, and the southern section of the B2104.

Mode Share

3.1.2 The mode share for the surrounding local area has been determined based on 2011 Census Method of Travel to Work data using an Output-Area (OA) level area selection. An OA level of granularity has been used since higher levels of area selection (i.e. MOSA/LSOA) include very large areas of land that are considered to have significantly different commuting and travelling characteristics compared to the Proposed Development.

3.1.3 The OAs selected to determine the existing mode share for the Site has been shown on Figure 3.1.

3.1.4 The existing mode share for the Site has been shown in Table 3.1.

Table 3.1: Existing Mode Share

Mode	%
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	81%
Passenger in a car or van	4%
Bicycle	2%
On foot	6%
Other method of travel to work	1%

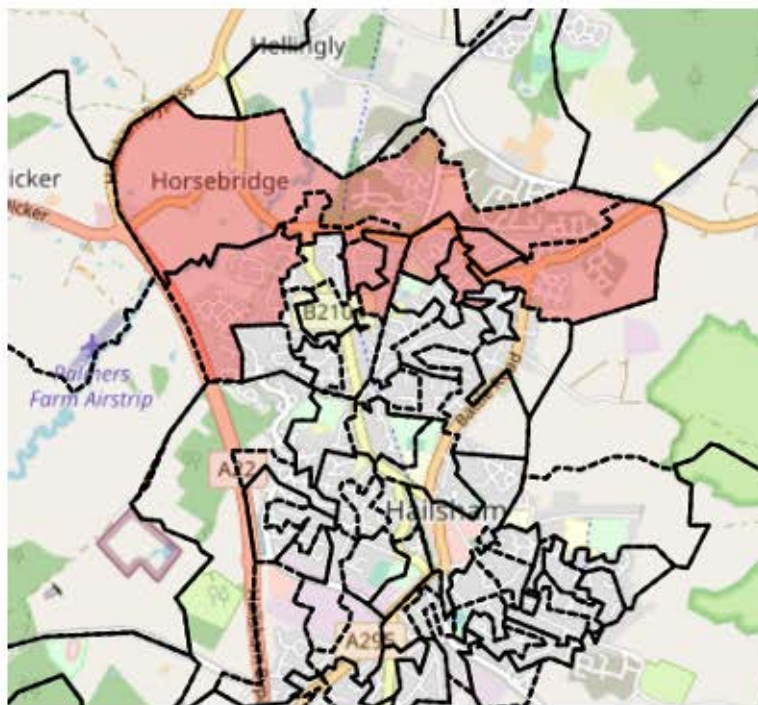


Figure 3.1: OAs Selected for Existing Mode Share Calculation (source: openstreetmap.org)

Traffic Counts

- 3.1.5 Automatic Traffic Counts (ATC) were conducted on the A271 Horsebridge in 2021, as part of the Transport Statement for the adjacent land with proposals for 9 residential units (planning application for "Land to the West of the Bridge" – application reference number pending). The location of the ATCs were approximately 170m south of the junction with the B2104. Additionally, 2019 Department for Transport (DfT) traffic count data is available for the A22 between the A295 and A271.
- 3.1.6 A summary of the available traffic data, along with information on the available survey dates, has been shown in Table 3.2.

Table 3.2: Existing AM (0800-0900) and PM (1700-1800) Peak Hour Flows on the A22 and A271

Link	Direction	Count Date	AM Peak Hour	PM Peak Hour
A271 Horsebridge	NB	28/09/21 - 04/10/21	493	284
	SB		244	370
A22 Hailsham Bypass	NB	16/10/2019	758	891
	SB		1000	1341

- 3.1.7 Additionally, the Wealden Local Transport Study (2018) includes surveyed and forecast traffic flows for the years of 2015 and 2028 (based on various scenarios), at the following junctions in close proximity to the Site:
- A22/ A267/ A271 (Boship Roundabout)
 - A271 Horsebridge Road/ B2104 North Road

- A271 Horsebridge Road/ B2104 London Road

3.1.8 In addition to the above-mentioned sources of traffic data, new ATC surveys are proposed on A271 Horsebridge Road in close proximity to the site access to determine traffic flows passing by the proposed access point and the associated vehicle speeds.

3.2 Planned Changes to Transport Networks

- 3.2.1 ESCC has identified highway improvements on the A22 and A2290, as set out in the ESCC A22 and A2290 Improvements Consultation document. These include improvements on Boship Roundabout, Hempstead Roundabout and Eagles Roundabout, as well as additional junction improvements in South Cross and Eastbourne. It is understood that consultation for the improvements closed in September 2021 and that the earliest construction completion date, if approved, would be summer of 2024.
- 3.2.2 The assessment of the transport impacts of the Proposed Development will not include these proposed improvements on Boship Roundabout but they would be considered as a future scheme.

4 Transport Use and Impacts of Development Proposals

4.1 Trip Generation

Trip Rates

- 4.1.1 The proposed trip generation for the Site has been estimated using the TRICS 7.8.4 database. Trip rates per dwellings based on locations and developments with similar characteristics have been obtained.
- 4.1.2 In selecting the TRICS survey sites, the following criteria was used to exclude sites that do not have similar characteristics as the Proposed Development:
- Only regions within England (excluding Greater London) were selected;
 - Town Centre and Edge of Town Centre location types were excluded;
 - Only locations with car ownership levels between 1.1 to 2.5 were selected;
 - Sites both with and without a Travel Plan were included; and
 - Only sites with survey dates up to 01/01/2020 were selected to avoid including the effects of the Covid 19 pandemic.
- 4.1.3 Based on the above criteria, sites within the 'Mixed Private House (Flats and Houses)' and 'Mixed Private/ Affordable Housing' residential sub-land-use categories were identified. The average trip rate of the two sub-land-use categories is proposed for the trip generation of the proposed site.
- 4.1.4 The selected sites along with their key site and survey characteristics have been shown in Table 4.1. The resulting total person and total vehicle trip rates for each sub-land-use category, as well as the average trip rates are shown in Table 4.2. The full TRICS outputs have been included in Appendix C.
- 4.1.5 It should be noted that the proposed vehicle trip rates shown on Table 4.2 are comparable to the vehicle trip rates used for Hailsham in the Wealden Local Transport Study (2018), which were 0.493 trips per dwelling and 0.508 trips per dwelling during the AM and PM peak hours respectively.
- 4.1.6 The TA will also set out the trip generation associated with rail and bus based on the total person trip rates shown in Table 4.2 and the mode share shown in Table 3.1.

Table 4.1: TRICS Survey Sites Selected

Site	Dwellings	Parking Supply	% Apartments	% Non-Privately Owned	Year of Survey
<i>Mixed Private Affordable Housing</i>					
ES-03-M-05	138	1.9	14%	30%	2014
ES-03-M-07	188	1.6	29%	25%	2015
ES-03-M-11	354	1.9	10%	29%	2016
ES-03-M-15	80	1.8	5%	30%	2019
ES-03-M-16	119	2.9	61%	42%	2019
ES-03-M-17	91	2.7	9%	27%	2019
HC-03-M-06	328	1.8	52%	40%	2015
HC-03-M-09	157	2.1	21%	34%	2018
HC-03-M-12	181	2	22%	41%	2019
KC-03-M-03	140	1.5	7%	29%	2018
NF-03-M-02	250	2.1	5%	33%	2019
WS-03-M-07	90	2.12	22%	40%	2014
Average:	176	2.0	21%	33%	-
<i>Mixed Private House (Flats and Houses)</i>					
CA-03-K-04	65	2.4	28%	22%	2018
ES-03-K-01	65	1.7	36%	23%	2016
WS-03-K-04	372	2	33%	0%	2018
Average:	167	2	32%	15%	-

Table 4.2: TRICS Peak Hour Person and Vehicle Trip Rates

TRICS Category	Mode	AM Peak			PM Peak		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Mixed Private/Affordable Housing	Person	0.194	0.815	1.01	0.543	0.249	0.792
	Vehicle	0.119	0.380	0.499	0.333	0.155	0.488
Mixed Private House (Flats and Houses)	Person	0.126	0.524	0.650	0.506	0.184	0.690
	Vehicle	0.084	0.278	0.362	0.312	0.108	0.420
Average Trip Rates	Person	0.160	0.670	0.830	0.525	0.217	0.741
	Vehicle	0.102	0.329	0.431	0.323	0.132	0.454

Trip Generation

- 4.1.7 The total person and total vehicle trip generation for the Proposed Development, which includes up to 150 units, has been shown in Table 4.3.

Table 4.3: Peak Hour Person and Vehicle Trip Generation

	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<i>Total Person Trip Generation</i>						
Proposed Trip Rate	0.160	0.670	0.830	0.525	0.217	0.741
Trip Generation	24	100	125	79	32	111
<i>Total Vehicle Trip Generation</i>						
Proposed Trip Rate	0.102	0.329	0.431	0.323	0.132	0.454
Trip Generation	15	49	65	48	20	68

4.2 Trip Distribution and Assignment

- 4.2.1 The trip distribution for the Proposed Development would be based on Census 2011 'Location of usual residence and place of work' based on the same OA area selections as shown in Figure 3.1 (unless this can be carried out using the ESCC's model and based on a similar zone).
- 4.2.2 It should be noted that the data mentioned above includes all modes of travel as data for 'car driver' mode of travel, alone, is not available at an OA level of granularity. However, this is not considered to impact the vehicle trip distribution results since the mode-shares for the OAs selected only include a small percentage for public transport and active travel modes (13%).

Table 4.4 includes a high-level trip distribution within East Sussex for the Proposed Development, based on the area selections shown in Figure 3.1. The TA would include a more detailed trip distribution, including the distribution internally within Wealden and other key destinations outside of East Sussex.

Table 4.4: High-level Trip Distribution

Place of Work	Distribution %
Wealden	51.0%
Eastbourne	22.4%
Lewes	7.9%
Rother	3.5%
Brighton and Hove	2.9%
Hastings	2.7%
Tunbridge Wells	2.1%
Mid Sussex	1.8%
Crawley	1.1%

- 4.2.3 Traffic would be assigned to the highway network (unless ESCC's model is used) based on the most reasonable routes which will be decided based on a combination of route journey times, directness of a route, knowledge of local conditions and professional judgement.

4.3 Highway Impact Assessment

- 4.3.1 The WDC pre-application response stated that strategic highway modelling would be required to access the impacts of the Proposed Development on the wider network.
- 4.3.2 Based on the indicative development proposals and the resulting trip generation that has been shown in Table 4.2, it is considered that the following junctions would be tested:
- A271 Horsebridge Road/ Proposed Development Access Road
 - A22/ A267/ A271 (Boship Roundabout)
- 4.3.3 The TA will include the following assessments for the Proposed Development (when fully occupied):
- Highway link percentage impacts
 - Local Junction Modelling
 - Stage 1 Road Safety Assessment (RSA) where changes to the highway network are proposed – i.e. at the site access and for any potential highway improvements
 - Swept path analysis for servicing and emergency services vehicles within the site
- 4.3.4 It should be noted that the majority of the TRCIS sites which inform the vehicle trip rates had a Travel Plan in place at the time of the survey. As such, the proposed vehicle trip rates account for the potential effects of a Travel Plan and, therefore, a repeat of the highway impact assessments, post-Travel Plan, would not be required

Link Percentage Impact Assessment and Local Junction Modelling

- 4.3.5 It is proposed that a percentage impact assessment of the following links is undertaken:
- A271 Horsebridge Road (between Boship Roundabout and B2104 London Road)
 - A22 Hailsham Bypass (to the north and south of Boship Roundabout)
 - A267 New Street (to the north of Boship Roundabout)
 - B2104 North Road (southern section of link, prior to junction with A271 Horsebridge)
 - B2104 London Road (northern section of link, prior to junction with A271 Horsebridge)
- 4.3.6 It is proposed that local junction modelling is undertaken for the A271 Horsebridge Road/ Proposed Development Access Road using Junction 10 PICADY software.
- 4.3.7 Depending on the strategic modelling approach that is to be agreed with ESCC Highways, local junction modelling may be required for the junctions listed under Paragraph 4.3.2.
- 4.3.8 It is proposed that the following scenarios are included as part of the link percentage impact assessment and local junction modelling:
- **2022 Baseline:** Based on 2015 Baseline traffic flows included in the Wealden Local Transport Study (2018), uplifted to 2022 using TEMPro growth factors and checked/ balanced against the 2019 DfT traffic counts on the A22 Hailsham Bypass and the 2021 ATC counts on A271 Horsebridge Road.

- **2028 Future Baseline:** Based on 2028 traffic flows included in the Wealden Local Transport Study (2018). See Paragraphs 4.3.9 and 4.3.10 below.
- **2028 With Development:** Based on the 2028 Future Baseline flows with the addition of vehicle trip generation associated with full development build-out.

- 4.3.9 Although the application year (2022) + 5 years would equate to year 2027, the year 2028 has been chosen as the future year of assessment so that the traffic flows from the Wealden Local Transport Study (2018), that are available for 2028, can be used. Should more recent traffic flows be available from ESCC strategic models for the junctions under question, the most recent traffic flows would be used for the proposed assessment.
- 4.3.10 The forecasted traffic flows included in the Wealden Local Transport Study (2018) are based on an assessment of various 'highway network scenarios' based on various network improvement assumptions. Advice is sought from WDC and ESCC Highways regarding the appropriate 2028 highway network scenario to be used when extracting 2028 traffic flows as part of the assessments included above. The various highway network scenarios and their underlying assumptions are included in Table B18 within Appendix B of the Wealden Local Transport Study (2018). A screenshot of Table B18 has been included in Appendix D of this report for reference.
- 4.3.11 It is proposed that the 2028 Future Baseline and 2028 With Development scenarios should include the ESCC's proposed improvement scheme at Boship Roundabout.
- 4.3.12 Regarding committed developments, advice is sought from WDC and ESCC Highways on any committed developments that should be considered as part of the future year assessments that are not already captured in the growth assumptions within the Wealden Local Transport Study (2018).

Strategic Modelling

- 4.3.13 Advice is sought from ESCC Highways regarding the approach to strategic modelling using ESCC's existing traffic models. Overall, it is considered that strategic modelling should be focused on the junctions and associated highway extents from Paragraph 4.3.2.

5 Travel Plan Summary and Proposed Transport Improvements

5.1 Travel Plan Summary

- 5.1.1 A Framework Travel Plan will be prepared and appended to the TA. A summary description of the Framework Travel Plan will be included in the TA, setting out the measures and initiatives that are expected to influence and mitigate any potential impacts of the Proposed Development.

5.2 Proposed Transport Improvements

- 5.2.1 Any potential improvements to the highway network or provisions for non-motorised users will be set out. Any proposed highway improvements measures affecting capacity and delays will be assessed as part of the local junction modelling or strategic modelling.

Appendix A Illustrative Masterplan

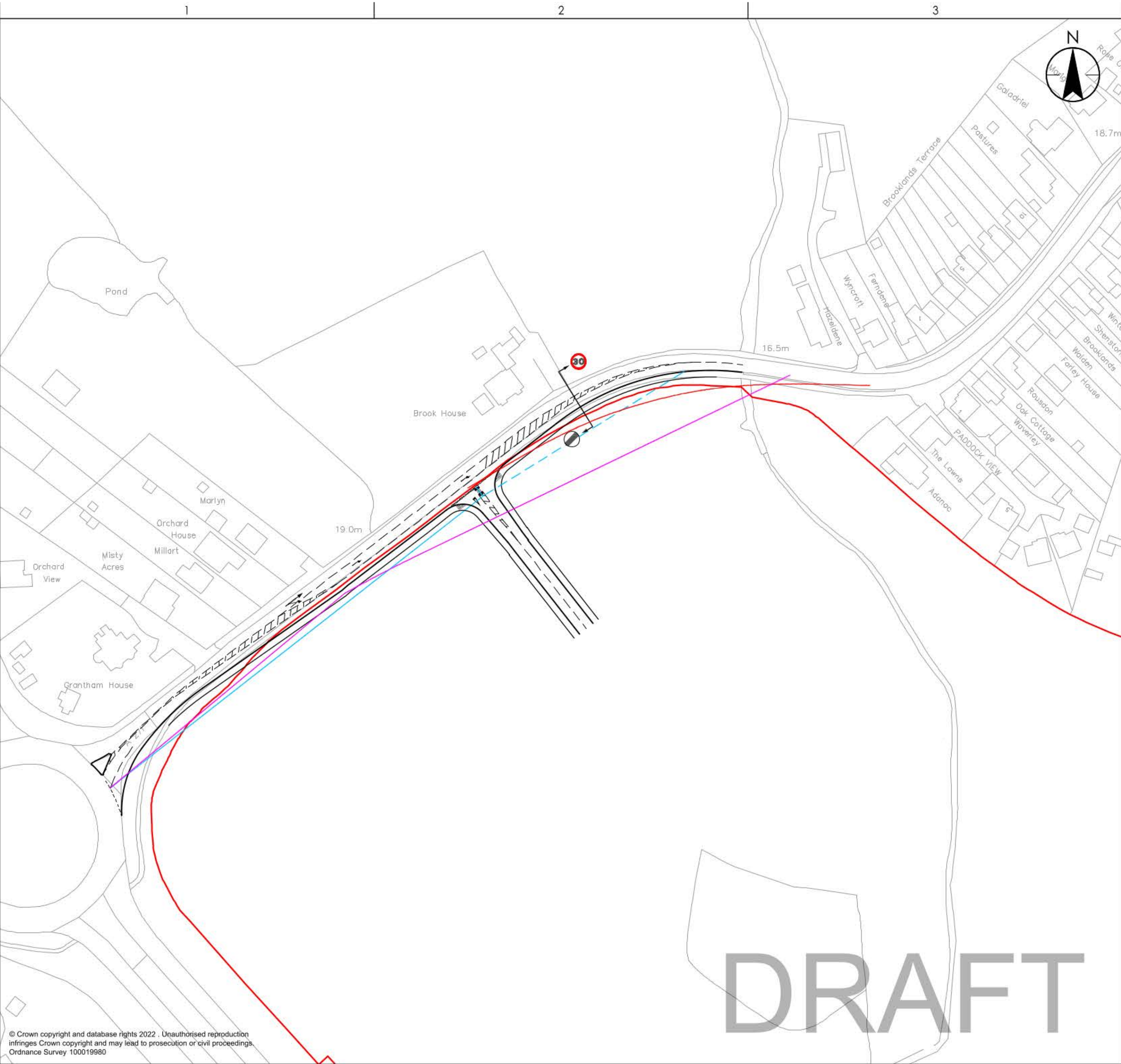
Illustrative Masterplan

05



Appendix B Indicative Site Access Junction

Plotted: 03.02.2022 20:02:03 4:31:06 PM By: Lovegrove, Andrew
ORIGINAL SHEET - 5042 I:\332110699 Land at lower horsebridge - haltham\5500 - transport\02 - drawings\coat\dwg\332110699_5501_sk001



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Notes

KEY

- JUNCTION VISIBILITY - 60mph, 210m
- JUNCTION VISIBILITY - 30mph, 90m
- FORWARD VISIBILITY - 30mph, 90m
- ROUNDBOUT APPROACH VISIBILITY - 60mph, 210m

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Issue Status

FOR INFORMATION

This document is suitable only for the
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Client/Project Logo

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HERTFORDSHIRE HOLDING LTD

LAND AT LOWER HORSEBRIDGE

HAILSHAM, UNITED KINGDOM

Title
SITE ACCESS DESIGN
GHOST ISLAND JUNCTION

Project No.
332110699

Scale
1:1000

Revision
-

Drawing No.

332110699_5501_SK001

Appendix C TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 6 days
	HC	HAMPSHIRE 3 days
	KC	KENT 1 days
	WS	WEST SUSSEX 1 days
04	EAST ANGLIA	
	NF	NORFOLK 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: 80 to 354 (units:)
 Range Selected by User: 9 to 1412 (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: 01/01/13 to 1/1/20

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	6 days
Thursday	3 days

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

Selected survey types:

Manual count	12 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:

Edge of Town	11
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	9
Village	1
Out of Town	2

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

Secondary Filtering selection:

Use Class:

C3 12 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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	9 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	10 days
No	2 days

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

PTAL Rating:

No PTAL Present	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-M-05	HOUSES & FLATS	EAST SUSSEX
	A26 CROWBOROUGH RD		
	NEAR UCKFIELD		
	FIVE ASH DOWN VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	138	
	Survey date: MONDAY	30/06/14	Survey Type: MANUAL
2	ES-03-M-07	MIXED HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
3	ES-03-M-11	MIXED HOUSES & FLATS	EAST SUSSEX
	HEMPSTEAD LANE		
	HAILSHAM		
	UPPER HORSEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	354	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
4	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
5	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
6	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
9	HC-03-M-12	MIXED HOUSES & FLATS	HAMPSHIRE
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	181	
	Survey date: WEDNESDAY	23/10/19	Survey Type: MANUAL
10	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY		
	MAIDSTONE		
	ALLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
11	NF-03-M-02	MIXED HOUSES	NORFOLK
	CAWSTON ROAD		
	AYLSHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	17/09/19	Survey Type: MANUAL
12	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-M-02	filter
DS-03-M-01	filter
DV-03-M-02	filter
ES-03-M-09	filter
ES-03-M-10	filter
ES-03-M-14	filter
GM-03-M-01	filter
HC-03-M-05	filter
HC-03-M-11	filter
SC-03-M-06	filter
SC-03-M-07	filter
SC-03-M-08	filter
SM-03-M-01	filter
TW-03-M-02	filter
WK-03-M-01	filter
WK-03-M-02	filter
WS-03-M-04	filter
WS-03-M-06	filter
WS-03-M-12	filter
WS-03-M-13	filter
WS-03-M-18	filter
WS-03-M-19	filter
WS-03-M-20	filter

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WS-03-M-21	filter

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-M-10	11/07/16	filter
NF-03-M-01	20/09/19	filter
NF-03-M-14	19/09/19	filter
SM-03-M-01	26/09/18	filter
WL-03-M-03	09/10/18	filter
WS-03-M-13	21/06/16	filter
WS-03-M-20	24/10/19	filter

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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): 1.69

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	12	176	0.075	12	176	0.325	12	176	0.400
08:00 - 09:00	12	176	0.119	12	176	0.380	12	176	0.499
09:00 - 10:00	12	176	0.127	12	176	0.180	12	176	0.307
10:00 - 11:00	12	176	0.124	12	176	0.143	12	176	0.267
11:00 - 12:00	12	176	0.136	12	176	0.139	12	176	0.275
12:00 - 13:00	12	176	0.156	12	176	0.134	12	176	0.290
13:00 - 14:00	12	176	0.132	12	176	0.149	12	176	0.281
14:00 - 15:00	12	176	0.137	12	176	0.165	12	176	0.302
15:00 - 16:00	12	176	0.275	12	176	0.193	12	176	0.468
16:00 - 17:00	12	176	0.264	12	176	0.135	12	176	0.399
17:00 - 18:00	12	176	0.333	12	176	0.155	12	176	0.488
18:00 - 19:00	12	176	0.315	12	176	0.160	12	176	0.475
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.420			2.283			4.703

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:	80 - 354 (units:)
Survey date date range:	01/01/13 - 01/01/20
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	24

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.002	12	176	0.002	12	176	0.004
08:00 - 09:00	12	176	0.008	12	176	0.008	12	176	0.016
09:00 - 10:00	12	176	0.002	12	176	0.002	12	176	0.004
10:00 - 11:00	12	176	0.001	12	176	0.001	12	176	0.002
11:00 - 12:00	12	176	0.004	12	176	0.004	12	176	0.008
12:00 - 13:00	12	176	0.002	12	176	0.002	12	176	0.004
13:00 - 14:00	12	176	0.001	12	176	0.000	12	176	0.001
14:00 - 15:00	12	176	0.001	12	176	0.001	12	176	0.002
15:00 - 16:00	12	176	0.009	12	176	0.009	12	176	0.018
16:00 - 17:00	12	176	0.005	12	176	0.004	12	176	0.009
17:00 - 18:00	12	176	0.003	12	176	0.002	12	176	0.005
18:00 - 19:00	12	176	0.000	12	176	0.000	12	176	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.035			0.073

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.001	12	176	0.001	12	176	0.002
08:00 - 09:00	12	176	0.002	12	176	0.001	12	176	0.003
09:00 - 10:00	12	176	0.001	12	176	0.002	12	176	0.003
10:00 - 11:00	12	176	0.003	12	176	0.003	12	176	0.006
11:00 - 12:00	12	176	0.002	12	176	0.002	12	176	0.004
12:00 - 13:00	12	176	0.003	12	176	0.001	12	176	0.004
13:00 - 14:00	12	176	0.001	12	176	0.003	12	176	0.004
14:00 - 15:00	12	176	0.000	12	176	0.000	12	176	0.000
15:00 - 16:00	12	176	0.001	12	176	0.001	12	176	0.002
16:00 - 17:00	12	176	0.001	12	176	0.001	12	176	0.002
17:00 - 18:00	12	176	0.001	12	176	0.000	12	176	0.001
18:00 - 19:00	12	176	0.000	12	176	0.001	12	176	0.001
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PSVS**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	12	176	0.000	12	176	0.000	12	176	0.000
08:00 - 09:00	12	176	0.000	12	176	0.000	12	176	0.000
09:00 - 10:00	12	176	0.000	12	176	0.000	12	176	0.000
10:00 - 11:00	12	176	0.000	12	176	0.000	12	176	0.000
11:00 - 12:00	12	176	0.000	12	176	0.000	12	176	0.000
12:00 - 13:00	12	176	0.000	12	176	0.000	12	176	0.000
13:00 - 14:00	12	176	0.000	12	176	0.000	12	176	0.000
14:00 - 15:00	12	176	0.000	12	176	0.000	12	176	0.000
15:00 - 16:00	12	176	0.000	12	176	0.000	12	176	0.000
16:00 - 17:00	12	176	0.000	12	176	0.000	12	176	0.000
17:00 - 18:00	12	176	0.000	12	176	0.000	12	176	0.000
18:00 - 19:00	12	176	0.000	12	176	0.000	12	176	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.001	12	176	0.007	12	176	0.008
08:00 - 09:00	12	176	0.003	12	176	0.008	12	176	0.011
09:00 - 10:00	12	176	0.004	12	176	0.005	12	176	0.009
10:00 - 11:00	12	176	0.003	12	176	0.002	12	176	0.005
11:00 - 12:00	12	176	0.001	12	176	0.002	12	176	0.003
12:00 - 13:00	12	176	0.002	12	176	0.003	12	176	0.005
13:00 - 14:00	12	176	0.002	12	176	0.001	12	176	0.003
14:00 - 15:00	12	176	0.002	12	176	0.001	12	176	0.003
15:00 - 16:00	12	176	0.005	12	176	0.005	12	176	0.010
16:00 - 17:00	12	176	0.004	12	176	0.002	12	176	0.006
17:00 - 18:00	12	176	0.011	12	176	0.007	12	176	0.018
18:00 - 19:00	12	176	0.004	12	176	0.004	12	176	0.008
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.047			0.089

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.088	12	176	0.450	12	176	0.538
08:00 - 09:00	12	176	0.152	12	176	0.658	12	176	0.810
09:00 - 10:00	12	176	0.152	12	176	0.250	12	176	0.402
10:00 - 11:00	12	176	0.151	12	176	0.190	12	176	0.341
11:00 - 12:00	12	176	0.172	12	176	0.188	12	176	0.360
12:00 - 13:00	12	176	0.208	12	176	0.177	12	176	0.385
13:00 - 14:00	12	176	0.180	12	176	0.200	12	176	0.380
14:00 - 15:00	12	176	0.185	12	176	0.217	12	176	0.402
15:00 - 16:00	12	176	0.465	12	176	0.274	12	176	0.739
16:00 - 17:00	12	176	0.396	12	176	0.196	12	176	0.592
17:00 - 18:00	12	176	0.474	12	176	0.208	12	176	0.682
18:00 - 19:00	12	176	0.453	12	176	0.212	12	176	0.665
19:00 - 20:00	1	119	0.168	1	119	0.017	1	119	0.185
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.395			3.254			6.649

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.027	12	176	0.030	12	176	0.057
08:00 - 09:00	12	176	0.038	12	176	0.129	12	176	0.167
09:00 - 10:00	12	176	0.045	12	176	0.030	12	176	0.075
10:00 - 11:00	12	176	0.020	12	176	0.022	12	176	0.042
11:00 - 12:00	12	176	0.024	12	176	0.035	12	176	0.059
12:00 - 13:00	12	176	0.031	12	176	0.026	12	176	0.057
13:00 - 14:00	12	176	0.026	12	176	0.033	12	176	0.059
14:00 - 15:00	12	176	0.025	12	176	0.043	12	176	0.068
15:00 - 16:00	12	176	0.101	12	176	0.053	12	176	0.154
16:00 - 17:00	12	176	0.059	12	176	0.035	12	176	0.094
17:00 - 18:00	12	176	0.041	12	176	0.030	12	176	0.071
18:00 - 19:00	12	176	0.032	12	176	0.023	12	176	0.055
19:00 - 20:00	1	119	0.008	1	119	0.008	1	119	0.016
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.477			0.497			0.974

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.002	12	176	0.029	12	176	0.031
08:00 - 09:00	12	176	0.001	12	176	0.018	12	176	0.019
09:00 - 10:00	12	176	0.003	12	176	0.005	12	176	0.008
10:00 - 11:00	12	176	0.000	12	176	0.005	12	176	0.005
11:00 - 12:00	12	176	0.002	12	176	0.005	12	176	0.007
12:00 - 13:00	12	176	0.005	12	176	0.004	12	176	0.009
13:00 - 14:00	12	176	0.008	12	176	0.007	12	176	0.015
14:00 - 15:00	12	176	0.006	12	176	0.003	12	176	0.009
15:00 - 16:00	12	176	0.015	12	176	0.006	12	176	0.021
16:00 - 17:00	12	176	0.015	12	176	0.003	12	176	0.018
17:00 - 18:00	12	176	0.015	12	176	0.002	12	176	0.017
18:00 - 19:00	12	176	0.008	12	176	0.001	12	176	0.009
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.088			0.168

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.000	12	176	0.003	12	176	0.003
08:00 - 09:00	12	176	0.000	12	176	0.002	12	176	0.002
09:00 - 10:00	12	176	0.000	12	176	0.000	12	176	0.000
10:00 - 11:00	12	176	0.000	12	176	0.000	12	176	0.000
11:00 - 12:00	12	176	0.000	12	176	0.000	12	176	0.000
12:00 - 13:00	12	176	0.000	12	176	0.001	12	176	0.001
13:00 - 14:00	12	176	0.000	12	176	0.000	12	176	0.000
14:00 - 15:00	12	176	0.000	12	176	0.000	12	176	0.000
15:00 - 16:00	12	176	0.002	12	176	0.000	12	176	0.002
16:00 - 17:00	12	176	0.003	12	176	0.000	12	176	0.003
17:00 - 18:00	12	176	0.001	12	176	0.001	12	176	0.002
18:00 - 19:00	12	176	0.003	12	176	0.000	12	176	0.003
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.007			0.016

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.003	12	176	0.032	12	176	0.035
08:00 - 09:00	12	176	0.001	12	176	0.020	12	176	0.021
09:00 - 10:00	12	176	0.003	12	176	0.006	12	176	0.009
10:00 - 11:00	12	176	0.000	12	176	0.005	12	176	0.005
11:00 - 12:00	12	176	0.002	12	176	0.005	12	176	0.007
12:00 - 13:00	12	176	0.006	12	176	0.006	12	176	0.012
13:00 - 14:00	12	176	0.008	12	176	0.008	12	176	0.016
14:00 - 15:00	12	176	0.006	12	176	0.003	12	176	0.009
15:00 - 16:00	12	176	0.017	12	176	0.006	12	176	0.023
16:00 - 17:00	12	176	0.018	12	176	0.004	12	176	0.022
17:00 - 18:00	12	176	0.016	12	176	0.003	12	176	0.019
18:00 - 19:00	12	176	0.010	12	176	0.001	12	176	0.011
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.099			0.189

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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): 1.69

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	12	176	0.119	12	176	0.518	12	176	0.637
08:00 - 09:00	12	176	0.194	12	176	0.815	12	176	1.009
09:00 - 10:00	12	176	0.205	12	176	0.291	12	176	0.496
10:00 - 11:00	12	176	0.174	12	176	0.219	12	176	0.393
11:00 - 12:00	12	176	0.200	12	176	0.231	12	176	0.431
12:00 - 13:00	12	176	0.247	12	176	0.211	12	176	0.458
13:00 - 14:00	12	176	0.216	12	176	0.242	12	176	0.458
14:00 - 15:00	12	176	0.218	12	176	0.265	12	176	0.483
15:00 - 16:00	12	176	0.587	12	176	0.337	12	176	0.924
16:00 - 17:00	12	176	0.477	12	176	0.237	12	176	0.714
17:00 - 18:00	12	176	0.543	12	176	0.249	12	176	0.792
18:00 - 19:00	12	176	0.500	12	176	0.241	12	176	0.741
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.007			3.898			7.905

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.059	12	176	0.282	12	176	0.341
08:00 - 09:00	12	176	0.095	12	176	0.345	12	176	0.440
09:00 - 10:00	12	176	0.108	12	176	0.157	12	176	0.265
10:00 - 11:00	12	176	0.096	12	176	0.116	12	176	0.212
11:00 - 12:00	12	176	0.109	12	176	0.112	12	176	0.221
12:00 - 13:00	12	176	0.129	12	176	0.109	12	176	0.238
13:00 - 14:00	12	176	0.112	12	176	0.127	12	176	0.239
14:00 - 15:00	12	176	0.118	12	176	0.143	12	176	0.261
15:00 - 16:00	12	176	0.242	12	176	0.161	12	176	0.403
16:00 - 17:00	12	176	0.229	12	176	0.114	12	176	0.343
17:00 - 18:00	12	176	0.288	12	176	0.137	12	176	0.425
18:00 - 19:00	12	176	0.283	12	176	0.141	12	176	0.424
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			1.969			4.064

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.010	12	176	0.036	12	176	0.046
08:00 - 09:00	12	176	0.013	12	176	0.025	12	176	0.038
09:00 - 10:00	12	176	0.016	12	176	0.017	12	176	0.033
10:00 - 11:00	12	176	0.024	12	176	0.022	12	176	0.046
11:00 - 12:00	12	176	0.020	12	176	0.020	12	176	0.040
12:00 - 13:00	12	176	0.022	12	176	0.020	12	176	0.042
13:00 - 14:00	12	176	0.016	12	176	0.016	12	176	0.032
14:00 - 15:00	12	176	0.016	12	176	0.019	12	176	0.035
15:00 - 16:00	12	176	0.022	12	176	0.020	12	176	0.042
16:00 - 17:00	12	176	0.025	12	176	0.014	12	176	0.039
17:00 - 18:00	12	176	0.037	12	176	0.013	12	176	0.050
18:00 - 19:00	12	176	0.026	12	176	0.016	12	176	0.042
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.247			0.238			0.485

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	12	176	0.002	12	176	0.004	12	176	0.006
08:00 - 09:00	12	176	0.000	12	176	0.001	12	176	0.001
09:00 - 10:00	12	176	0.000	12	176	0.002	12	176	0.002
10:00 - 11:00	12	176	0.000	12	176	0.000	12	176	0.000
11:00 - 12:00	12	176	0.001	12	176	0.001	12	176	0.002
12:00 - 13:00	12	176	0.000	12	176	0.002	12	176	0.002
13:00 - 14:00	12	176	0.001	12	176	0.002	12	176	0.003
14:00 - 15:00	12	176	0.002	12	176	0.001	12	176	0.003
15:00 - 16:00	12	176	0.001	12	176	0.001	12	176	0.002
16:00 - 17:00	12	176	0.004	12	176	0.002	12	176	0.006
17:00 - 18:00	12	176	0.004	12	176	0.001	12	176	0.005
18:00 - 19:00	12	176	0.004	12	176	0.002	12	176	0.006
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOU (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	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: 64 to 371 (units:)
 Range Selected by User: 15 to 618 (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: 01/01/13 to 1/1/20

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

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 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	2

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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 3 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 2 days

10,001 to 15,000 1 days

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

Population within 5 miles:

25,001 to 50,000 2 days

75,001 to 100,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

1.6 to 2.0 2 days

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

Travel Plan:

Yes 2 days

No 1 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 3 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-K-04	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	FORDHAM ROAD		
	SOHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	65	
	Survey date: WEDNESDAY	11/07/18	Survey Type: MANUAL
2	ES-03-K-01	MIXED HOUSES & FLATS	EAST SUSSEX
	LEWES ROAD		
	UCKFIELD		
	RIDGEWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	64	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
3	WS-03-K-04	MIXED HOUSES & FLATS	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	371	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-K-02	filter
CB-03-K-02	filter
CW-03-K-01	filter
HC-03-K-06	filter
NE-03-K-01	filter
NT-03-K-02	filter
TW-03-K-01	filter

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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): 1.65

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	3	167	0.042	3	167	0.242	3	167	0.284
08:00 - 09:00	3	167	0.084	3	167	0.278	3	167	0.362
09:00 - 10:00	3	167	0.094	3	167	0.162	3	167	0.256
10:00 - 11:00	3	167	0.122	3	167	0.116	3	167	0.238
11:00 - 12:00	3	167	0.080	3	167	0.088	3	167	0.168
12:00 - 13:00	3	167	0.102	3	167	0.100	3	167	0.202
13:00 - 14:00	3	167	0.136	3	167	0.134	3	167	0.270
14:00 - 15:00	3	167	0.124	3	167	0.144	3	167	0.268
15:00 - 16:00	3	167	0.184	3	167	0.132	3	167	0.316
16:00 - 17:00	3	167	0.190	3	167	0.118	3	167	0.308
17:00 - 18:00	3	167	0.282	3	167	0.126	3	167	0.408
18:00 - 19:00	3	167	0.312	3	167	0.108	3	167	0.420
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.752			1.748			3.500

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:	64 - 371 (units:)
Survey date range:	01/01/13 - 01/01/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.000	3	167	0.000	3	167	0.000
08:00 - 09:00	3	167	0.000	3	167	0.000	3	167	0.000
09:00 - 10:00	3	167	0.000	3	167	0.002	3	167	0.002
10:00 - 11:00	3	167	0.004	3	167	0.002	3	167	0.006
11:00 - 12:00	3	167	0.002	3	167	0.006	3	167	0.008
12:00 - 13:00	3	167	0.004	3	167	0.004	3	167	0.008
13:00 - 14:00	3	167	0.000	3	167	0.000	3	167	0.000
14:00 - 15:00	3	167	0.004	3	167	0.002	3	167	0.006
15:00 - 16:00	3	167	0.000	3	167	0.000	3	167	0.000
16:00 - 17:00	3	167	0.004	3	167	0.004	3	167	0.008
17:00 - 18:00	3	167	0.006	3	167	0.004	3	167	0.010
18:00 - 19:00	3	167	0.006	3	167	0.006	3	167	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.000	3	167	0.000	3	167	0.000
08:00 - 09:00	3	167	0.000	3	167	0.000	3	167	0.000
09:00 - 10:00	3	167	0.002	3	167	0.000	3	167	0.002
10:00 - 11:00	3	167	0.004	3	167	0.004	3	167	0.008
11:00 - 12:00	3	167	0.000	3	167	0.002	3	167	0.002
12:00 - 13:00	3	167	0.004	3	167	0.002	3	167	0.006
13:00 - 14:00	3	167	0.004	3	167	0.002	3	167	0.006
14:00 - 15:00	3	167	0.006	3	167	0.008	3	167	0.014
15:00 - 16:00	3	167	0.000	3	167	0.002	3	167	0.002
16:00 - 17:00	3	167	0.000	3	167	0.000	3	167	0.000
17:00 - 18:00	3	167	0.000	3	167	0.000	3	167	0.000
18:00 - 19:00	3	167	0.000	3	167	0.000	3	167	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.012	3	167	0.024	3	167	0.036
08:00 - 09:00	3	167	0.016	3	167	0.032	3	167	0.048
09:00 - 10:00	3	167	0.010	3	167	0.010	3	167	0.020
10:00 - 11:00	3	167	0.012	3	167	0.008	3	167	0.020
11:00 - 12:00	3	167	0.004	3	167	0.004	3	167	0.008
12:00 - 13:00	3	167	0.010	3	167	0.002	3	167	0.012
13:00 - 14:00	3	167	0.000	3	167	0.002	3	167	0.002
14:00 - 15:00	3	167	0.006	3	167	0.002	3	167	0.008
15:00 - 16:00	3	167	0.016	3	167	0.018	3	167	0.034
16:00 - 17:00	3	167	0.012	3	167	0.006	3	167	0.018
17:00 - 18:00	3	167	0.012	3	167	0.012	3	167	0.024
18:00 - 19:00	3	167	0.016	3	167	0.004	3	167	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.124			0.250

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.044	3	167	0.308	3	167	0.352
08:00 - 09:00	3	167	0.100	3	167	0.398	3	167	0.498
09:00 - 10:00	3	167	0.110	3	167	0.180	3	167	0.290
10:00 - 11:00	3	167	0.154	3	167	0.134	3	167	0.288
11:00 - 12:00	3	167	0.096	3	167	0.114	3	167	0.210
12:00 - 13:00	3	167	0.126	3	167	0.132	3	167	0.258
13:00 - 14:00	3	167	0.170	3	167	0.160	3	167	0.330
14:00 - 15:00	3	167	0.150	3	167	0.180	3	167	0.330
15:00 - 16:00	3	167	0.278	3	167	0.160	3	167	0.438
16:00 - 17:00	3	167	0.276	3	167	0.150	3	167	0.426
17:00 - 18:00	3	167	0.358	3	167	0.184	3	167	0.542
18:00 - 19:00	3	167	0.412	3	167	0.136	3	167	0.548
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.274			2.236			4.510

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.016	3	167	0.022	3	167	0.038
08:00 - 09:00	3	167	0.010	3	167	0.088	3	167	0.098
09:00 - 10:00	3	167	0.028	3	167	0.030	3	167	0.058
10:00 - 11:00	3	167	0.018	3	167	0.044	3	167	0.062
11:00 - 12:00	3	167	0.032	3	167	0.034	3	167	0.066
12:00 - 13:00	3	167	0.026	3	167	0.036	3	167	0.062
13:00 - 14:00	3	167	0.054	3	167	0.022	3	167	0.076
14:00 - 15:00	3	167	0.022	3	167	0.030	3	167	0.052
15:00 - 16:00	3	167	0.094	3	167	0.052	3	167	0.146
16:00 - 17:00	3	167	0.054	3	167	0.036	3	167	0.090
17:00 - 18:00	3	167	0.054	3	167	0.052	3	167	0.106
18:00 - 19:00	3	167	0.076	3	167	0.042	3	167	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.484			0.488			0.972

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.000	3	167	0.006	3	167	0.006
08:00 - 09:00	3	167	0.000	3	167	0.004	3	167	0.004
09:00 - 10:00	3	167	0.000	3	167	0.000	3	167	0.000
10:00 - 11:00	3	167	0.002	3	167	0.000	3	167	0.002
11:00 - 12:00	3	167	0.002	3	167	0.004	3	167	0.006
12:00 - 13:00	3	167	0.002	3	167	0.000	3	167	0.002
13:00 - 14:00	3	167	0.000	3	167	0.000	3	167	0.000
14:00 - 15:00	3	167	0.002	3	167	0.000	3	167	0.002
15:00 - 16:00	3	167	0.002	3	167	0.002	3	167	0.004
16:00 - 17:00	3	167	0.000	3	167	0.000	3	167	0.000
17:00 - 18:00	3	167	0.000	3	167	0.000	3	167	0.000
18:00 - 19:00	3	167	0.002	3	167	0.002	3	167	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.018			0.030

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL RAIL PASSENGERSCalculation 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	3	167	0.000	3	167	0.002	3	167	0.002
08:00 - 09:00	3	167	0.000	3	167	0.002	3	167	0.002
09:00 - 10:00	3	167	0.000	3	167	0.000	3	167	0.000
10:00 - 11:00	3	167	0.002	3	167	0.002	3	167	0.004
11:00 - 12:00	3	167	0.000	3	167	0.000	3	167	0.000
12:00 - 13:00	3	167	0.000	3	167	0.000	3	167	0.000
13:00 - 14:00	3	167	0.000	3	167	0.000	3	167	0.000
14:00 - 15:00	3	167	0.000	3	167	0.000	3	167	0.000
15:00 - 16:00	3	167	0.000	3	167	0.000	3	167	0.000
16:00 - 17:00	3	167	0.000	3	167	0.000	3	167	0.000
17:00 - 18:00	3	167	0.000	3	167	0.000	3	167	0.000
18:00 - 19:00	3	167	0.000	3	167	0.000	3	167	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.006			0.008

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.000	3	167	0.008	3	167	0.008
08:00 - 09:00	3	167	0.000	3	167	0.006	3	167	0.006
09:00 - 10:00	3	167	0.000	3	167	0.000	3	167	0.000
10:00 - 11:00	3	167	0.004	3	167	0.002	3	167	0.006
11:00 - 12:00	3	167	0.002	3	167	0.004	3	167	0.006
12:00 - 13:00	3	167	0.002	3	167	0.000	3	167	0.002
13:00 - 14:00	3	167	0.000	3	167	0.000	3	167	0.000
14:00 - 15:00	3	167	0.002	3	167	0.000	3	167	0.002
15:00 - 16:00	3	167	0.002	3	167	0.002	3	167	0.004
16:00 - 17:00	3	167	0.000	3	167	0.000	3	167	0.000
17:00 - 18:00	3	167	0.000	3	167	0.000	3	167	0.000
18:00 - 19:00	3	167	0.002	3	167	0.002	3	167	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.024			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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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): 1.65

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	3	167	0.072	3	167	0.362	3	167	0.434
08:00 - 09:00	3	167	0.126	3	167	0.524	3	167	0.650
09:00 - 10:00	3	167	0.148	3	167	0.220	3	167	0.368
10:00 - 11:00	3	167	0.188	3	167	0.188	3	167	0.376
11:00 - 12:00	3	167	0.134	3	167	0.156	3	167	0.290
12:00 - 13:00	3	167	0.164	3	167	0.170	3	167	0.334
13:00 - 14:00	3	167	0.224	3	167	0.184	3	167	0.408
14:00 - 15:00	3	167	0.180	3	167	0.212	3	167	0.392
15:00 - 16:00	3	167	0.390	3	167	0.232	3	167	0.622
16:00 - 17:00	3	167	0.342	3	167	0.192	3	167	0.534
17:00 - 18:00	3	167	0.424	3	167	0.248	3	167	0.672
18:00 - 19:00	3	167	0.506	3	167	0.184	3	167	0.690
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.898			2.872			5.770

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.028	3	167	0.226	3	167	0.254
08:00 - 09:00	3	167	0.066	3	167	0.258	3	167	0.324
09:00 - 10:00	3	167	0.076	3	167	0.148	3	167	0.224
10:00 - 11:00	3	167	0.096	3	167	0.086	3	167	0.182
11:00 - 12:00	3	167	0.070	3	167	0.072	3	167	0.142
12:00 - 13:00	3	167	0.084	3	167	0.088	3	167	0.172
13:00 - 14:00	3	167	0.104	3	167	0.102	3	167	0.206
14:00 - 15:00	3	167	0.104	3	167	0.126	3	167	0.230
15:00 - 16:00	3	167	0.166	3	167	0.096	3	167	0.262
16:00 - 17:00	3	167	0.168	3	167	0.092	3	167	0.260
17:00 - 18:00	3	167	0.262	3	167	0.116	3	167	0.378
18:00 - 19:00	3	167	0.288	3	167	0.094	3	167	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.512			1.504			3.016

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.014	3	167	0.016	3	167	0.030
08:00 - 09:00	3	167	0.018	3	167	0.020	3	167	0.038
09:00 - 10:00	3	167	0.016	3	167	0.012	3	167	0.028
10:00 - 11:00	3	167	0.018	3	167	0.020	3	167	0.038
11:00 - 12:00	3	167	0.008	3	167	0.008	3	167	0.016
12:00 - 13:00	3	167	0.008	3	167	0.006	3	167	0.014
13:00 - 14:00	3	167	0.026	3	167	0.028	3	167	0.054
14:00 - 15:00	3	167	0.010	3	167	0.008	3	167	0.018
15:00 - 16:00	3	167	0.018	3	167	0.034	3	167	0.052
16:00 - 17:00	3	167	0.018	3	167	0.022	3	167	0.040
17:00 - 18:00	3	167	0.012	3	167	0.006	3	167	0.018
18:00 - 19:00	3	167	0.014	3	167	0.006	3	167	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.186			0.366

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	3	167	0.000	3	167	0.000	3	167	0.000
08:00 - 09:00	3	167	0.000	3	167	0.000	3	167	0.000
09:00 - 10:00	3	167	0.000	3	167	0.000	3	167	0.000
10:00 - 11:00	3	167	0.000	3	167	0.004	3	167	0.004
11:00 - 12:00	3	167	0.000	3	167	0.000	3	167	0.000
12:00 - 13:00	3	167	0.002	3	167	0.000	3	167	0.002
13:00 - 14:00	3	167	0.002	3	167	0.002	3	167	0.004
14:00 - 15:00	3	167	0.000	3	167	0.000	3	167	0.000
15:00 - 16:00	3	167	0.000	3	167	0.000	3	167	0.000
16:00 - 17:00	3	167	0.000	3	167	0.000	3	167	0.000
17:00 - 18:00	3	167	0.002	3	167	0.000	3	167	0.002
18:00 - 19:00	3	167	0.004	3	167	0.002	3	167	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.008			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL Servicing Vehicles**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	3	167	0.014	3	167	0.006	3	167	0.020
08:00 - 09:00	3	167	0.016	3	167	0.008	3	167	0.024
09:00 - 10:00	3	167	0.018	3	167	0.010	3	167	0.028
10:00 - 11:00	3	167	0.022	3	167	0.024	3	167	0.046
11:00 - 12:00	3	167	0.008	3	167	0.010	3	167	0.018
12:00 - 13:00	3	167	0.010	3	167	0.006	3	167	0.016
13:00 - 14:00	3	167	0.028	3	167	0.030	3	167	0.058
14:00 - 15:00	3	167	0.016	3	167	0.014	3	167	0.030
15:00 - 16:00	3	167	0.016	3	167	0.036	3	167	0.052
16:00 - 17:00	3	167	0.016	3	167	0.022	3	167	0.038
17:00 - 18:00	3	167	0.008	3	167	0.006	3	167	0.014
18:00 - 19:00	3	167	0.000	3	167	0.006	3	167	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.172			0.178			0.350

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 D Highway Network Scenarios from the Wealden Local Transport Study (2018)

See Figure A18 for more detail

[illegible]

Communities Economy and Transport

Rupert Clubb
BEng(Hons) CEng MICE
Director

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**To:****Our Ref:**

PRE/WD/2022/1632

Applicant:**Location:**

Land East of the A22 and south of the A271 at Lower Horsebridge,
Hailsham, East Sussex

Development: Outline Planning Application (OPA) for proposed residential development at land east of the A22 and south of the A271 at Lower Horsebridge, Hailsham, East Sussex. The Proposed Development Includes up to 150 residential dwellings, comprising a mix of houses and apartment units. Vehicular access to the Site is to be provided on the A271 Horsebridge via a new priority junction.

Road Name or Number	A22 - A271	Consultation Date	8 March 2022
National Grid Reference	TQ 57223 11213	Contact Officer Details:	Claire Warwick

Thank you for your correspondence and supporting documents seeking pre-application highway advice on the above site and development proposal. I understand that there is also to be a planning application for 9 dwellings served from the A271 further to the east and potential for a further application for recreational areas and country park. The advice in this response relates to the proposal for 150 dwellings.

For your proposed development of up to 150 dwellings the main issues to consider and requirements that would need to be met are:

Access

Access to the site will be via a new access point onto the A271 Lower Horsebridge. The new access will serve all modes (cyclists, pedestrians, emergency services, deliveries and refuse vehicles along with private cars). You are proposing a Right Turn Lane access arrangement which is suitable in principle. The access proposals should however be

supported by a Stage 1 Road Safety Audit and be planned in accordance with the ESCC design guide which can be found here:

[Transport development control – forms and guidance | East Sussex County Council](#)

This stretch of the A271 is subject to the national speed limit for single carriageway roads of 60mph, and therefore in accordance with DMRB visibility splays of 2.4m x 215m should be provided at the access. A vehicle speed survey could be submitted with any application to confirm actual speeds and determine visibility splays.

I note your proposal to extend the existing 30mph limit westwards on the A271. I have consulted the ESCC Road Safety team on this aspect of the development proposal. In principle further investigation of an appropriate reduced speed limit would not be unreasonable at this location.

The Police will need to be included in any consultation on a change of speed limit and speed surveys will be required to determine what would be an appropriate limit and whether additional supporting measures are required.

Any assessment should encompass the Boship roundabout but please note this would also have to be mindful of ESCC planned changes to the roundabout. See section on Roundabout junctions below.

The area for analysis of crash data is acceptable.

Non car access.

The access plan shows new footways along the site frontage and into the site along the new access road. No other footway connections are shown at this stage. I would expect the development to be well connected by foot and cycle to the existing transport network and local facilities. The East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP) provides a good evidence base on the current networks and suggested improvements to them. The LCWIP should therefore be investigated further as part of the Transport Assessment, and I would expect links to main facilities and destinations to be upgraded as necessary as part of the development.

Along with walking and cycling the site must be suitably accessible by bus. Currently, in the vicinity of the proposed development there is only an hourly bus service, which runs Monday to Saturday daytime only. This is Stagecoach's route 54 running between Uckfield, Horsebridge, Hailsham, Polegate and Eastbourne. I refer you to the East Sussex Bus Service Improvement Plan which sets the ambition of increasing the frequency of this service to half-hourly, and to introduce a new hourly evening and Sunday service.

[Bus Service Improvement Plan for East Sussex County Council | East Sussex County Council](#)

This development would be expected to contribute to bus service and infrastructure improvements:

- A new pair of bus stops west of the current location (within 400 metres of the proposed dwellings), each consisting of a raised kerb, bus stop clearway markings, bus stop pole, shelter (subject to the Parish Council's agreement) and a real time information sign. A safe road crossing provision would also be needed.
- Contribution towards improving bus services in the area, including establishing the proposed uplift to route 54 (likely £1100 per dwelling).

Travel Plan

A Travel Plan will be required for this development and should complement any transport network improvements. It will be a fundamental mitigation measure secured to reduce the transport impact of this development. It must be robust and deliverable.

The Travel Plan framework should propose measures to reduce car trips, specify targets/outcomes, be monitored over time (5 years) and identify remedies and/or sanctions that shall be applied if the targets/outcomes are not achieved.

ESCC Travel Plan guidance can be found here:

[Planning applications – transport implications | East Sussex County Council](#)

Also, ESCC will require a £6000 audit fee to ensure the Travel Plan is well managed over those 5 years.

Trip data and generation

I note that you have acquired 2019 data for the A22, undertaken a traffic survey on the A271 (completed to support a recently submitted smaller application on London Road) and investigated the WLTS. I also welcome that you are to undertake further counts on the A271 at the access as the last A271 count was undertaken in September 2021 towards the end of the pandemic restrictions that have dramatically affected trips and travel patterns. As travel restrictions are now lifted, I recommend that new count data be submitted as part of the TA. ESCC may also have up to date data for the A271. Please contact the Transport Monitoring team for more information.



The TRICS database has been used to determine the level of traffic likely to be generated by the proposed uses. Using Mixed Private Affordable Housing and Mixed Private House (Flats and Houses) is acceptable, however looking at the site selection I query ES-03-M-15. This is a residential site in Maresfield- a village to the northwest of Uckfield, severed from the town by the A22 and A26. You have chosen to exclude other Maresfield sites, so I wonder why this one is included?

I also note that a few of the sites are located close to motorways which I would suggest may not be representative. These appear to have been selected above other East Sussex

sites like those in Polegate. Please ensure you have justification for the site selections when determining trip rates.

Strategic modelling

As you will be aware potential sites are being considered in this area as part of the Wealden Local Plan and the work so far highlights the A22 as a potential constraint. The total flows will increase significantly at key junctions across the network in both the isolated and cumulative assessments. With this in mind any assessment of junctions should include a future year scenario which will need to take into account increasing traffic flows on the A22, as predicted. We have been asking that assessments are completed up to 2028 which was the end of the local plan period but at this time using Opening Year plus 5 may be a better future year assessment (whichever is greater).

Either the A22/A26 model or new Countywide model could be used to assess the impact of the proposed development.

I understand that you have contacted WDC Planning to discuss the modelling work being undertaken in this area as part of the development of the Local Plan. It is WDC who should advise you on the network scenarios and committed development/allocated sites to assess. Subsequently, further discussions with ESCC will be required to discuss and agree the methodology used to assess the development proposal through the use of ESCC models. A meeting could be arranged in this regard.

It should be noted that alongside the cost of undertaking the modelling (including any refinements needed to the model itself), there would be management charge payable to ESCC for accessing the model.

Local Modelling

You suggest that assessments will be undertaken of the following junctions to determine the impact of the proposed development on the highway network:

- A271 Horsebridge Road/ Proposed Development Access Road
- A22/ A267/ A271 (Boship Roundabout)

I can confirm that local junction assessments of these junctions will be necessary as part of the development proposal, but I also expect an assessment of the following junctions to be submitted.

- A271/B2104 (North Street)
- A271/B2104 (London Road)
- A267/B2104
- A22/C1078 (Hempstead Lane)
- A22/A295 (Eagles roundabout)

Mitigation measures will be sought as necessary should development impacts at any of the junctions be considered severe. A planning application should propose suitable schemes.

A22 roundabout junctions

ESCC is planning an upgrade to the Boship roundabout with the introduction of traffic signals on the roundabout. The signalisation will enable the introduction of virtual bus priority recognising that the junction was identified as constraint in the ESCC Bus Service Improvement Plan

The details can be seen (included in the public consultation materials) at the link below:

[A22 and A2290 Improvements - East Sussex - Citizen Space](#)

Details of the proposed new roundabout at A22/Hempstead Lane and Improvements at Eagles roundabout (A22/A295) (additional lanes and toucan crossing) can also be found at this link.

I do not know when it is anticipated that the application will be submitted but ESCC may have made further progress on the planned changes to the A22 at Boship, Hempstead and Eagles roundabouts by the time of submission. I recommend that assessments are carried out based on what information is available at the time. Your future year assessment should include the planned improvement schemes.

Off-site works

ESCC may require further highway works and mitigation measures identified as a result of the modelling, assessment of sustainable travel infrastructure, Travel Plan, RSA etc.

Appropriate on-site vehicle and cycle parking.

I note that the development will be provided with vehicle and cycle parking in accordance with East Sussex County Council parking standards. The parking standards for residential development can be found here:

[Planning applications – transport implications | East Sussex County Council](#)

The layout, type and size of spaces should be considered carefully in line with the parking guidance.

ESCC encourages developers to include charging facilities for electric vehicles at all new development sites.

Internal Layout.

The submitted Masterplan, illustrates how 150 units could be accommodated on site. It is imperative that the site layout complies with the guidance in Manual for Streets whereby residents are well connected with the local area via sustainable modes before the private car. I expect the application will be an outline application but nonetheless the masterplan needs more work to make the development well connected and offer travel choices.

Refuse and deliveries

Vehicle tracking should be provided with any detailed or Reserved Matters application for the largest vehicle type that will access the site and manoeuvre within it e.g. emergency vehicles and refuse collection vehicles. Guidance on access for refuse collections can be found [here](#):

[Planning applications – transport implications | East Sussex County Council](#)

Information to support a planning application

ESCC will expect the following to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history
- Description, including site layout plans, of the proposed development/uses
- Reference to supporting national, regional, and local planning documents and policies
- Summary to support the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays, access widths and gradients indicated
- Stage 1 Road Safety Audit of proposed highway works and designer's response, including amended plans
- A 'Transport Assessment', including location of key services, availability of sustainable modes of transport and existing/future vehicular traffic generation
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

Our Local Design Guide and other ESCC guidance documents relating to highway construction can also be found [here](#).

[Transport Development Control | East Sussex County Council](#)

Please note any advice is provided on the understanding that, if a highways scheme is subsequently delivered by the Developer via the Section 278 or Section 38 Agreements process, the Developer agrees to undertake all the obligations of a "client" for the purposes of the CDM Regulations (SI 2015/51). A copy of the obligations the Developer will be required to adhere to through any Section 278 or Section 38 Agreement is available on request. It is recommended that Developers discuss these obligations with their solicitors if they are unsure as to the CDM requirements.

The above comments are for guidance only and shall not prejudice any further comments East Sussex County Council wishes to make at any next stage, recognising that policy and material considerations can change. They should however be regarded as highway requirements that would need to be satisfactorily met as part of any formal proposal. The

final decision to grant planning permission is made by elected members of the local planning authority.

Signed:

A solid black rectangular box used to redact the signature of the official.

Date: 14 April 2022

On behalf of the Highway Authority
For Director of Communities, Economy and Transport