Land at Anscombe Woods Crescent, Colwell Road, Haywards Heath

Transport Statement

PCD-761-RP-01

Revision 01

October 2025

Contents

1 Introduction

1.1 Transport Dynamics is retained to provide traffic and transport advice in support of a planning application for the creation of two buildings to provide 2 no. 4 bedroom houses and 6 no. 1 bed apartments (8 units) with associated access, vehicle parking, covered cycle parking, refuse store and woodland management plan at land at Anscombe Woods Crescent, Haywards Heath, West Sussex.

1.2 The above proposal follows on from a previous Planning Application reference as DM/21/3875 for which West Sussex County Council as the County Highway Authority raised no objection.

Development Proposal

1.3 The application proposes the erection of two buildings within the south-eastern part of the site. The buildings are 2 and 2.5 storeys and provide for a total of eight residential units. The site is previously formed part of the St Francis Hospital site.

1.4 Access to the site is taken from an existing vehicular access off Anscombe Woods Crescent and thirteen parking spaces are proposed. An access road follows round to the proposed buildings and three car parking spaces are proposed adjacent to the most southerly located building. Covered, safe and secure cycle parking along with a refuse store is proposed adjacent to the most northerly located building.

Pre-Application

1.5 A pre-application approach was undertaken with the local planning authority in relation to the proposed residential development of the site, with written advice received in October 2020. The LPA outlined support for the principle of development, given the site's planning history, the site's location within the built-up area boundary and within a tier 1 settlement.

Site Location

1.6 The site is located 1.2km to the south of the town centre of Haywards Heath. The B2112 (Wivelsfield Road) lies in close proximity to the west of the site and the site lies within a short distance of Princess Royal Hospital, a Sainsbury's Local convenience store and other nearby shops and services. A Site Location Plan is provided at **Appendix A** and an Existing Site Plan at **Appendix B**.

1.7 This Report should be read in conjunction with the documents and plans submitted as part of the application. A copy of the Architects site layout is included at **Appendix C**.

1.8 This Statement considers the transport issues relating to the proposed development and identifies measures that will be taken to deal with the anticipated transport impacts of the scheme and to promote the use of sustainable modes of transport. This document has been drafted in accordance

with Planning Practice Guidance and The Institution of Highways and Transportation Guidelines for Traffic Impact Assessment.

1.9 This Transport Statement examines the effects of the proposal and details the existing conditions and sets out likely traffic generation. The remainder of this report is set out as below;

- **Section 2** sets out the existing situation and sustainable transport connections;
- **Section 3** details the proposals; and
- **Section 4** examines the effect of the proposals and provides a conclusion.

2 Existing Site & Sustainable Transport Connections

Site Location & Existing Use

2.1 The site comprises part of the larger former St Francis Hospital site, the majority of which over time has been redeveloped. The application site is roughly 'U' shaped and wraps around a residential premises known as 'Larchwood'.

2.2 The site is surrounded by housing developments to the north, east, south and west, with Colwell Road immediately adjacent to the western boundary of the site, and Bowden Way immediately to the southern boundary. 'The Lodge' is a property to the north-west of the site. A residential development lies to the south of Bowden Way.

2.3 Access to the application site is gained from an existing vehicular access off Anscombe Woods Crescent and an area of existing parking is located within the northern part of the site, around an existing and established circular driveway.

Sustainable Transport Connections

2.4 As detailed the site is located 1.2km to the south of Haywards Heath town centre, within Mid Sussex District Council. The application site lies 58 kilometres south of London, 23 kilometres miles north of Brighton and 21 kilometres south of Gatwick Airport.

2.5 Local facilities, shops and amenities exist along the Wivelsfield Road (B2112), while a nursery, infant school and primary school exist along Colwell Road. Significant facilities and amenities can be found at Haywards Heath town centre.

Walking

2.6 Walking distances have been set out in 'Guidelines for Providing Journeys on Foot' by the Institution of Highways and Transportation and this states that 2km is a preferred maximum walking distance for commuting and for other locations a distance of 1.2km is stated. Within these distance Haywards Heath town centre, Lindfield and Walstead can be reached. Existing shopping facilities are located in a shorter walking distance. Good practice suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DfT National Travel Survey of 2006 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

2.7 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day to day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and more vibrant neighbourhoods. The proposal will tie in with existing pedestrian footway networks.

Cycling

2.8 Cycling has the potential to substitute short car trips, particularly those under 5km and can therefore form part of a larger journey by public transport.

2.9 5km is generally accepted as a distance where cycling has the potential to replace short car journeys, for example future residents could reach with ease Haywards Heath National Rail station. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12km per hour and would encompass the whole of Haywards Heath and outlying areas.

2.10 Given how lightly trafficked local roads are there are very limited cycle routes in the immediate area. However local topography is flat and local roads are quiet making cycling a viable option for sustainable travel.

Bus Services

2.11 The closest bus stop is located 150m from the application site on Wivelsfield Road (B2112). **Table 2.1** below sets out the frequency of services.

Table 2.1: Bus Services

Service / Route	Monday to Friday	Saturday	Sunday
40X: Haywards Heath Princess Royal Hospital – Burgess Hill – Brighton Royal Sussex County Hospital	Hourly (Daytime)	N/A	N/A
40: Cuckfield – Brighton	Hourly (Daytime)	Hourly (Daytime)	N/A
166: Lewes – Haywards Heath	Every other hour	N/A	N/A
270: East Grinstead to Brighton via Haywards Heath	Hourly (Daytime)	Hourly (Daytime)	Every other hour

National Rail Services

2.12 Haywards Heath train station is located within a 1.2km walk distance to the north of the application site. The station is situated on the London Victoria to Brighton mainline and Thameslink, with rail services operated by Southern and Thameslink.

2.13 Mainline services provide access to London Victoria via key destinations including Gatwick Airport, East Croydon, London Bridge, London Blackfriars, Clapham Junction. Weekday services between Haywards Heath and London Victoria run from 05:39hrs through to 01:00hrs, generally at a frequency of two trains per hour to/from London Victoria and four trains per hour to/from London Bridge and London Blackfriars. The typical journey time between Haywards Heath and London Victoria is 46 minutes, with services to/from London Blackfriars typically taking 51 minutes.

2.14 Mainline services to/from Brighton run at a typical weekday frequency of four trains per hour, with journey times generally between 14 and 20 minutes.

2.15 Thameslink services from Haywards Heath operate between Bedford and Brighton, stopping at key destinations including Luton, St Albans, Luton, Bedford, Peterborough, Cambridge, London St Pancras, London Blackfriars, London Bridge and Gatwick Airport. Weekday services to/from Haywards Heath operate between 05:31hrs and 23:59hrs, with a typical frequency of four trains per hour in each direction.

Summary

2.16 This section has demonstrated that the site offers good accessibility by sustainable modes of transport, with both public transport, cycling and pedestrian linkages being viable. Local Bus and National Rail services also mean that future users of the site will be able to travel in a sustainable manner and will have genuine travel mode choice.

2.17 Being able to demonstrate good accessibility by sustainable modes of transport is a key facet of the government's definition of 'sustainable development' set out within the National Planning Policy Framework. This section has clearly demonstrated how future residents will be able to access the site by means of transport other than the private car. The site therefore offers good opportunities for encouraging sustainable travel.

3 Development Proposals

3.1 The development proposals involve the creation of two buildings to provide 2 no. 4 bedroom houses and 6 no. 1 bed apartments (8 units) with associated access, vehicle parking, covered cycle parking, refuse store and woodland management plan at land at Anscombe Woods Crescent, Haywards Heath.

3.2 The architect's site layout plan is included for reference at **Appendix C**.

Proposed Access Arrangements

3.3 Access to the site is gained from an existing vehicular access off Anscombe Woods Crescent and an area of existing parking is located within the northern part of the site, around an existing and established circular driveway.

Vehicle Parking

3.4 In accordance with vehicle parking standards a total of thirteen parking space are provided, with ten allocated to the units and the remainder spaces retained as visitor spaces. But all will provide electric vehicle charging spaces.

Cycle Parking

3.5 In accordance with cycle parking standards a total of twelve cycle parking spaces are provided and these will be located in safe and secure store.

Servicing Arrangements

3.6 Servicing will take place within the site as now, with a 'round robin' style access road allowing the ability for service vehicles to enter and exit in forward gear, as detailed at **Appendix C**.

4 Traffic Generation Impact & Summary

Introduction

4.1 Having established that the application site is accessible by modes of transport other than the private car, the following section of the report will discuss the potential traffic generation of the proposed development as well as providing an assessment of the proposed access and general impact on the local highway network.

4.2 This section seeks to compare trip generation with that of the proposed future development, through the use of full and robust justification.

Existing Use Trip Generation

4.3 For general forms of development it is usual to determine trip generation rates from the TRICS database. TRICS is an interactive database and data analysis system comprising a large number of transport survey records of individual developments across a wide range of land use categories.

4.4 However, the existing traffic generation from the application site is difficult to assess as the site previously formed part of the St Francis Hospital site but had no active use therefore no trip generation rate can be derived.

Proposed Residential Trip Generation

4.5 The application site proposals are for eight residential units. The TRICS database has been interrogated to establish the trip making characteristics of the proposed use. All sample sites selected are England only, excluding Greater London.

4.6 Within TRICS sample sites are few and far between. The flats sample selected therefore includes both town centre and edge of town centre sites, filtered to exclude sites with high levels of on-site parking provision and or sites in major urban areas with very high public transport accessibility.

4.7 The resulting trip rates, used for the previous planning application, for the proposed residential development in the weekday AM peak hour (08:00-09:00), PM peak hour (17:00-18:00) and over the working day (07:00-19:00) are summarised in **Table 4.1** below, with full TRICS data outputs at **Appendix D**.

Table 4.1: Total Vehicle Trip Generation

Time	Trip Rate per Unit			Trip Attraction (8 Units)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.060	0.167	0.227	1	1	2
17:00-18:00	0.144	0.081	0.225	1	1	2
07:00-19:00	0.906	0.983	1.889	7	8	15

4.9 It is noted that the proposed eight units are likely to attract two vehicle trips in both the morning and evening peak hour and a total of 15 vehicle movements across the working day, which will readily dissipate on the surrounding local highway network.

4.10 In both peak periods, the numbers of vehicle trips generated are extremely small and would have no material consequences for the operation (capacity or safety) of the local highway network. Such a location, as detailed, presents the opportunity not to own a car, or further to use a private vehicle less frequently due to the good access to sustainable and public transport opportunities in the immediate vicinity, which this report has demonstrated.

4.11 Furthermore, all of the proposed parking spaces will be provided with electric vehicle charging points, this and HM Government's 2030 ban on all new petrol and diesel vehicles will mean that the number of trips generated by land use change will not be materially as important as they once were, due in future to the fact vehicles will not create immediate negative externalities.

Summary

4.12 In light of the above, it is considered that the development proposals are entirely compliant with the stipulations of the NPPF where "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

4.13 Furthermore, as demonstrated the proposals are complaint with national, regional and local planning policy.

Walking

4.14 The proposed development will lead to an increase in the number of people walking to and from the site.

Cycling

4.15 There is likely to be a small number of cyclists travelling to and from the application site each day. Cycle storage that is safe and secure will be provided with ease of access. Further cycling will allow future residents the ability to connect with other modes of transport.

Public Transport

4.16 The proposal is located in close proximity to bus stops providing access to bus services and a National Rail station at Haywards Heath providing access to train services. As such, it is considered that public transport will represent a viable mode of travel for residents of the proposed development.

4.17 As detailed through this concise Transport Statement the residual cumulative impacts of the proposal

will not be 'severe' on the local highway network and therefore under the guidance of the NPPF, planning permission should not be resisted or refused on traffic and transport grounds.

4.18 In summary it is therefore considered that the proposal is acceptable in transport planning terms.

Conclusion

4.19 The proposals are considered to be appropriate and as such there are no traffic or transportation reasons why the proposal should not be supported.

Appendix A

St Francis Hospital, Colwell Road, Haywards Heath, West Sussex

Location Plan

Dwg. no. 696.021.018 / July 2021 / 1:500 Scale @ A2 Portrait

N

0 10 20 30 40 50m

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Appendix B

St Francis Hospital, Colwell Road, Haywards Heath, West Sussex

Existing Site Layout

Dwg. no. 696.021.021 / August 2021 / 1:500 Scale @ A1 Landscape

N

0 10 20 30 40 50m

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Appendix C

15m Ancient Woodland offset area

Ancient Woodland Area

Soft Landscaped Areas

Existing Trees retained with associated root protection areas

Existing Trees removed Refer to Tree Report

Existing Boundary Tree Groups to be retained

Existing Landscaping beyond Application Boundary

Proposed Landscaped Areas

Extent of 15m Buffer Zone from Ancient Woodland Area

Existing Hardstanding Areas

Proposed Shared Access Surface

Timber Post & Rail Fence with Native Hedge Planting to Ancient Woodland Buffer Edge

Application Boundary

St Francis Hospital, Colwell Road, Haywards Heath, West Sussex

Planning Layout

Dwg./ no. 696.025.001 / October 2025 / 1:500 Scale @ A2 Landscape

N

0 5 10 15 20 25m

1:500 Scale @ A2 Landscape

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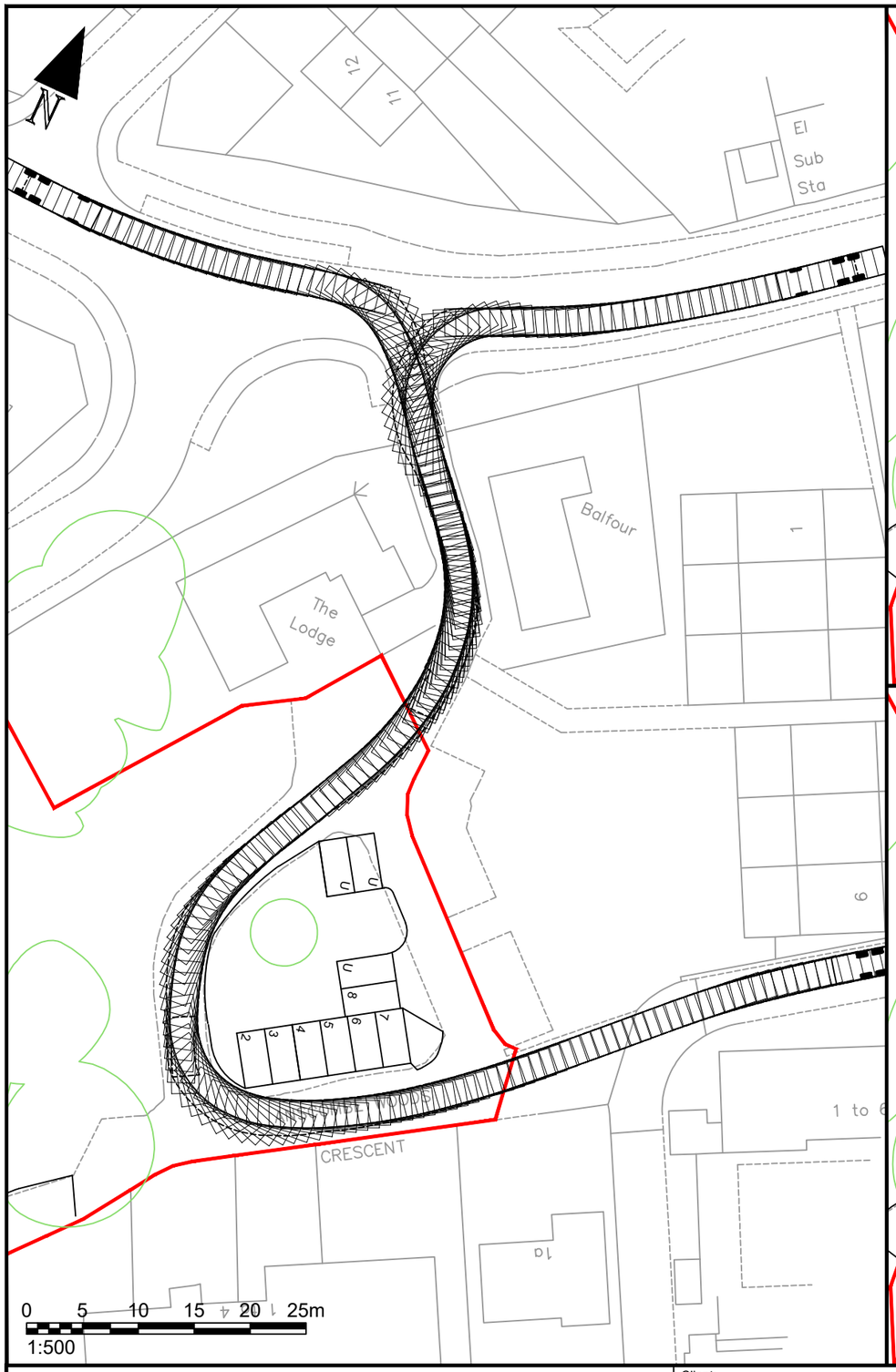
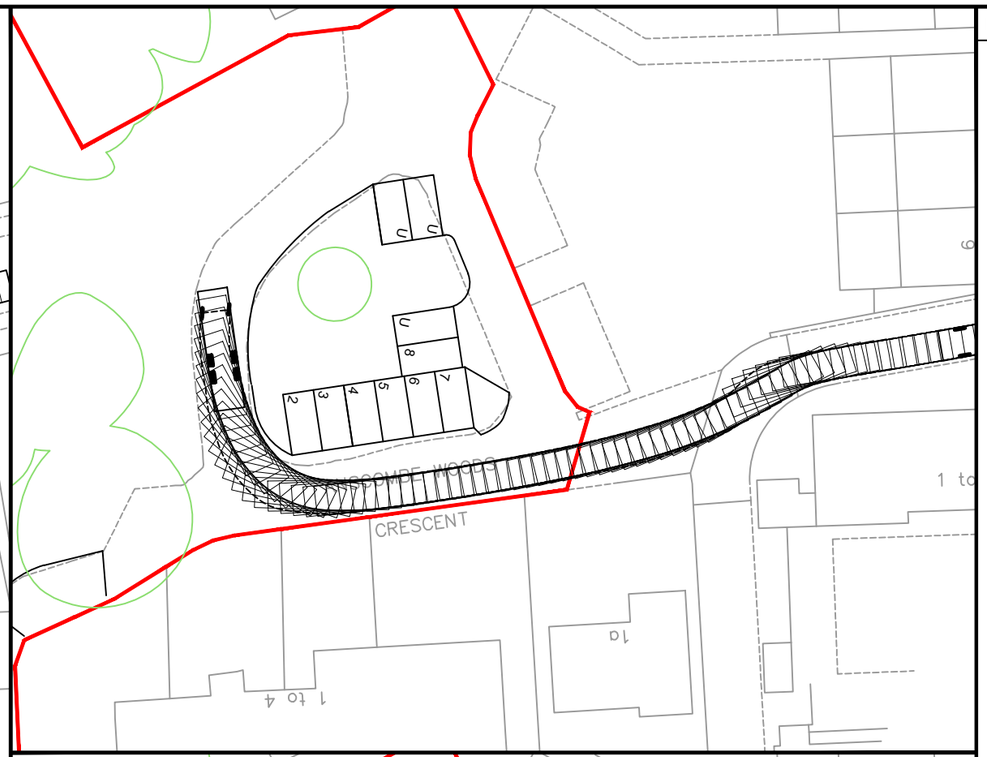
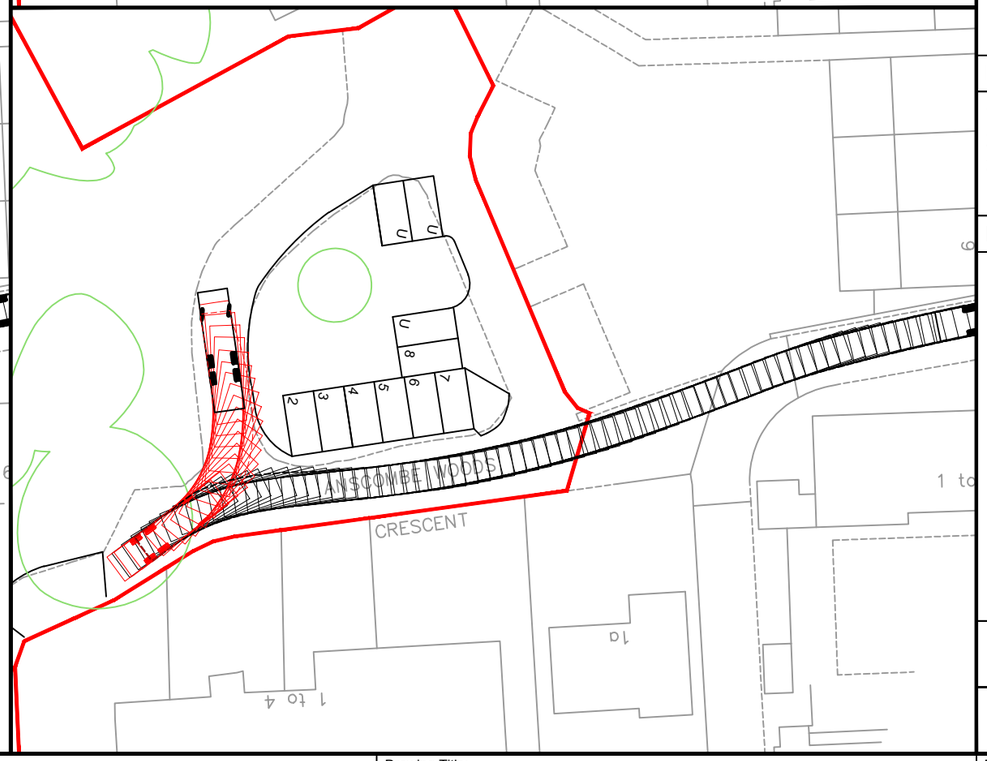




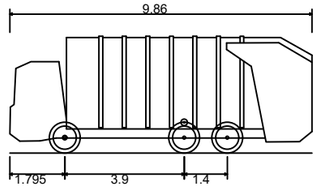


REV	DESCRIPTION	DRWN	CHCKD	DATE
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE REFUSE VEHICLE (3 AXLE)



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

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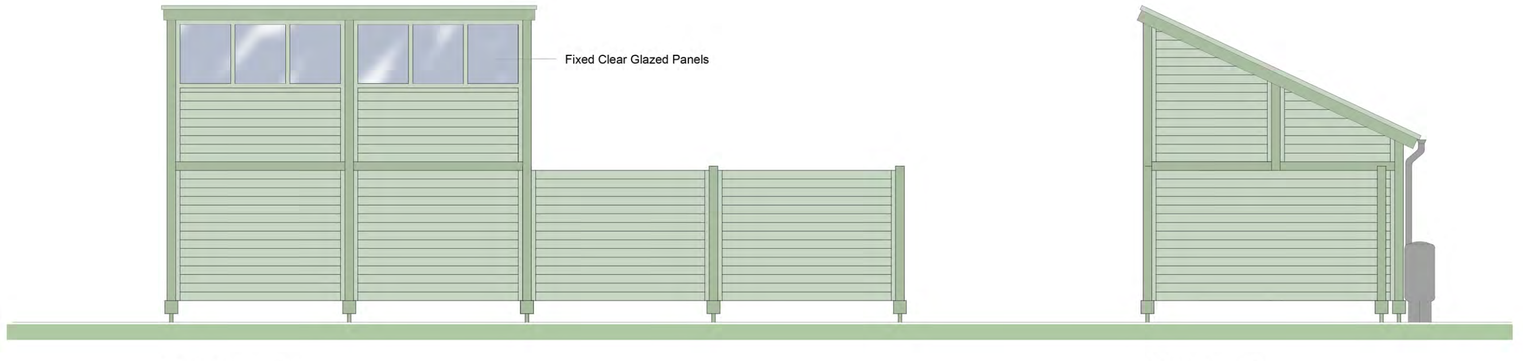
Client: ...	Drawing Title: Vehicular Swept Paths Analysis using Large 3-Axle Refuse Vehicle		Revision:	Drawn by: DW	Checked by: TS
Project: Land at Anscombe Woods Crescent	Scale: 1:250	Size: A3	Date: 18.10.2025	Drawing No: PCD761 / TR01	

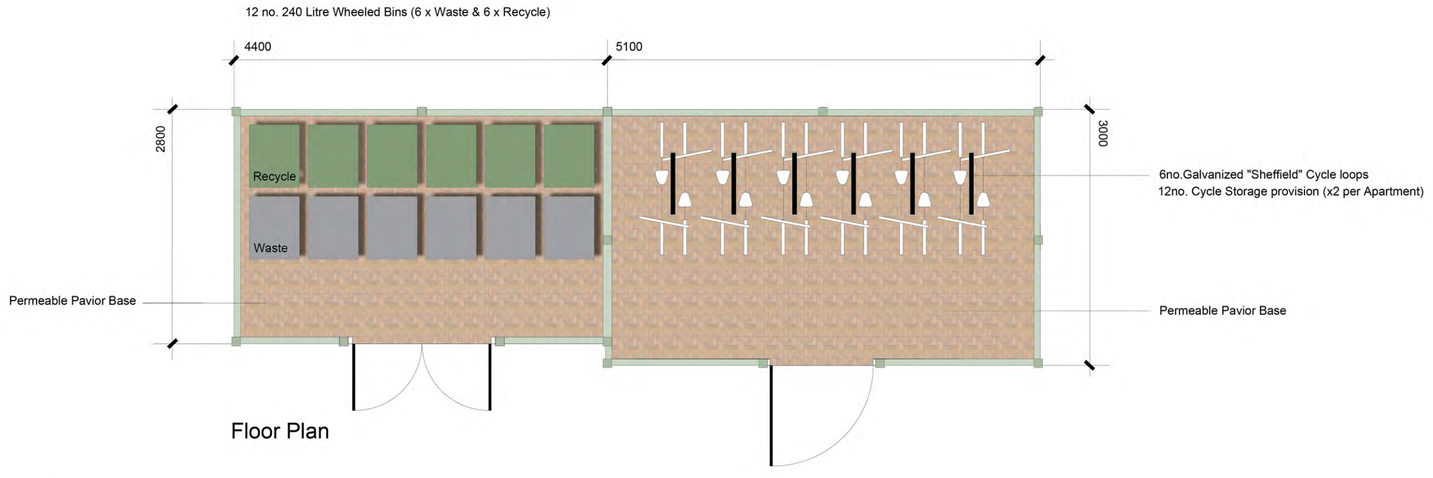
Front Elevation

Side Elevation



Rear Elevation

Side Elevation



Floor Plan

St Francis Hospital, Colwell Road, Haywards Heath, West Sussex

Cycle & Bin Store Details (Plots 3-6 & 7-8)

Dwg.no. 696.025.007 / October 2025/ 1:50 Scale @ A2 Landscape

1:50 Scale @ A2 Landscape

0 1 2

0.5 1.5 2.5m

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Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	2 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 12 to 154 (units:)
Range Selected by User: 6 to 215 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 18/12/14

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	1 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	8

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	4

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

Secondary Filtering selection:

Use Class:

C3	11 days

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

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	7 days

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

Travel Plan:

No	11 days

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

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

1 **CB-03-C-01** **BLOCK OF FLATS** **CUMBRIA**
KING STREET

CARLISLE
Town Centre
Built-Up Zone
Total Number of dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

2 **CH-03-C-01** **BLOCKS OF FLATS** **CHESHIRE**
NEW CRANE STREET

CHESTER
Edge of Town Centre
Residential Zone
Total Number of dwellings: 60
Survey date: FRIDAY *17/10/08* *Survey Type: MANUAL*

3 **DC-03-C-01** **BLOCKS OF FLATS** **DORSET**
ABBOTSBURY ROAD

WEYMOUTH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *08/07/08* *Survey Type: MANUAL*

4 **EX-03-C-02** **BLOCK OF FLATS** **ESSEX**
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

5 **GM-03-C-02** **BLOCK OF FLATS** **GREATER MANCHESTER**
WHITWORTH STREET W.

MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 154
Survey date: THURSDAY *13/10/11* *Survey Type: MANUAL*

6 **GM-03-C-03** **BLOCK OF FLATS** **GREATER MANCHESTER**
FAIRFIELD STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 20
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

7 **MS-03-C-01** **BLOCKS OF FLATS** **MERSEYSIDE**
WAPPING ROAD
WAPPING DOCK
LIVERPOOL
Edge of Town Centre
Development Zone
Total Number of dwellings: 114
Survey date: THURSDAY *16/10/03* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **SC-03-C-01** **FLATS** **SURREY**
HEATHCOTE ROAD

CAMBERLEY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 140
Survey date: MONDAY *21/07/08* *Survey Type: MANUAL*

9 **SF-03-C-01** **BLOCKS OF FLATS** **SUFFOLK**
STATION HILL

BURY ST EDMUNDS
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 85
Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

10 **WY-03-C-01** **BLOCK OF FLATS** **WEST YORKSHIRE**
EAST STREET
CROWN POINT
LEEDS
Edge of Town Centre
Development Zone
Total Number of dwellings: 127
Survey date: THURSDAY *13/11/03* *Survey Type: MANUAL*

11 **WY-03-C-02** **BLOCK OF FLATS** **WEST YORKSHIRE**
KINGS MILL LANE
ASPLEY
HUDDERSFIELD
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 12
Survey date: WEDNESDAY *13/09/06* *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
EX-03-C-01	parking > 1.5/unit
NF-03-C-01	high bus provision
WM-03-C-03	parking > 1.5/unit

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	11	79	0.024	11	79	0.118	11	79	0.142
08:00 - 09:00	11	79	0.060	**11**	**79**	**0.167**	**11**	**79**	**0.227**
09:00 - 10:00	11	79	0.056	11	79	0.082	11	79	0.138
10:00 - 11:00	11	79	0.066	11	79	0.082	11	79	0.148
11:00 - 12:00	11	79	0.045	11	79	0.060	11	79	0.105
12:00 - 13:00	11	79	0.074	11	79	0.063	11	79	0.137
13:00 - 14:00	11	79	0.071	11	79	0.082	11	79	0.153
14:00 - 15:00	11	79	0.069	11	79	0.074	11	79	0.143
15:00 - 16:00	11	79	0.077	11	79	0.056	11	79	0.133
16:00 - 17:00	11	79	0.103	11	79	0.063	11	79	0.166
17:00 - 18:00	**11**	**79**	**0.144**	11	79	0.081	11	79	0.225
18:00 - 19:00	11	79	0.117	11	79	0.055	11	79	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.906			0.983			1.889

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

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

Parameter summary

Trip rate parameter range selected:	12 - 154 (units:)
Survey date date range:	01/01/00 - 18/12/14
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	11	79	0.000	11	79	0.000	11	79	0.000
08:00 - 09:00	11	79	0.000	11	79	0.000	11	79	0.000
09:00 - 10:00	11	79	0.000	11	79	0.000	11	79	0.000
10:00 - 11:00	**11**	**79**	**0.002**	11	79	0.001	11	79	0.003
11:00 - 12:00	11	79	0.000	11	79	0.001	11	79	0.001
12:00 - 13:00	11	79	0.000	11	79	0.000	11	79	0.000
13:00 - 14:00	11	79	0.000	11	79	0.000	11	79	0.000
14:00 - 15:00	11	79	0.001	11	79	0.000	11	79	0.001
15:00 - 16:00	11	79	0.002	**11**	**79**	**0.003**	**11**	**79**	**0.005**
16:00 - 17:00	11	79	0.001	11	79	0.001	11	79	0.002
17:00 - 18:00	11	79	0.000	11	79	0.000	11	79	0.000
18:00 - 19:00	11	79	0.000	11	79	0.000	11	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected:	12 - 154 (units:)
Survey date date range:	01/01/00 - 18/12/14
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	11	79	0.000	11	79	0.000	11	79	0.000
08:00 - 09:00	11	79	0.000	11	79	0.000	11	79	0.000
09:00 - 10:00	11	79	0.000	11	79	0.000	11	79	0.000
10:00 - 11:00	11	79	0.000	11	79	0.000	11	79	0.000
11:00 - 12:00	11	79	0.000	11	79	0.000	11	79	0.000
12:00 - 13:00	11	79	0.000	11	79	0.000	11	79	0.000
13:00 - 14:00	11	79	0.000	11	79	0.000	11	79	0.000
14:00 - 15:00	11	79	0.000	11	79	0.000	11	79	0.000
15:00 - 16:00	11	79	0.000	11	79	0.000	11	79	0.000
16:00 - 17:00	11	79	0.000	11	79	0.000	11	79	0.000
17:00 - 18:00	11	79	0.000	11	79	0.000	11	79	0.000
18:00 - 19:00	11	79	0.000	11	79	0.000	11	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.*

Parameter summary

Trip rate parameter range selected:	12 - 154 (units:)
Survey date date range:	01/01/00 - 18/12/14
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	11	79	0.001	**11**	**79**	**0.006**	11	79	0.007
08:00 - 09:00	11	79	0.003	11	79	0.003	11	79	0.006
09:00 - 10:00	11	79	0.002	11	79	0.003	11	79	0.005
10:00 - 11:00	11	79	0.003	11	79	0.005	**11**	**79**	**0.008**
11:00 - 12:00	11	79	0.002	11	79	0.001	11	79	0.003
12:00 - 13:00	11	79	0.001	11	79	0.006	11	79	0.007
13:00 - 14:00	11	79	0.000	11	79	0.001	11	79	0.001
14:00 - 15:00	11	79	0.001	11	79	0.000	11	79	0.001
15:00 - 16:00	11	79	0.000	11	79	0.000	11	79	0.000
16:00 - 17:00	11	79	0.000	11	79	0.000	11	79	0.000
17:00 - 18:00	**11**	**79**	**0.007**	11	79	0.001	11	79	0.008
18:00 - 19:00	11	79	0.002	11	79	0.000	11	79	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.026			0.048

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.

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Parameter summary

Trip rate parameter range selected:	12 - 154 (units:)
Survey date date range:	01/01/00 - 18/12/14
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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