Transport Report

75 Folders Lane,

Burgess Hill,

RH15 0DY

Client: Talbot Developments (Sussex) Ltd

Ref: 13884

Date: December 2025

Contents

Schedule of Appendices

A Site Plan

B Site Access Plan

C Vehicle Tracking Plan

D TRICS Output Data – Existing Use

E TRICS Output Data – Proposed Use

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	15-09-2025	RS	RW	RW
2	19-09-2025	RS	RW	RW
3	28-10-2025	RS	RW	RW
4	11-12-2025	RS	RW	RW

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Talbot Developments (Sussex) Ltd to prepare a Transport Report (TR) in connection with an outline planning application for the proposed development.

The proposed development at 75 Folders Lane involves the demolition of the existing single-storey former NHS building, 'Finches', located on the north side of Folders Lane, west of the B2112. The site is situated within a predominantly residential area with established road links and access to public transport. The proposal seeks to redevelop the site for residential use through the construction of 4 new dwellings, with provision for car and cycle parking.

This Transport Report summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Mid Sussex District Council and are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework (NPPF).

The site can be accessed by sustainable forms of transport such as walking, cycle and by bus. Local bus services have a moderate frequency of services throughout the day to local destinations.

The development will provide:

- Cycle storage compliant with WSCC guidance;
- 12 car parking spaces (1 driveway space + 1 garage spare per dwelling, plus 4 visitor spaces) in accordance with WSCC guidance;
- Refuse storage within the curtilage of each property, and a collection point within 10metres of Folders Lane in line with MSDC guidance;
- 4 x EV charging points (1 per dwelling);
- Suitable visibility splays at the existing site access with Folders Lane;
- Allowance for emergency vehicle access within 45m of all entrances.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development. Using the detailed TRICS database, the development is likely to result in approximately 3 two-way trips in the peak AM period (0800-0900) and 2 two-way trips in the peak PM period (1700-1800).

On their own, the trips generated by the development will not have a detrimental impact on, public transport, cycle and pedestrian networks, and would not result in a highway impact that could be considered as severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

1.1 This Transport Report (TR) has been prepared for Talbot Developments (Sussex) Ltd to support the development of 75 Folders Lane and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 GTA Civils & Transport Ltd has been commissioned by Talbot Developments (Sussex) Ltd to prepare a Transport Report (TR) in connection with an outline planning application for the proposed development.

Policy Context

1.3 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- West Sussex County Council Local Transport Plan (2011-2026);
- West Sussex Parking Guidance for New Developments (2020);
- Mid Sussex District Council Plan (2014-2031);
- Mid Sussex District Council Waste Storage and Collection Guidance for new Developments (2015).

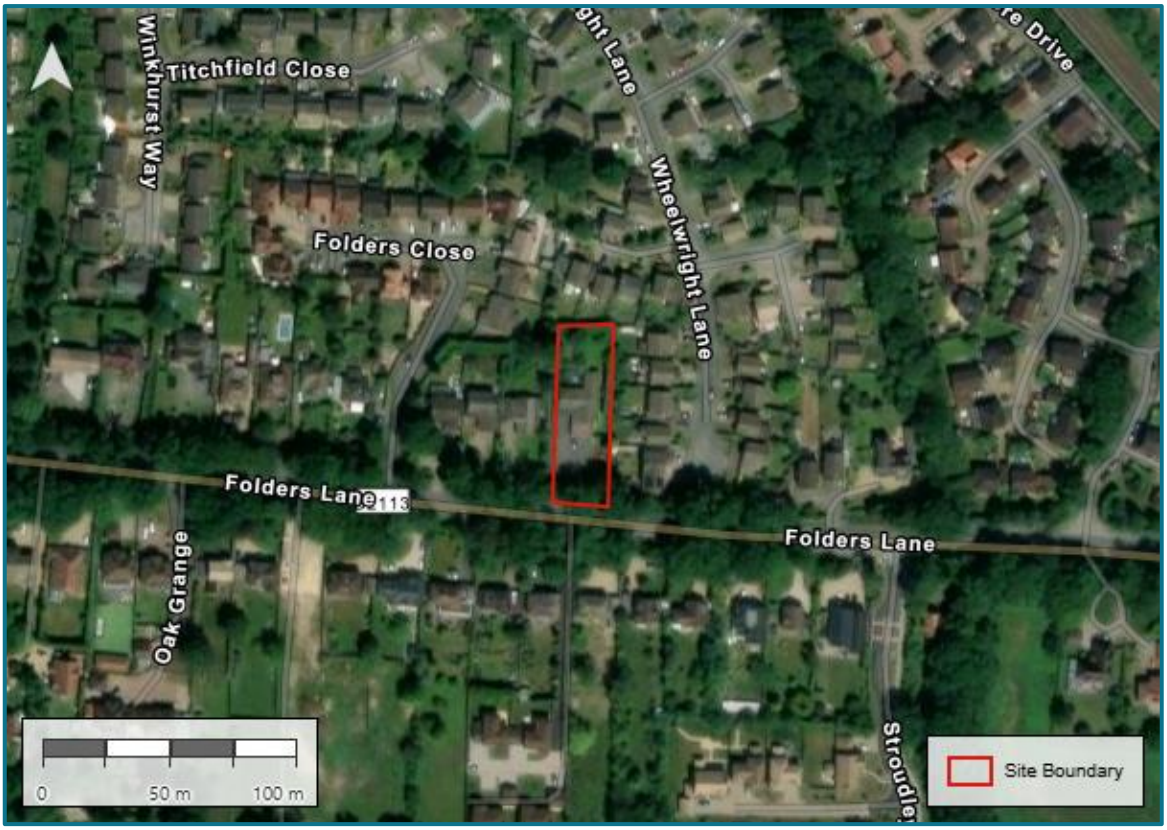
2 Existing Site Details

2.1 The former NHS site, 'Finches' is located on the north side of Folders Lane, west of the B2112. The site comprises a single-storey detached building set within grounds that include parking and gardens associated with the former NHS use of the site.

2.2 The site lies in a predominantly residential area with good road links and convenient access to public transport services.

2.3 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area. An existing site plan is included in **Appendix A**.

Figure 2.1 – Aerial View of Existing Site



3 Local Highway Network

Local Highway Network

3.1 The site is accessed from Folders Lane / B2113, which is suburban/residential in character and is subject to a 30mph speed limit within the site vicinity. There are no footways connecting to the site, though there are footways on the southern side of Folders Lane.

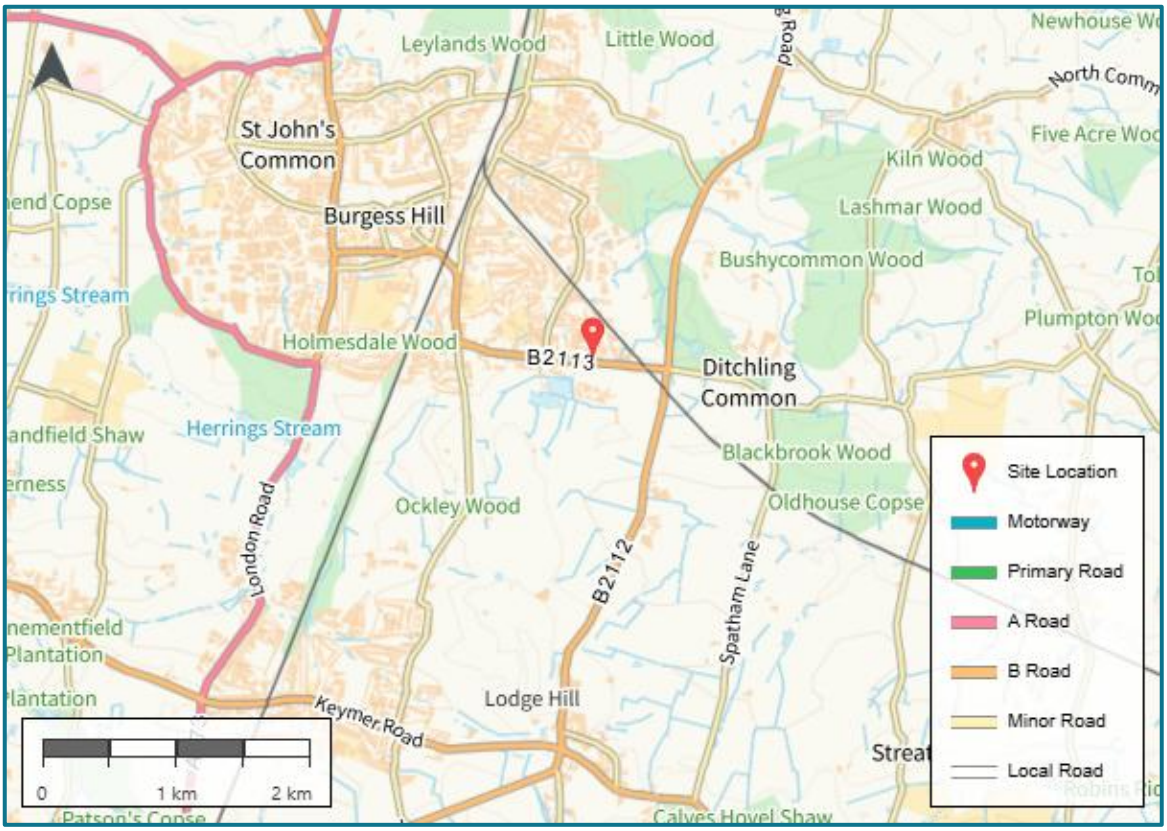
3.2 The B2113 is a short urban road through Burgess Hill, starting at a mini roundabout on the B2036 to the west, heading east through the town centre, and connecting to the B2112 to the east of the site.

3.3 The B2112 is largely a rural road running from Haywards Heath in the north, to Clayton in the south via Ditchling.

3.4 The B2036 provides a link to the strategic highway network with connections to the A273, which links to the A23 to the west. The A23 is a primary north to south route from London to Brighton.

3.5 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network



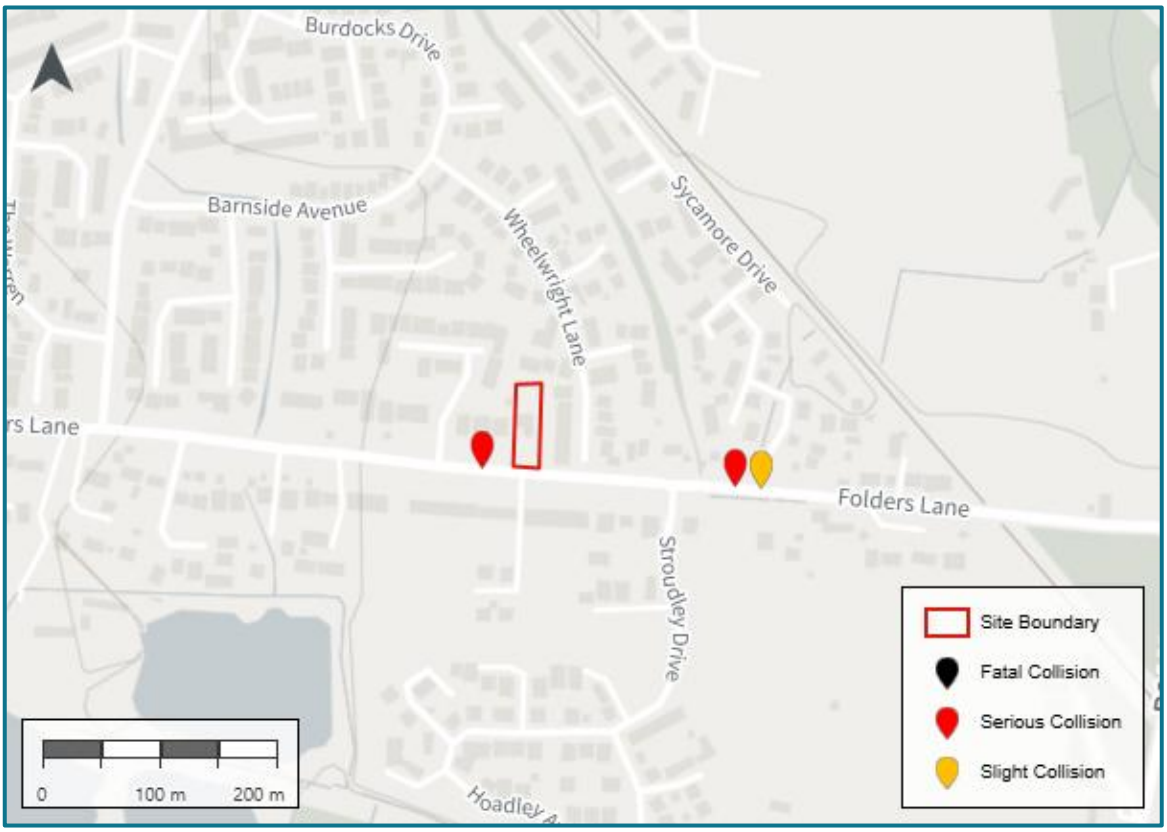
Source: Ordnance Survey

Accident Data

3.6 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Folders Lane within the vicinity of the site access. Within this time period there were 3 recorded accidents within the area surrounding the site (circa 400m radius around the site access).

3.7 **Figure 3.2** shows the locations of incidents in the surrounding area, and **Table 3.1** provides details of those incidents.

Figure 3.2 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

Table 3.1 – Accident Details

Location	Date	Severity	No. of Vehicles	No. of Casualties
35m west of site access	**07-07-2022**	Serious	1	1
180m east of site access	**04-10-2022**	Serious	1	1
205m east of site access	**12-05-2021**	Slight	2	1

3.8 Overall, the local accident incidence rate is low, it is reasonable to conclude that the proposals would not result in a highway safety concern.

4 Modal Choices

4.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

Accessibility by Foot

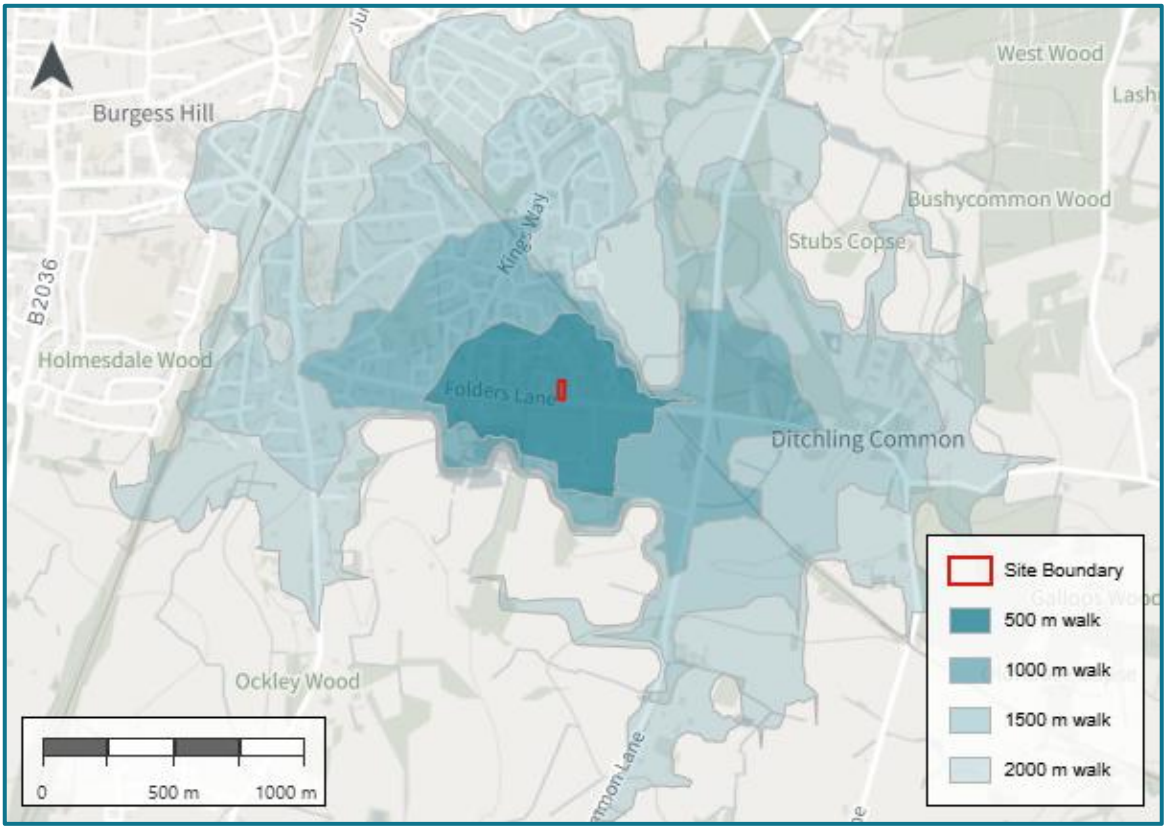
4.2 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.3 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)

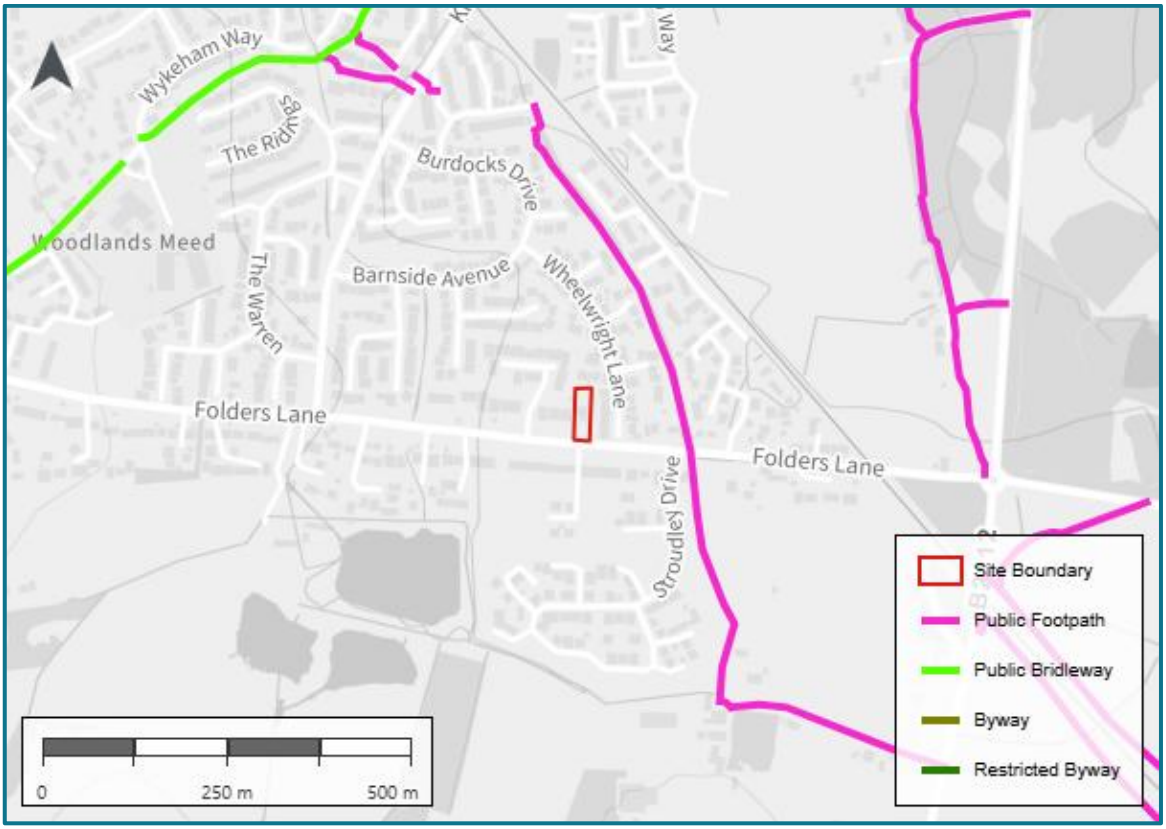
4.4 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.1 – 2km Walking Isochrone



4.5 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4.2**.

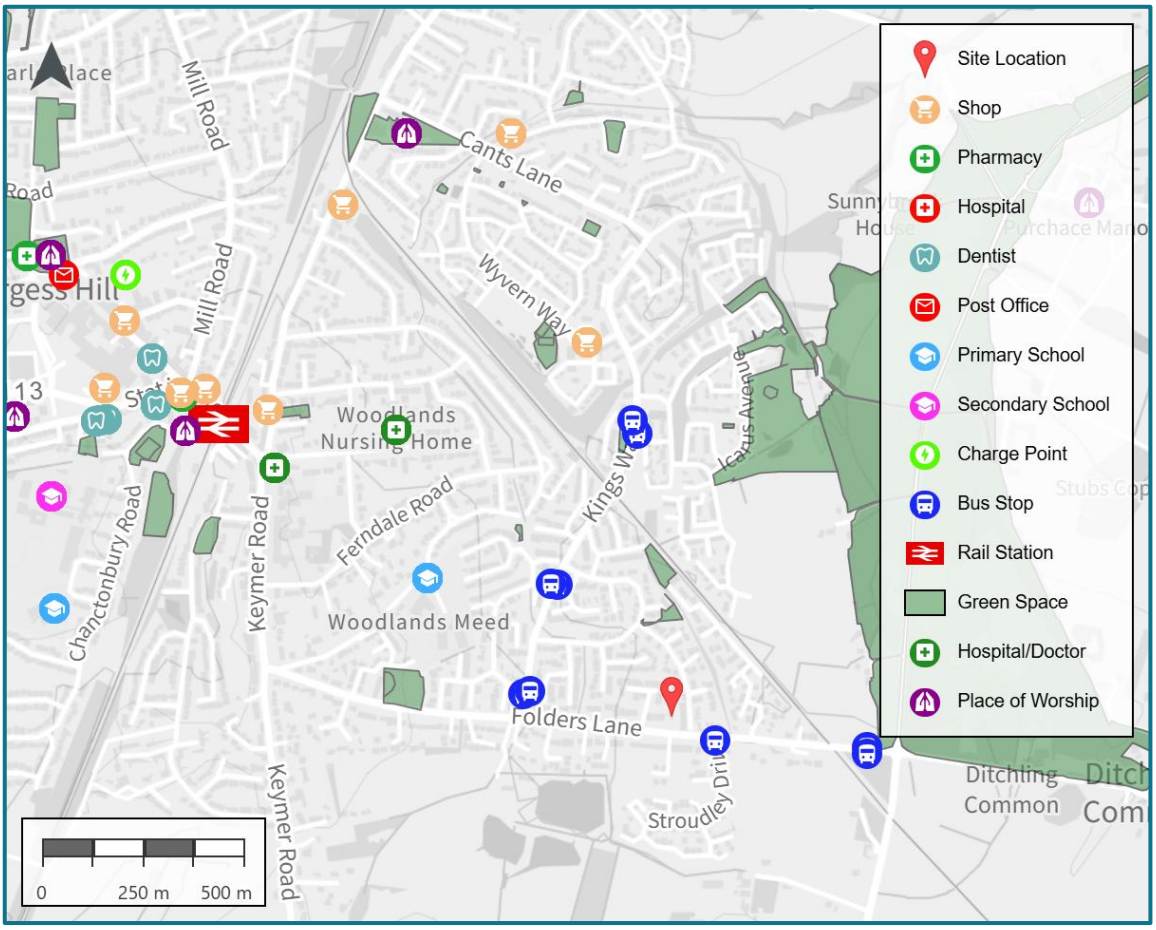
Figure 4.2 – PRoW



Extract from PRoW Map

4.6 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.3** and listed below in **Table 4.1**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.3 – Local Amenities Nearby Site



4.7 There are a number of facilities and services available to future residents this including (but is not limited to):

Table 4.1 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Folders Lane Bus Stops	120 m	3	0.5
Ditchling Common Industrial Estate	1200 m	15	5
Woodlands Meed College Secondary School	1240 m	16	5
Birchwood Grove County Primary School	1320 m	17	5
Co-Op	1420 m	18	5.5
Burgess Hill Girls School	1430 m	18	5.5
Burgess Hill Train Station	1650 m	20	6
Burgess Hill High Street	1650-2000 m	20-25	6-8

4.8 The site benefits from good access to local schools and bus services within short walking distance of the site. There is a wider range of facilities within the maximum 2km walking distance of the site, this including Burgess Hill town centre which includes shops, restaurants, library, GP surgeries etc.

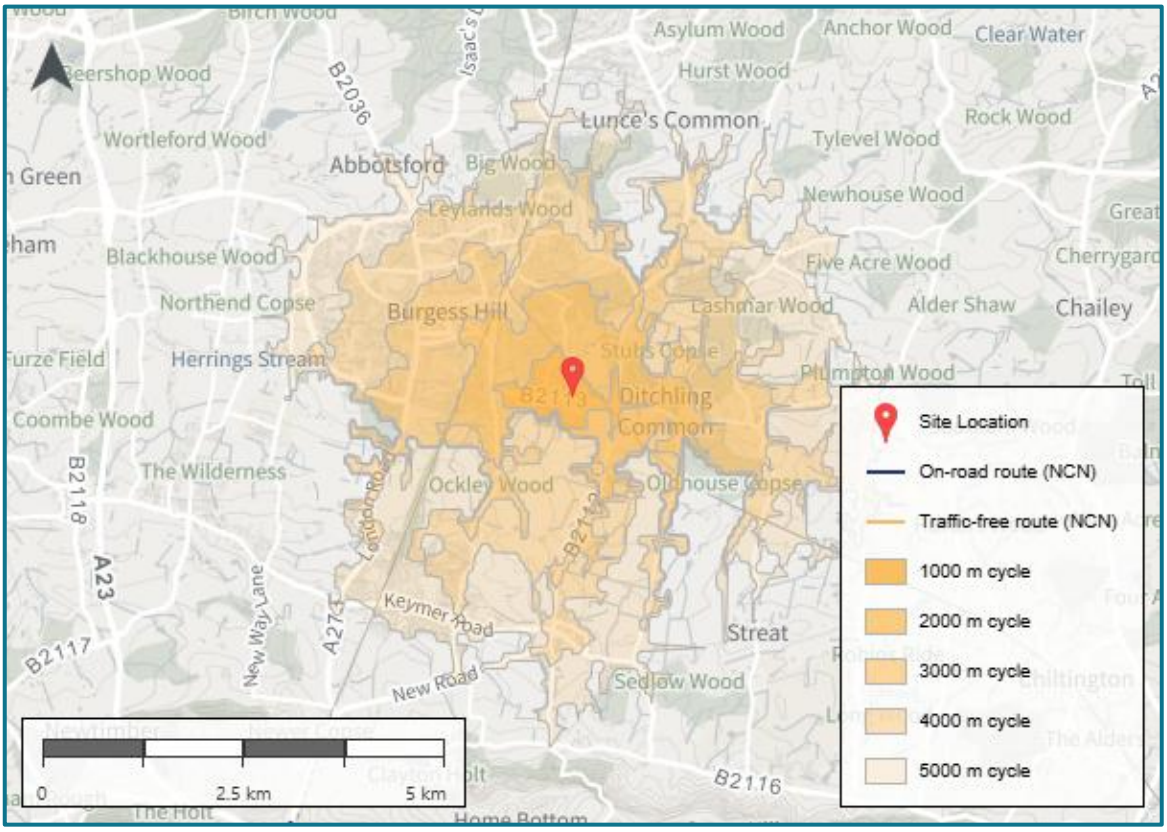
Accessibility by Cycle

4.9 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.10 **Figure 4.4** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.4 – 5km Cycle Isochrone

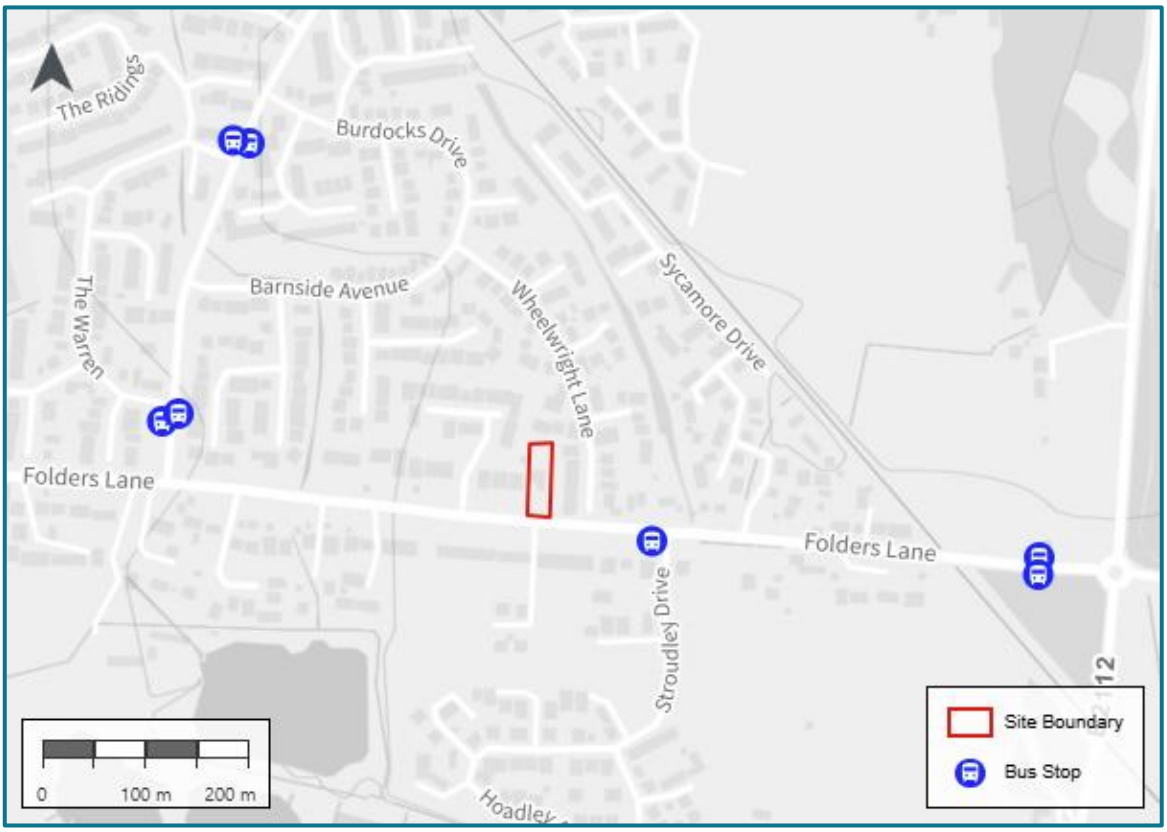


4.11 Burgess Hill is all within 5km of the site. Cycling is likely to be an attractive travel mode for people travelling between the site and the town centre and railway station. Considering that the roads local to the site are urban in character, cycling provides an opportunity to access the site by active modes of transport.

Bus Services

4.12 Bus stops are located adjacent to the site as shown in **Figure 4.5**. The nearest bus stops are located at Stroudley Drive, and Folders Lane and The Warren. The Stroudley Drive stops are located approximately 120m from the site, this represents a 3-minute walk. The above stops are served by route numbers 168,167 and 35C.

Figure 4.5 – Nearest Bus Stops to Site



4.13 **Table 4.2** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 4.2 – Local Bus Service Frequencies

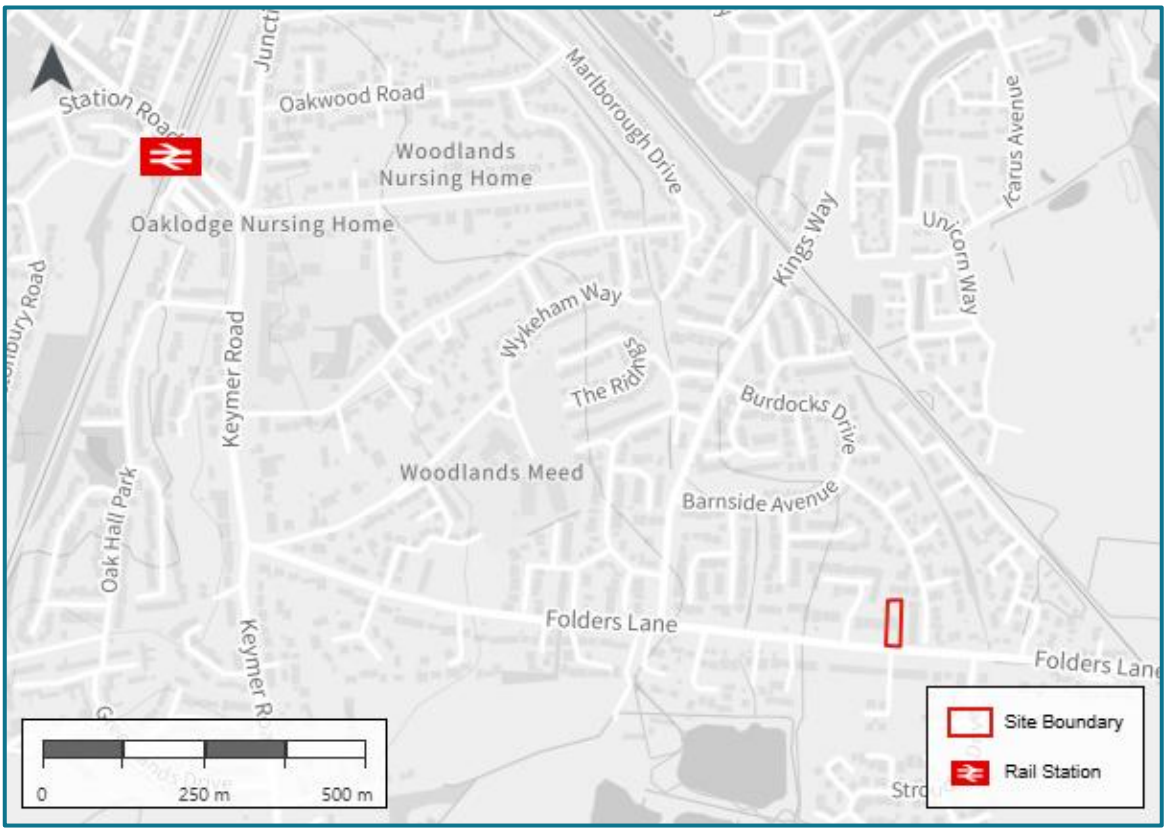
Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Stroudley Drive	**168**	Burgess Hill – Plumpton Circular	1-3 per day	No service	No service
Stroudley Drive	**167**	Lewes – Burgess Hill	1 per day (non-school days only)	No service	No service
The Warren South	**35C**	Burgess Hill Town Service (Clockwise)	1 per hour	11 per day	No service
The Warren South	**35A**	Burgess Hill Town Service (Anti-clockwise)	1 per hour	8 per day	No service

4.14 As **Table 4.2** demonstrates, the above services provide reasonable daytime accessibility, particularly the town circular services. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

Rail Services

4.15 The nearest railway station is Burgess Hill, located approximately 1.65 km from the site, as shown in **Figure 4.6**.

Figure 4.6 – Nearest Rail Stations to Site



4.16 The journey times and service frequencies are set out below in **Table 4.3**.

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Burgess Hill	Brighton	5 / hour	11 mins
Burgess Hill	London Victoria	2 / hour	50 mins
Burgess Hill	Haywards Heath	6 / hour	5 mins
Burgess Hill	London Bridge	4 / hour	49 mins
Burgess Hill	Gatwick Airport	6 / hour	18 mins

4.17 Burgess Hill railway station lies on the Brighton Main Line and is served by both Southern and Thameslink. The station has two platforms with step-free access via ramps, ticket office and machines, waiting rooms, toilets, help points, car parking with accessible bays, and cycle storage.

4.18 Train services are frequent, with around four trains per hour to Brighton and regular northbound services towards London. Typical off-peak frequencies include two trains per hour to London Victoria (Southern) and two Thameslink services per hour towards London Bridge and beyond to Bedford, providing good regional and commuter accessibility.

5 Proposed Development

Development Description

5.1 The proposed development at 75 Folders Lane involves the demolition of the existing single-storey former NHS building, 'Finches', located on the north side of Folders Lane, west of the B2112. The proposal seeks to redevelop the site for residential use through the construction of 4no. x 4-bedroom dwellings, with provision for car and cycle parking within the site boundaries.

5.2 The proposed site layout plan is shown in **Appendix A**.

Proposed Access

5.3 The site is currently accessed from Folders Lane, as shown in **Figure 5.1**. The access narrows at a pinch point to 3.5metres between the brick setts either side of the access, this widens to 4.1metres within the site.

Figure 5.1 – Site Access

5.4 MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4m is the appropriate X distance for most roads.

5.5 On the basis of the 30mph speed limit, in accordance with MfS1, visibility splays of 2.4m x 43m are required, and are achievable in each direction as shown on the access plan contained at **Appendix B**. Therefore, adequate visibility to meet the Manual for Streets standards is achievable at the access as existing.

5.6 The existing vegetation along the site frontage will be cut back and maintained to ensure adequate visibility splays remain achievable with no solid obstruction above 0.6m.

Car Parking

5.7 The proposed development will provide 12 car parking spaces (1 driveway space and 1 garage space per dwelling) and 4 visitor parking spaces. Of these spaces, 4 will be provided with active EV charging points (1 per dwelling). This is compliant with the WSCC standards which require provision to accommodate a total demand of approximately 9 spaces.

5.8 **Table 5.1** details the WSCC 'Guidance on Parking at New Developments' (2020) requirements below. The site is located in PBZ4 and is required to provide 9 (8.8) parking spaces.

Table 5.1 – WSCC Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

5.9 The WSCC parking guidance states 'no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling'. As the parking is proposed as allocated, the visitor parking demand is approximately 1 (0.8) spaces.

5.10 The WSCC guidance also states 'active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide passive provision'.

5.11 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), electric vehicle charge points are provided at 1 per dwelling (total 4 EV spaces).

Cycle Parking

5.12 The provision of cycle parking is designed in accordance with the residential parking standards set out in the WSCC guidance states the following minimum cycle parking requirements, see **Table 5.2** below.

Table 5.2 – WSCC Minimum Levels of Cycle Provision – Residential Use

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

5.13 WSCC cycle parking standards require 2 cycle parking spaces per 3+ bedroom house. Overall, the proposed development has a total cycle parking demand of 8 cycle parking spaces. Accordingly, the proposed development conforms with WSCC cycle parking standards by providing 2 cycle parking spaces per dwelling in garden sheds.

Servicing and Emergency Vehicle Access

5.14 Bin storage will be provided within the curtilage of each residential property. Residents will be required to move their bins to the bin collection point at the site frontage, within 10metres of Folders Lane, where refuse vehicles will stop to service the site. Refuse vehicles will not be required to enter the site.

5.15 The site will be designed in accordance with Mid Sussex District Council's Waste Storage and Collection Guidance for new Developments (2015) which states within paragraph 6.1.4:

- The Councils standard collection procedure is to collect bins from kerbside locations at each property. If access is not possible to the whole of (or part of) a development, it may be necessary for residents to present their bins at a designated collection point within 10 metres of where the waste freighter can get to.
- Shared collection points should be constructed using hard standing, and large enough to take 1 bin from each property that is to use the area. Collection points should not be covered or designed as a bin store (such as those used at apartment blocks) to minimise the risk of residents choosing to leave bins in these areas on a permanent basis.
- The Council does not support the use of communal bins in developments of (or parts of) individual properties that have space for storage of individual bins.

5.16 A fire appliance will be able to reach within 45 metres of all points of each dwelling in accordance with the Building Regulations., which also states that fire service vehicles should not have to reverse more than 20metres. Vehicle tracking for a fire appliance can be viewed in **Appendix C,** which demonstrates a maximum hose length of 45metres and 20metre reversing distance.

6 Trip Generation

Existing Trip Generation – TRICS Analysis

6.1 The existing site is currently occupied by a single-storey building, 'Finches', which was formerly an NHS children's care facility. Vehicle trip generations associated with the sites existing use have been included within in order to ensure a robust assessment.

6.2 To determine potential traffic generation from the existing site, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of different land uses.

6.3 The TRICS database has been interrogated for appropriate matches to the use of NHS care facility, assessed as a GP surgery, with the following relevant parameters being applied:

- Survey Year: Post 2016 surveys;
- Days: Weekdays only;
- Location: Suburban area, Edge of town, Neighbourhood centre location types;
- Gross floor area: 40-500sqm;
- Car Ownership: From 0.6 to 2.

6.4 **Table 6.2** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Vehicle Trip Rates & Resultant Trips for Existing Site

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rates (100sqm)	2.003	0.878	2.881	0.703	1.405	2.108	20.344	20.343	40.687
Total Trips (250sqm)	5	2	7	2	4	5	51	51	102

Resultant trips rounded to the nearest whole number

6.5 The full details of the TRICS assessment can be seen in **Appendix D**.

Proposed Trip Generation – TRICS Analysis

6.6 The proposed development is for 4no. residential dwellings. The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:

- Survey Year: Post 2015 surveys;
- Days: Weekdays only;
- Location: Suburban area, Edge of town, Neighbourhood centre location types;
- Number of units: 4-20 Units;
- Car Ownership: From 0.6 to 2.

6.7 **Table 6.2** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.2 – TRICS Vehicle Trip Rates & Resultant Trips for Development (4 Dwellings)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rates (100sqm)	0.272	0.390	0.662	0.316	0.243	0.559	2.647	2.722	5.369
Total Trips (4 Dwells)	1	2	3	1	1	2	11	11	21

Resultant trips rounded to the nearest whole number

6.8 The full details of the TRICS assessment can be seen in **Appendix E**.

Summary of Trips

6.9 Using the information from the TRICS database, when considering the proposed development trips as new, with no consideration of the potential trips generated by the existing site use, the proposed 4 dwellings are likely to lead to:

- Around 3 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 2 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 21 two-way daily weekday vehicle trips are forecast.

6.10 The net vehicle trip impact is shown in **Table 6.3** below, on the basis of 300m^2 existing care facility use, and a change of use to provide 4 new residential dwellings.

Table 6.3 – Net Vehicle Trip Impact

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Existing	5	2	7	2	4	5	51	51	102
Proposed	1	2	3	1	1	2	11	11	21
NET TRIP IMPRACT	-4	-1	-5	0	-3	-3	-40	-40	-80

6.11 The above comparison demonstrates the development is likely to result in an overall reduction of 3-5 vehicle trips in peak hours.

6.12 Even without consideration of the existing site use vehicle trip generation, the proposed development is likely to result in 2-3 two-way vehicle trips in peak hours, this equates to approximately 1 vehicle every 20-30 minutes which is considered negligible.

6.13 Based on the TRICS analysis, the likely traffic generation of the proposed development can easily be accommodated on the local highway network in peak hours and no further assessment or mitigation of highway impact is required.

7 Conclusion

7.1 This Transport Report has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.

7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.

7.3 The proposed development at 75 Folders Lane comprises the demolition of the existing single-storey former NHS building, 'Finches', and the construction of 4 new 4-bedroom residential dwellings with associated car and cycle parking.

7.4 The site is located on the north side of Folders Lane, west of the B2112, in a predominantly residential area with good road links and access to public transport and local amenities.

7.5 Access to the site is via Folders Lane as existing, this access point will be retained to serve the proposed development. The access road width is 4.1metres internally which allows two cars to pass and the existing access achieves MfS1 compliant visibility splays of 2.4metres x 43metres.

7.6 Using the detailed TRICS database, the development is likely to result in approximately 3 two-way trips in the peak AM period (0800-0900) and 2 two-way trips in the peak PM period (1700-1800).

7.7 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.

7.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Site Layout Plan

File Location: /Users/markadams1/Library/CloudStorage/OneDrive-DatumArchitectsLimited/DA2509_FOLDERS_LANE/DA2509_CAD-PLANNING/DA2509_P_FOLDERS_LANE_v9_r28.pln

0 5m 10m

1:100 scale

Rev	Description	Issued By	Issue Date

N

Existing Hedgerow to be retained

Existing tree retained

Existing tree retained

14.4m

3 Living GIA: 50 m² St. Dining Hall Kitchen WC M4(1) Garage GIA: 18 m²

4 Living GIA: 50 m² St. Dining Hall Kitchen WC M4(1) Garage GIA: 18 m²

V V

45m FIRE SERVICE ACCESS

Communal planting & trees

Outline of demolished building

16.0m

New communal hedging

V

Communal planting & trees

New communal hedging

WC M4(1) Kitchen Hall Dining St. Garage GIA: 18 m² GIA: 50 m² Living 1

WC M4(1) Kitchen Hall Dining St. Garage GIA: 18 m² GIA: 50 m² Living 2

V

73

Existing Hedgerow to be retained

Fire service vehicle

16.5m

Refuse kerbside collection point

14.6m

Existing Hedgerow to be retained

Existing trees to be retained

Existing Vehicle Access

FOLDERS LANE

datum architects

Client

TALBOT DEVELOPMENTS (SUSSEX) LTD

Project

75 FOLDERS LANE BURGESS HILL

Drawing Title

PROPOSED SITE PLAN

Drawing Scale(s)

1:100 @ A1

Status

PLANNING

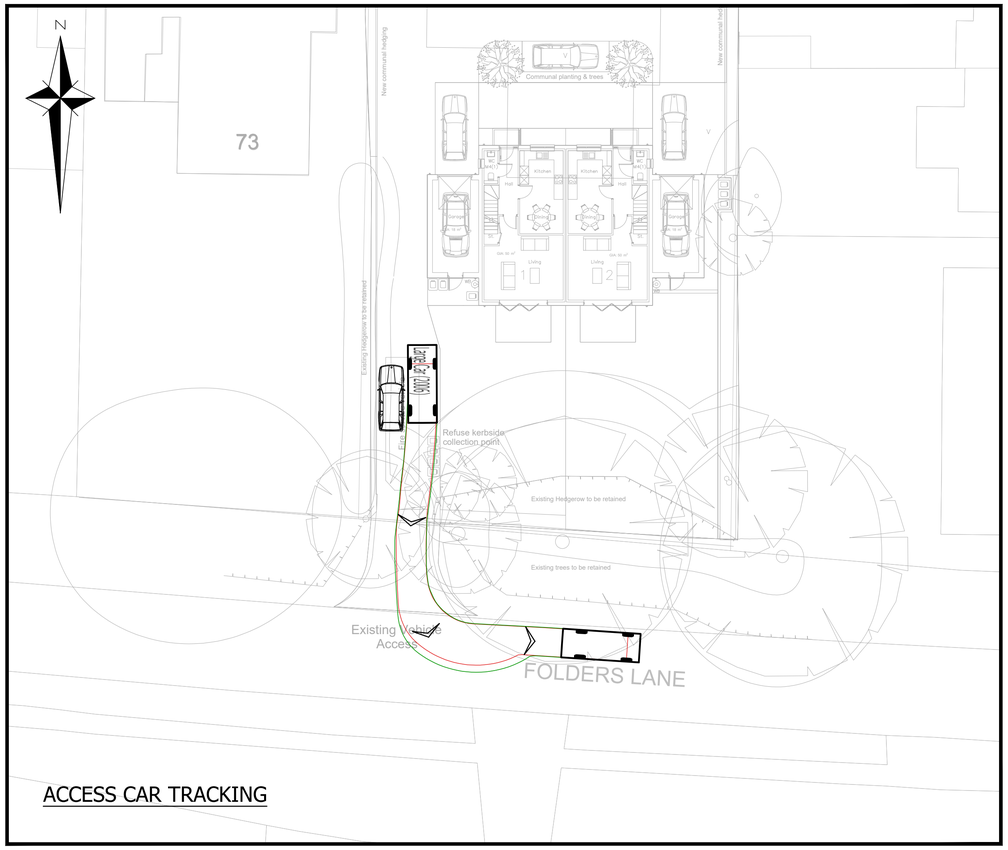
Drawing Number

PROJECT - STAGE - DRAWING - REVISION

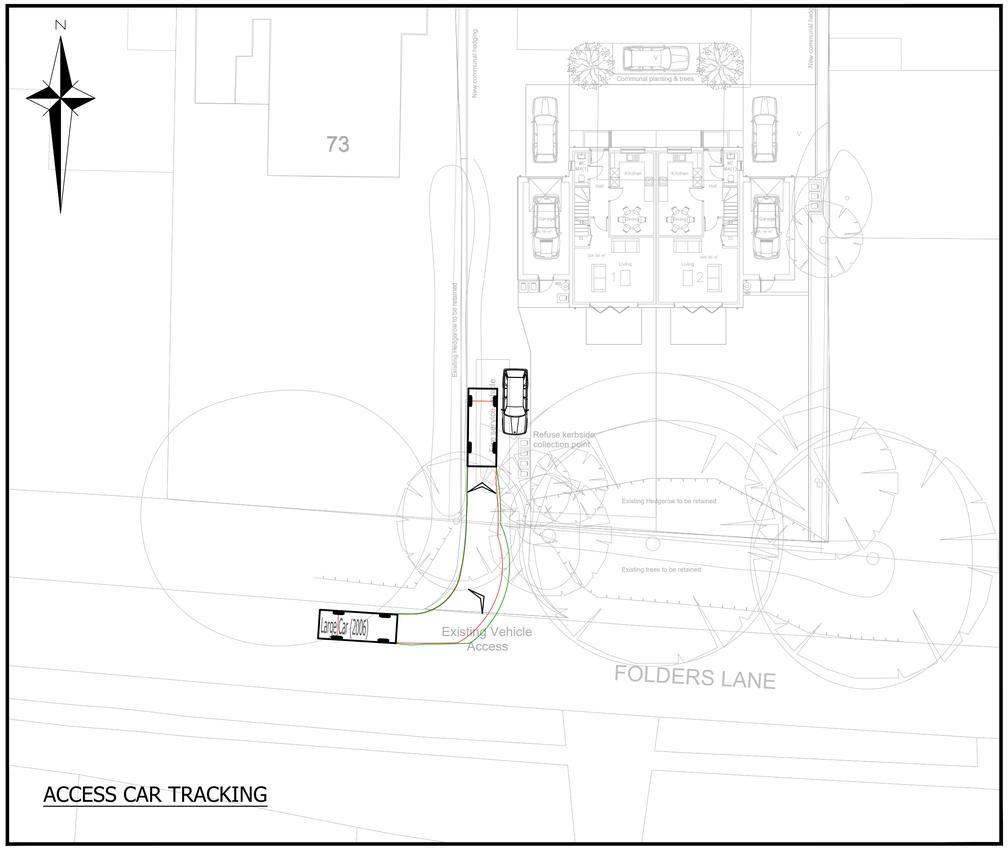
DA2509-P-05

Appendix B

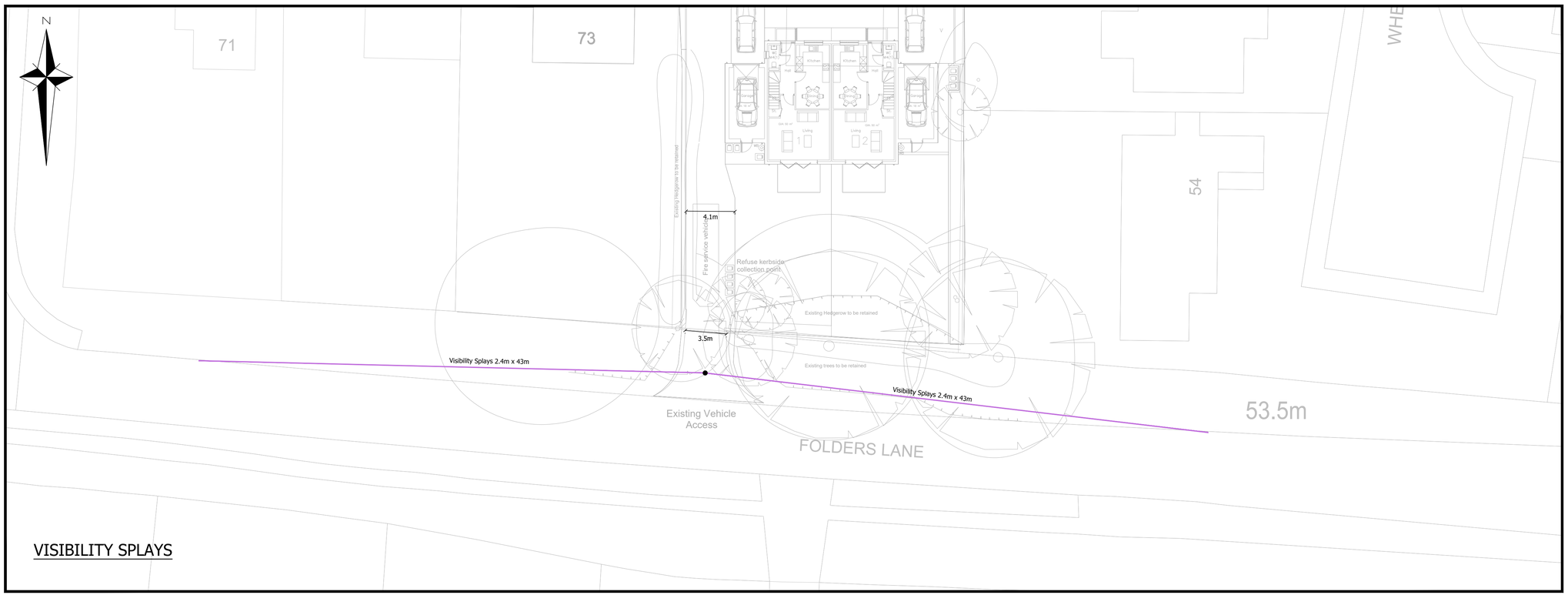
Access Plan



ACCESS CAR TRACKING



ACCESS CAR TRACKING



VISIBILITY SPLAYS

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

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6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.

8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.

9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Vehicle wheels outline

Vehicle Body envelope

Rev	Amendments	Date	Dsn	Chk
P4	UPDATED LAYOUT	11.12.2025	RS	JMW
P3	UPDATED LAYOUT	28.10.2025	RS	JMW
P2	UPDATED LAYOUT	15.09.2025	RS	JMW
P1	INITIAL ISSUE	16.06.2025	RS	JMW

Status: PRELIMINARY

Client: TALBOT DEVELOPMENTS (SUSSEX) LTD

Architect:

Project: 75 FOLDERS LANE
BURGESS HILL

Title: ACCESS PLAN

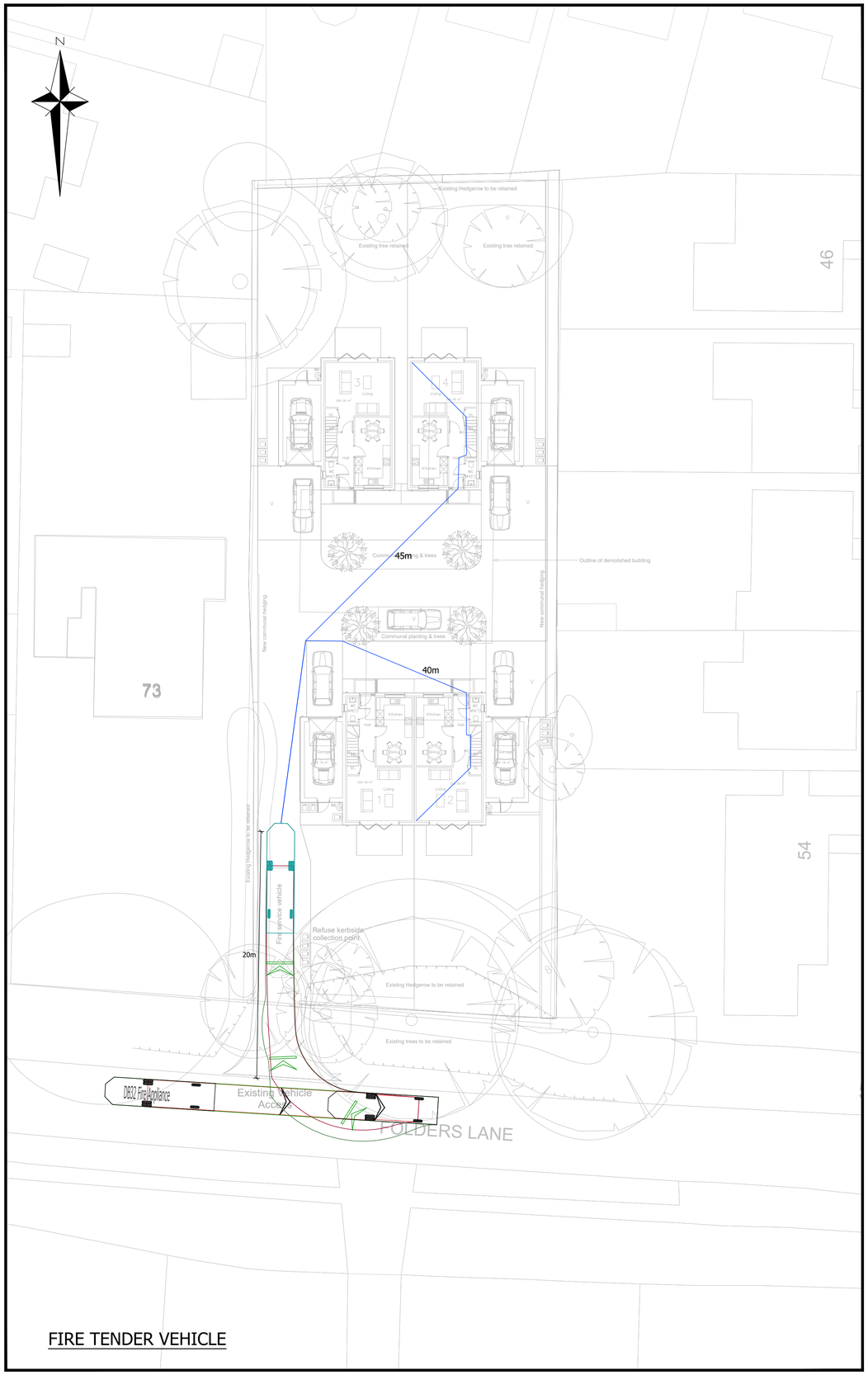
Date: SEPTEMBER 2025	Scale @ A1: 1:200
Clients Ref.:	Project Ref.: 13884

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

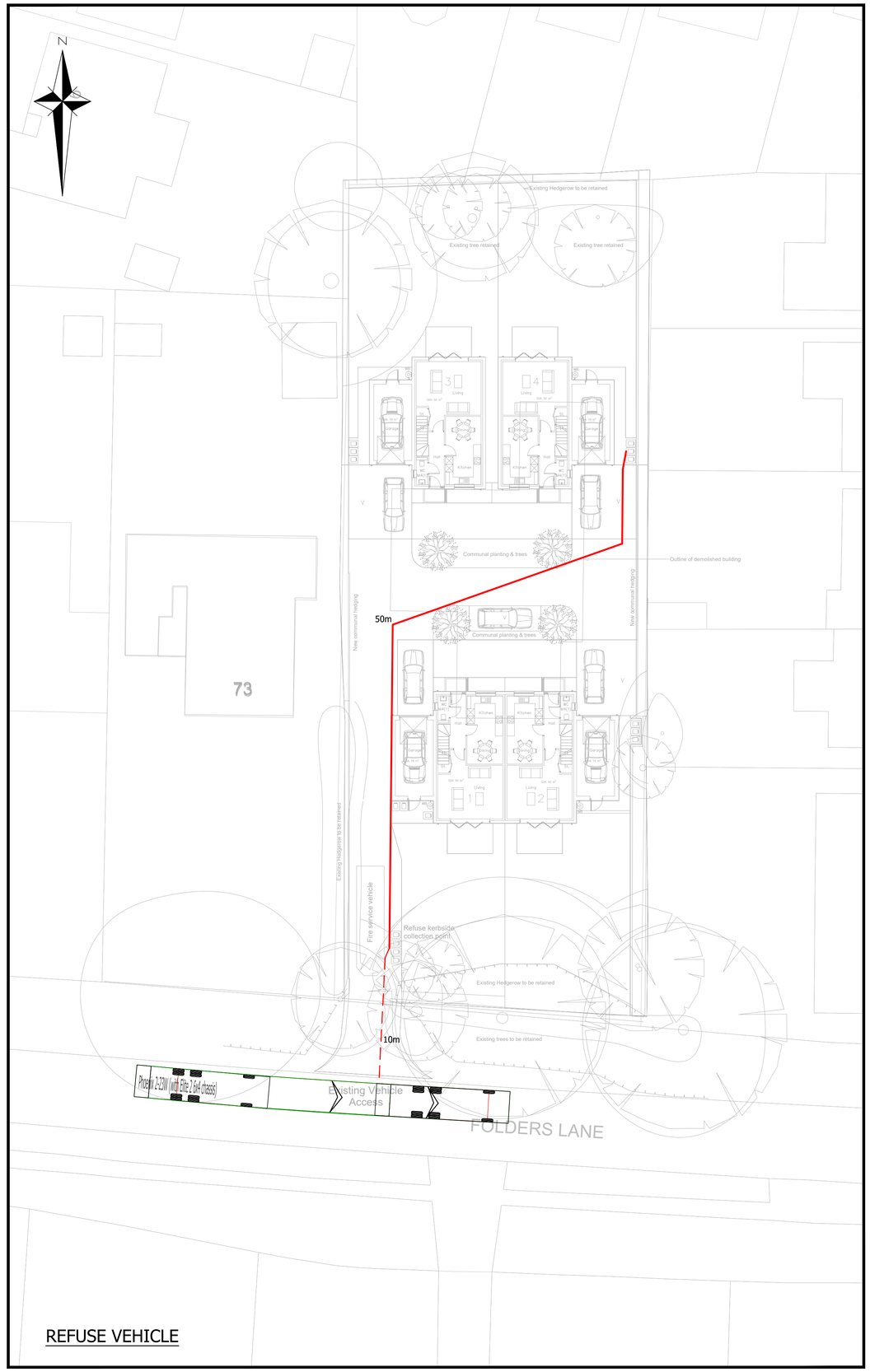
Drawing Number: 13884/2200	Rev.: P4

Appendix C

Vehicle Tracking Plan



FIRE TENDER VEHICLE



REFUSE VEHICLE

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

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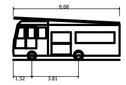
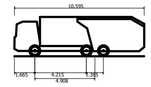
8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.

9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.



DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Vehicle wheels outline

Vehicle Body envelope

25m — Collection distance for operatives (Max 25m)

30m — Drag distance for residents (Max 30m)

45m — Fire hose (Max 45m)

Rev	Amendments	Date	Dsn	Chk
P3	UPDATED LAYOUT	11.12.2025	RS	JMW
P2	UPDATED LAYOUT	28.10.2025	RS	JMW
P1	INITIAL ISSUE	15.09.2025	RS	JMW

Status: PRELIMINARY

Client: TALBOT DEVELOPMENTS (SUSSEX) LTD

Architect:

Project: 75 FOLDERS LANE
BURGESS HILL

Title: VEHICLE TRACKING PLAN

Date: SEPTEMBER 2025	Scale @ A1: 1:200
Clients Ref.:	Project Ref.: 13884

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

Drawing Number: 13884/2100	Rev.: P3

Appendix D

TRICS Output Data – Existing Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: G - GP SURGERIES

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HG	HARINGEY	1 day
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
03	**SOUTH WEST**		
	SD	SWINDON	1 day
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 day
	HI	HIGHLAND	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day

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:	GFA
Actual Range:	215 to 480 (units:sqm)
Range Selected by User:	40 to 500 (units:sqm)
Parking Spaces Range:	0 - 92

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/06/24

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

Selected survey days:

Friday	3 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre (PPS6 Local Centre)	6 days
Suburban Area (PPS6 Out of Centre)	2 days

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

Selected Location Sub Categories:

Residential Zone	7 days
Village	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	4 days

Secondary Filtering Selection:

Use Class:

E(e)	9 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	6 surveys
1.1 to 1.5	1 surveys
1.6 to 2.0	2 surveys

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

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 surveys

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

PTAL Rating:

4 - Good	1 surveys
No PTAL Present	8 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1	**CV-05-G-02**	**GP SURGERY**	**CAVAN**

DRUMALEE MANOR
CAVAN
DRUMALEE
Edge of Town
Residential Zone
Gross floor area: 300 sqm
Survey date: Friday 15/09/2023 Survey Type: Manual

2	**DL-05-G-02**	**GP SURGERY**	**DUBLIN**

SAINT BRIGID'S ROAD LOWER
DUBLIN
DRUMCONDRA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Gross floor area: 308 sqm
Survey date: Wednesday 23/11/2016 Survey Type: Manual

3	**DL-05-G-03**	**GP SURGERY**	**DUBLIN**

THE DUNES
PORTMARNOCK
BURROW
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 230 sqm
Survey date: Wednesday 20/06/2018 Survey Type: Manual

4	**ES-05-G-02**	**MEDICAL CENTRE**	**EAST SUSSEX**

JUZIERS DRIVE
EAST HOATHLY
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 215 sqm
Survey date: Wednesday 13/07/2016 Survey Type: Manual

5	**GC-05-G-01**	**GP SURGERY**	**GLASGOW CITY**

POLLOKSHAWS ROAD
GLASGOW
SHAWLANDS
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 480 sqm
Survey date: Tuesday 26/11/2019 Survey Type: Manual

6	**HG-05-G-01**	**GP SURGERY**	**HARINGEY**

ARCADIAN GARDENS
WOOD GREEN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 360 sqm
Survey date: Friday 10/06/2022 Survey Type: Manual

7	**HI-05-G-02**	**GP SURGERY**	**HIGHLAND**

HARRIS ROAD
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Gross floor area: 290 sqm
Survey date: Tuesday 08/06/2021 Survey Type: Manual

8	**LE-05-G-02**	**GP SURGERY**	**LEICESTERSHIRE**

THE SANDS
NEAR MELTON MOWBRAY

LONG CLAWSON
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 363 sqm
Survey date: Tuesday 29/11/2016 Survey Type: Manual

9 **SD-05-G-01** **GP SURGERY** **SWINDON**
CRICKDALE ROAD
SWINDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 300 sqm
Survey date: Friday 23/09/2016 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CF-05-G-02	05-10-2016	N/A
FI-05-G-03	21-03-2016	N/A
SC-05-G-02	22-06-2016	N/A

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**9**	**316**	**0.597**	**0.105**	**0.702**
08:00-09:00	**9**	**316**	**2.003**	**0.878**	**2.881**
09:00-10:00	**9**	**316**	**2.354**	**2.108**	**4.462**
10:00-11:00	**9**	**316**	**2.600**	**2.495**	**5.095**
11:00-12:00	**9**	**316**	**2.635**	**2.670**	**5.305**
12:00-13:00	**9**	**316**	**1.581**	**2.178**	**3.759**
13:00-14:00	**9**	**316**	**1.651**	**1.581**	**3.232**
14:00-15:00	**9**	**316**	**2.741**	**2.214**	**4.955**
15:00-16:00	**9**	**316**	**1.687**	**1.933**	**3.620**
16:00-17:00	**9**	**316**	**1.581**	**1.933**	**3.514**
17:00-18:00	**9**	**316**	**0.703**	**1.405**	**2.108**
18:00-19:00	**9**	**316**	**0.211**	**0.843**	**1.054**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**20.344**	**20.343**	**40.687**

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:	40 - 500 (units: sqm)
Survey date date range:	13/07/2016 - 15/09/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Appendix E

TRICS Output Data – Proposed Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 day
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	MW	MEDWAY	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BY	BARNSLEY	1 day
	NY	NORTH YORKSHIRE	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	1 day

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:	DWELLS
Actual Range:	0.19 to 1.169 (units:DWELLS)
Range Selected by User:	4 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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

Selected survey days:

Friday	1 days
Monday	2 days
Wednesday	8 days

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

Selected survey types:

Manual count	11
Direction ATC Count	0

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

Selected Locations:

Edge of Town	6 days
Neighbourhood Centre (PPS6 Local Centre)	3 days
Suburban Area (PPS6 Out of Centre)	2 days

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

Selected Location Sub Categories:

Residential Zone	8 days
Village	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	7 days
Servicing vehicles Included	4 days

Secondary Filtering Selection:

Use Class:

C3	11 surveys

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

Population within 500m Range:

560 - 9806

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	4 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	2 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	2 surveys

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

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 surveys
Yes	4 surveys

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

PTAL Rating:

1a (Low) - Very poor	1 surveys
No PTAL Present	10 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1	**BY-03-A-01**	**BUNGALOWS & DETACHED**	**BARNSLEY**

CHURCH LANE
NEAR BARNSLEY
WORSBROUGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 1.169 hect
Survey date: Wednesday 09/09/2020 Survey Type: Manual

2	**DN-03-A-06**	**DETACHED HOUSING**	**DONEGAL**

GLENFIN ROAD
BALLYBOFEY
Edge of Town
Residential Zone
Site area: 1.02 hect
Survey date: Wednesday 10/10/2018 Survey Type: Manual

3	**EN-03-A-02**	**DETACHED HOUSES**	**ENFIELD**

DUCHY ROAD
HADLEY WOOD
Edge of Town
Residential Zone
Site area: 0.67 hect
Survey date: Wednesday 14/09/2022 Survey Type: Manual

4	**ES-03-A-06**	**MIXED HOUSES**	**EAST SUSSEX**

BISHOPS LANE
RINGMER
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 0.99 hect
Survey date: Wednesday 16/06/2021 Survey Type: Manual

5	**HF-03-A-05**	**TERRACED HOUSES**	**HERTFORDSHIRE**

HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Site area: 0.19 hect
Survey date: Monday 05/06/2023 Survey Type: Manual

6	**KC-03-A-09**	**MIXED HOUSES & FLATS**	**KENT**

WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 1.11 hect
Survey date: Wednesday 09/06/2021 Survey Type: Manual

7	**MW-03-A-01**	**DETACHED & SEMI-DETACHED**	**MEDWAY**

ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 0.2 hect
Survey date: Friday 22/09/2017 Survey Type: Manual

8	**MW-03-A-02**	**MIXED HOUSES**	**MEDWAY**

OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Site area: 0.7 hect
Survey date: Monday 06/06/2022 Survey Type: Manual

9 **NF-03-A-10** **MIXED HOUSES & FLATS** **NORFOLK**
HUNSTANTON ROAD
HUNSTANTON
Edge of Town
Residential Zone
Site area: 0.7 hect
Survey date: Wednesday 12/09/2018 Survey Type: Manual

10 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.3 hect
Survey date: Wednesday 10/05/2017 Survey Type: Manual

11 **WM-03-A-07** **DETACHED HOUSES** **WEST MIDLANDS**
EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.78 hect
Survey date: Wednesday 18/09/2024 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05
VG-03-A-01	08-05-2017	N/A

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**11**	**12**	**0.147**	**0.265**	**0.412**
08:00-09:00	**11**	**12**	**0.272**	**0.390**	**0.662**
09:00-10:00	**11**	**12**	**0.103**	**0.132**	**0.235**
10:00-11:00	**11**	**12**	**0.162**	**0.199**	**0.361**
11:00-12:00	**11**	**12**	**0.184**	**0.162**	**0.346**
12:00-13:00	**11**	**12**	**0.235**	**0.199**	**0.434**
13:00-14:00	**11**	**12**	**0.272**	**0.257**	**0.529**
14:00-15:00	**11**	**12**	**0.191**	**0.243**	**0.434**
15:00-16:00	**11**	**12**	**0.250**	**0.191**	**0.441**
16:00-17:00	**11**	**12**	**0.265**	**0.265**	**0.530**
17:00-18:00	**11**	**12**	**0.316**	**0.243**	**0.559**
18:00-19:00	**11**	**12**	**0.250**	**0.176**	**0.426**
19:00-20:00	**1**	**9**	**0.111**	**0.111**	**0.222**
20:00-21:00	**1**	**9**	**0.111**	**0.000**	**0.111**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.869**	**2.833**	**5.702**

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:	4 - 20 (units: DWELLS)
Survey date date range:	10/05/2017 - 18/09/2024
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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




Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk
GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02

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