

TRANSPORT STATEMENT

RESIDENTIAL DWELLINGS

BROOKHILL ROAD, COPTHORNE, CRAWLEY, RH10 3QX



Client: Westcoast Developments

Reference: ADL/AM/6033/08A

Date: April 2026

REPORT CONTROL

Document: Transport Statement

Project: Brookhill Road

ADL Reference: 6033

Client:

Westcoast Developments,
First Floor,
154 Commercial Road,
Poole,
Dorset,
B414 OJJ

Primary Author	Ben Harnett
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Initialed:	BH
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Contributor	Andy Miles
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Initialed:	AM
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Review by	Andy Miles
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Initialed:	AM
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1	08.04.2026	Planning - Residential	AM

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by 'Westcoast Developments' (the Applicant), to prepare this Transport Statement (TS) in support of a residential development at the rear of the site of 'The Prince Albert' public house, Copthorne Bank, Copthorne, Crawley, RH10 3QX. It is proposed that The Prince Albert PH will be retained at the site.
- 1.1.2 This Transport Statement (TS) provides an assessment of the transport implications of developing the site.
- 1.1.3 The report will set out the planning history, site location, accessibility by non-car users, development proposals and an assessment of the traffic impact and car parking standards for the benefit of Mid Sussex District Council as Planning Authority and West Sussex County council as Highway Authority.

Planning History

- 1.1.4 Planning permission (ref. DM/19/0134) was approved in April 2019 for a 2-storey rear extension at the pub with external staircase to provide 8 letting rooms with kitchen, disabled toilet and staff accommodation. The Local Highways Authority had been consulted and made the following comments:

"The existing access serving the development is considered acceptable, with an acceptable level of visibility."

"It is noted that Copthorne has a post office and small store a very short distance of the application site. As such, there are some basic services within a reasonable walking distance."

- 1.1.5 Pre-application advice from West Sussex County Council (WSCC) was given on the 22.02.2024 in response to the proposed new-build convenience store and residential development at the site of 'The Prince Albert' public house.
- 1.1.6 An application was subsequently submitted and validated under reference DM/24/2957 for a convenience store and residential development. The application was recommended for approval at committee, but ultimately refused for a non-highway reason:
- “The design of the proposed apartment block and retail unit building would have an adverse impact on the character and appearance of the area, specifically due to the scale, bulk and height of the apartment block in relation to the public house and Boundary Cottage, and the unsympathetic design and appearance of the retail unit building. The proposal is therefore contrary to policy DP26 of the Mid Sussex District Plan, policies CNP1, CNP2 and CNP11 of the Copthorne Neighbourhood Plan and the Mid Sussex Design Guide. The Council recognises that it is currently not able to demonstrate a five-year supply of deliverable housing sites and having regard to paragraph 11d)ii) of the NPPF, while limited positive weight has been given to the proposed apartments, the adverse impacts identified (substantial harm to the character and appearance of the area) are considered to significantly and demonstrably outweigh the benefits. As such, there are no material considerations that indicate a decision should be made otherwise than in accordance with the Development Plan.”*
- 1.1.7 As noted, the above reason for refusal is not on highway grounds. ADL received highway comments and worked with the Highway Authority to resolve WSCC initial highway consultation response in August and September 2025, with West Sussex CC confirming the proposal (and off-site highway improvements) were acceptable via email, 9th September 2025.
- 1.1.8 ADL subsequently providing a letter and plan for completeness via the Planning Agent, on 15th September 2025 and the committee report confirmed 'No objection, subject to conditions'.
- 1.1.9 To support a revised planning submission (for residential element, only), this Transport Statement forms an update to the original TS (dated December 2024) formerly provided in support of planning application DM/24/2957.

1.2 Scope of Study

- 1.2.1 Chapter 2.0 of this report describes the site location, surrounding area, local highway network, and a road safety review of traffic accidents on the highway.
- 1.2.2 Chapter 3.0 describes the accessibility of the site via sustainable travel modes.
- 1.2.3 Chapter 4.0 describes the development proposals, including detail of access arrangements, parking provision and consideration of the refuse requirements.
- 1.2.4 Chapter 5.0 provides an assessment of the traffic generated and parking requirements.
- 1.2.5 Chapter 6.0 summarises and concludes the statement.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

- 2.1.1 The site is situated at the site of The Prince Albert public house, off Copthorne Bank, within the parish of Copthorne. The strategic site location is shown on the plan included as Appendix 1.1.
- 2.1.2 The surrounding area is predominantly residential use with some retail / commercial units on Copthorne Bank to the east of the site including a Connells, Kwik Mart, café and restaurant.
- 2.1.3 The site is bounded by Copthorne Bank to the north, existing retail units and homes to the east, Dawn Rise to the south and Brookhill Road to the west. The site boundary and context is shown on the plan included as Appendix 1.2.

2.2 Road Network

- 2.2.1 Copthorne Bank is a single carriageway road subject to a 30mph speed limit within the vicinity of the site. It provides access to Brookhill Road and Shipley Bridge Lane to the west and the associated residential areas to the east, continuing to adjoin the B2037 2km to the northeast of the site.
- 2.2.2 Brookhill Road, south of the site continues to Copthorne Way (A264). Copthorne Way (A264) to the west provides access to the M23 (Junction 10) and Crawley to the southwest. To the east the road provides access to Felbridge and East Grinstead.

2.3 Accident Review

- 2.3.1 ADL originally investigated the road traffic accident data in the vicinity of the site for the 3-year period (i.e., 2020 – 2022 inclusive) by utilising Crashmap (www.crashmap.co.uk).
- 2.3.2 The accident study area and location of accidents is shown below in Figure 2B.

Figure 2B Crashmap Extract



- 2.3.3 The Crashmap study showed that there have been no accidents within the immediate vicinity of the site including the site access and Copthorne Bank / Brookhill Road junction. Only two slight accidents occurred near the site approximately 250m to the east.
- 2.3.4 Upon updating this Transport Statement, it is established that in the following 2-year period since 2023 - 2024, there have been a further 3 slight accidents locally to the site, as shown in Figure 2C.

Figure 2C Crashmap Update (2023 – 2024)



- 2.3.5 There are not any existing patterns or trends of accidents which suggest that there is an existing road safety issue on Copthorne Bank within the immediate vicinity of the site which would require mitigation as a result of this planning application.

3.0 ACCESSIBILITY

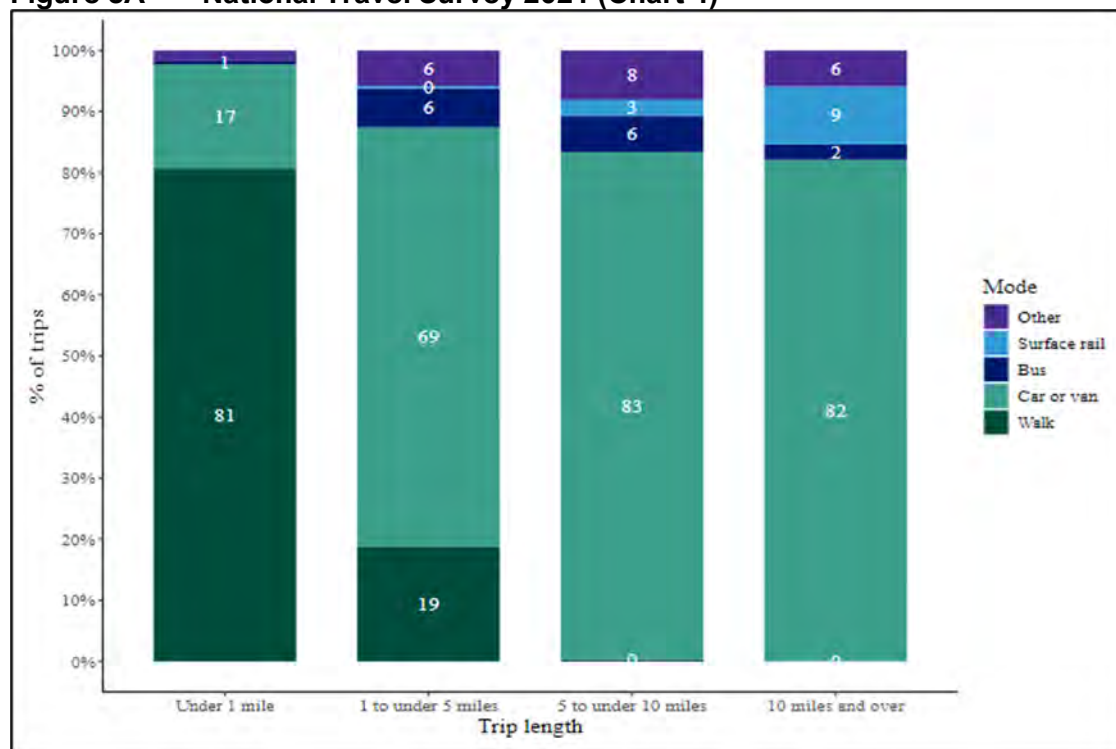
3.1 Active Travel

Walking

3.1.1 The National Travel Survey (2023) states that:

“81% of trips under one mile were walks in 2023, similar to the proportion in 2022 (83%) and 2019 (80%).”

Figure 3A National Travel Survey 2021 (Chart 4)



3.1.2 According to Manual for Streets (MfS, 2007), walking offers the greatest potential to replace short car trips, particularly those under two kilometres. A walking isochrone map showing this extent is provided as Appendix 2.1.

3.1.3 Within this extent there are various amenities which would be of use to the proposed the residents of the proposed dwellings including:

Within 500 metres

- Copthorne Park
- Copthorne Pharmacy
- Copthorne Village Hall
- Post Office (and ATM)
- Copthorne Village Shop
- Copthorne Junior School.
- St John's Church

Within 1000 metres

- Fairway Infant School

Within 2000 metres

- Copthorne Preparatory School
- Copthorne Golf Club

3.1.4 Well-lit footways are provided on both sides of Copthorne Bank linking the site with the residential areas near the site and to the east and on to the surrounding areas. On Brookhill Road, the footway continues along the east side of the road from the site frontage, and on both sides of the road immediately south of the site and Dawn Rise. To the north, footways continue along the east of Shipley Bridge Road.

3.1.5 The footways link the site with the surrounding local amenities / facilities as listed above.

3.1.6 Dropped kerbs / crossovers are provided across side roads and drive-way accesses to facilitate pedestrians safe passage at crossing points. There is also a pedestrian refuge crossing point located approximately 280m to the east of the site on Copthorne Bank providing a safe crossing point on Copthorne Bank near the Copthorne Bank playground and village hall / social club.

3.1.7 According to the Department for Transport Cycle Infrastructure Design Local Transport Note (1/20), eight kilometres is considered a suitable distance to cycle for local journeys. A cycling isochrone map showing this extent is provided as Appendix 2.2.

- 3.1.8 As shown on the cycle map included as Appendix 2.2 and 2.3, the National Cycle Network (NCN) Route 21 is located south of the site (approximately a 15 min cycle via Old Hollow) and runs north-south from Greenwich out of London to Eastbourne. From Greenwich to Crawley the route follows the Waterlink Way which passes through Earlswood, Horley and Three Bridges before running west-east from Crawley to East Grinstead via the traffic free Worth Way.
- 3.1.9 National Cycle Network (NCN) Route 20 contains the Wandle Trail which follows the River Wandle and is predominantly traffic free providing a link between Furnace Green and Three Bridges and connects with NCN Route 21.
- 3.1.10 National Cycle Network (NCN) Route 228 provides a small route allowing Gossops Green access to Crawley and potential further ability to access NCN Route 20 and 21.
- 3.1.11 In addition, there are a number of quieter cycle routes around the site including a path from Tinsley Green over the M23 towards the development off Worsell Drive that can be accessed via Shipley Bridge Lane
- 3.1.12 It is demonstrated that the site is located in a very sustainable location whereby travel to the site from the surrounding residential areas on foot or by bike will be a realistic and attractive travel choice. The National Cycle Network Routes and pedestrian footways with streetlights on Copthorne Bank make it a safe alternative to motorised travel.

3.2 Public Transport

- 3.2.1 CIHT's *Buses in Urban Developments* report (2018) states that 300 metres is considered the maximum walking distance to a bus stop with less frequent routes.
- 3.2.2 The closest bus stop is located immediately to the northeast of the site. The immediate Prince Albert bus stop on the south of Copthorne Bank provides services to the west while the northside stop (approximately 70m east of the site) provides services to the east.

3.2.3 Both bus stops have bus timetables and a bus flag and are within a 1-minute walk of the site. Further bus stops are situated on both sides of the road east of the site along Copthorne Bank, within walking distance. The bus stop locations and routes are shown on the plan included as Appendix 2.4.

3.2.4 The bus stops are served regularly by services; 281, 291, 400, 422/424, 638* as summarised in Table 3A below.

Table 3A Bus Services

Service No	Route	Frequency		
		Mon-Fri	Saturday	Sunday
281	Lingfield- East Grinstead- Crawley Down- Copthorne- Three Bridges- Crawley Bus Station	1x hourly	1 x hourly	-
291	Tunbridge Wells- Forest Row- East Grinstead- Crawley Down- Copthorne- Crawley Bus Station	1x hourly	7 trips	4 trips
400	Stone Quarry Estate- East Grinstead- Felbridge- Copthorne- Gatwick- Redhill- Caterham Station	1 trip	-	-
422/424	Redhill- Horley- Gatwick- Copthorne- Horley- Meadvale- Redhill	1x hourly	1x hourly	1x hourly
638*	Copthorne- Imberhome Lower School	1 trip	-	-

*school services

3.2.5 Table 3A demonstrates that there are frequent bus services which provide links to site and the surrounding areas such as East Grinstead, Three Bridges, Felbridge, Redhill and Horley which is of benefit to the residents.

3.3 Rail Services

3.3.1 Gatwick Airport Railway Station is approximately 4.5km to the northwest of the site (ie a 15-minute cycle) via Shipley Bridge Lane. Three Bridges Railway Station is also approximately a 15-minute cycle to the southwest of the site.

3.3.2 Gatwick Airport Railway Station provides connections to 120 other train stations directly and over 700 within just one change. Southern services include London Victoria, London Bridge, Clapham Junction, Brighton, Southampton, Eastbourne, Portsmouth and terminates in Bedford. Great Western Railway runs hourly between Gatwick and Reading via Redhill, Reigate and Guildford.

- 3.3.3 The Thameslink connects to Brighton, London Bridge, St. Pancras and Farringdon. While the Gatwick Express provides nonstop direct service to London Victoria every 30 minutes.
- 3.3.4 Gatwick Airport Railway Station is a Category B1 Station and benefits from step-free access to all platforms.
- 3.3.5 Three Bridges Railway Station benefits from step free access to all platforms and has 276 sheltered bicycle storage spaces with CCTV. It offers access to various locations such as Brighton, Bedford via London Bridge, Horsham, Cambridge, Peterborough, Southampton, Portsmouth and is deemed a frequent service.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

- 4.1.1 It is proposed to provide a residential development of two 4-bedroom houses within the curtilage of the existing 'The Prince Albert' site, positioned to the south of the public house, and accessed off Brookhill Road.
- 4.1.2 The existing 'The Prince Albert' public house is retained, as existing. The public house gross floor area is 140sqm, and public floor area is 82sqm.
- 4.1.3 The architect's proposed site layout is included as Appendix 3.1.

4.2 Access Arrangements

Pedestrian Access

- 4.2.1 Pedestrian access would be provided to the site from Brookhill Road linking with the existing footway network on Brookhill Road to the immediate west frontage of the houses.

Vehicular Access

- 4.2.2 Vehicle access to the shared parking forecourt for the two houses will occur from Brookhill Road.
- 4.2.3 Visibility splays from the residential access, are shown within Appendix 3.2. This plan shows that visibility splays of 2.4m x 43m are achievable to oncoming cars. Given the context of the site and the road alignment, it is considered very unlikely that cars will overtake in this location where forward visibility is limited. Notwithstanding this, to the south, a visibility splay of 2.4m x 33m is achievable to the kerb which is appropriate for speeds of 25mph.

4.3 Parking Provision

- 4.3.1 It is proposed to provide two car parking spaces per residential dwelling.
- 4.3.2 Long-stay cycle parking lockers will be provided within the rear garden via a side access.

4.4 Refuse Provision

- 4.4.1 It is anticipated that refuse vehicles serving the residential units would stop on Brookhill Road for the residential to service the bins which can be positioned at the kerbside as occurs with existing residential dwellings fronting Brookhill Road.

5.0 TRAFFIC AND PARKING ASSESSMENT

Traffic Generation

- 5.1 ADL have reviewed TRICS to establish the trip rates and traffic generation for the residential units by reviewing the database for '03-Residential A – Houses Privately Owned' within England (excluding Greater London).
- 5.2 The TRICS data is included in Appendix 4.0, and the trip rates and traffic generation is set out in Table 5A for the AM, PM and overall peak hours.

Table 5D Proposed Trip Rates/Traffic Generation (Houses Privately Owned)

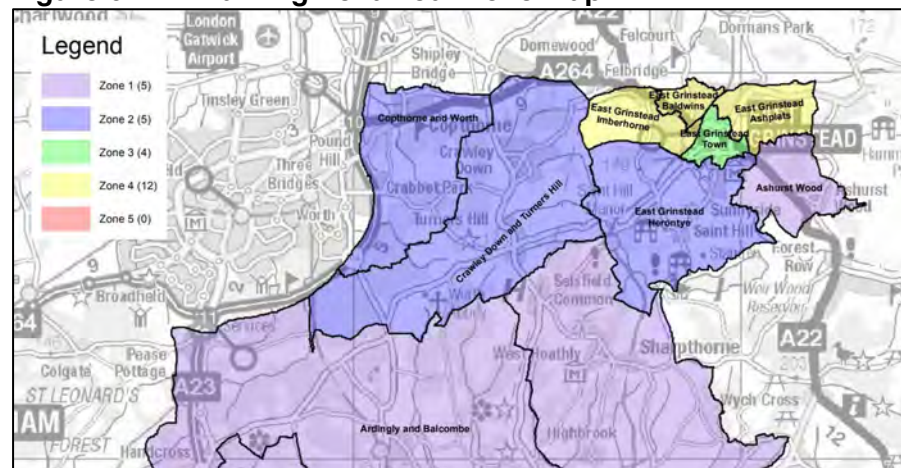
	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily	
	In	Out	In	Out	In	Out
Trip Rate (Per House)	0.139	0.346	0.327	0.175	2.148	2.210
Trip Generation (2 houses)	0	1	1	0	4	4

- 5.3 The increase in trips pertaining to the residential (privately owned houses) will be imperceptible.

Parking Standards

Parking standards unless otherwise stated refer to West Sussex County Council: Guidance on Parking at New Developments (2020) and is important in reference to section 9 of the National Planning Policy Framework (NPPF) stating the need to consider transport in plan making and in the determination of planning applications.

Figure 6A Parking Behaviour Zone Map



- 5.4 The proposed site is situated within Parking Behaviour Zone 2 (PBZ2) with regard to Figure 6A above. The standards state that for a 4-bedroom dwelling within PBZ2 (Copthorne and Worth) should meet the parking demand of 2.7 spaces per dwelling.
- 5.5 The standards would require 4 car parking spaces for the 2 houses, which is one space short of the parking standards.
- 5.6 The standards state that the minimum cycle storage provision is 2 spaces for 3+ bedrooms. It is proposed to provide bicycle storage for the apartments within a secure external area in the gardens providing a minimum of 2 spaces per house.

6.0 SUMMARY

- 6.1 ADL have been appointed by 'Westcoast Developments', to prepare this Transport Statement (TS) in support of a new-build residential development at the site of The Prince Albert, Copthorne, Crawley, RH10 3QX.
- 6.2 There are not any apparent road safety issues on the network near to the site which would require mitigation as a result of this planning application.
- 6.3 The site is situated in a location of good accessibility to encourage active travel modes (walking and cycling) to / from the proposal site, whilst also benefiting from good accessibility to bus stops with relatively frequent services.
- 6.4 It is proposed to provide two privately owned houses at the southwest of the overall site, with the retention of the existing public house at the northwest of the site.
- 6.5 Vehicular access will occur via a new dropped kerb / driveway access provided on Brookhill Road for the proposed houses.
- 6.6 The increase in vehicle trips pertaining to the residential (privately owned houses) will be imperceptible.
- 6.7 Two spaces are provided per house thus providing 4 spaces in total. The Council standards would require 5 spaces for the two houses, hence there is a shortfall of one space. As demonstrated within this TS, the site is situated in a location of very good accessibility and two spaces per house is sufficient to facilitate the car parking associated with the houses but also encourage travel by sustainable modes of transport.
- 6.8 It is concluded that there are no justifiable highway reasons to refuse this application as it adheres to paragraph 116 of the National Planning Policy Framework:

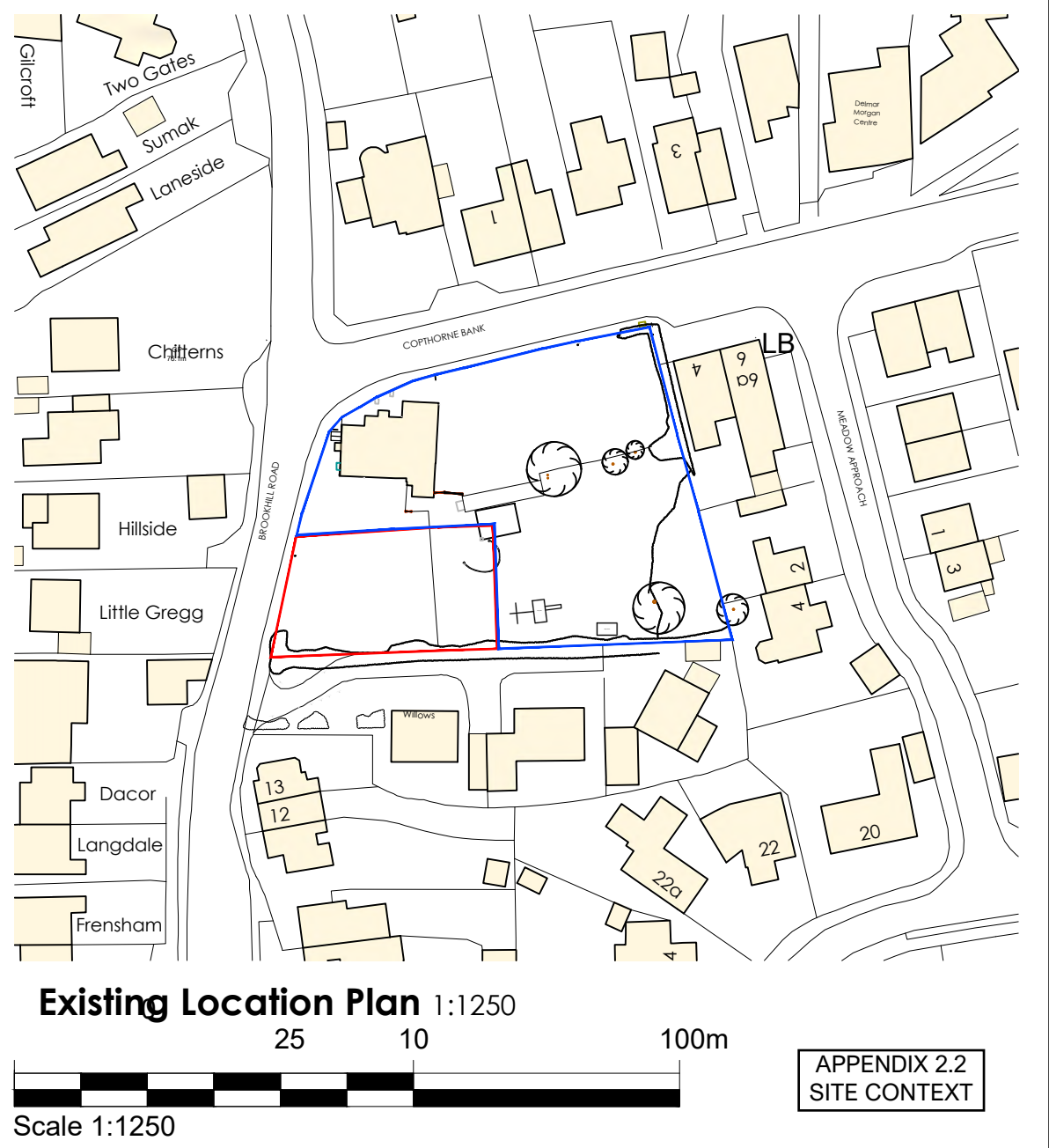
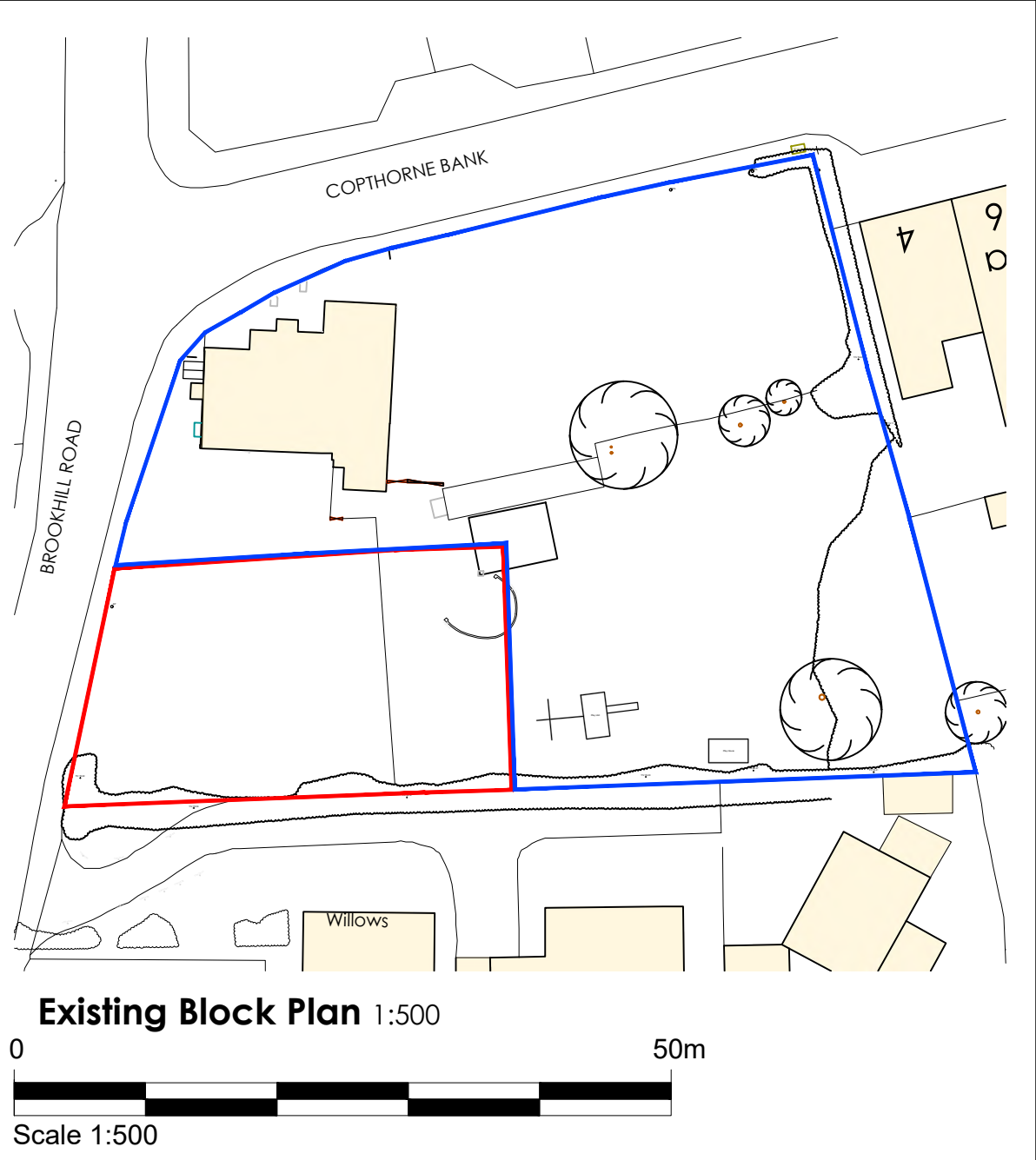
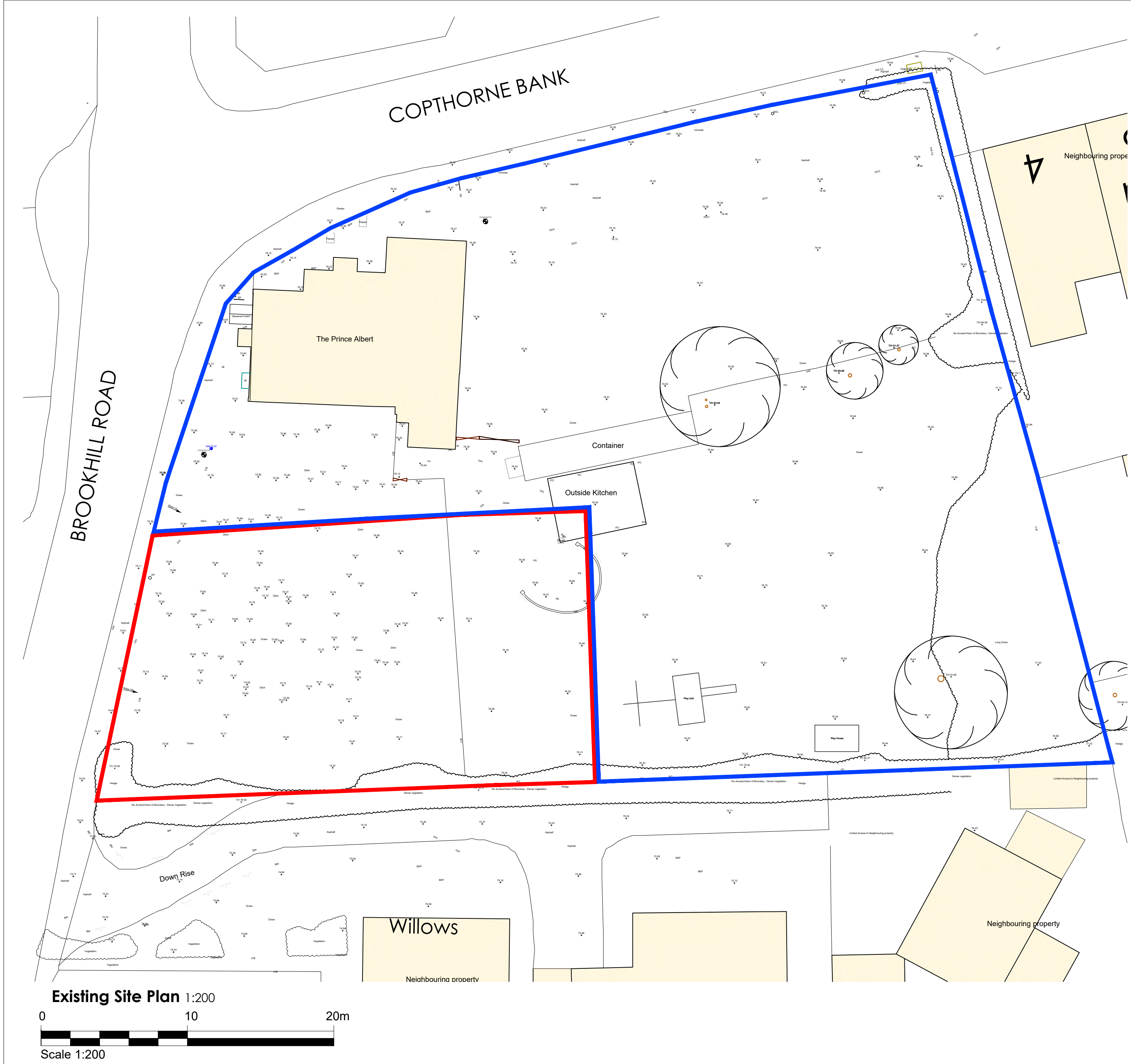
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

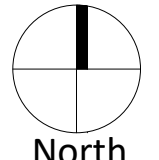
APPENDIX 1.0

EXISTING SITE

1.1	Site Location
1.2	Site Context





 NOTES All dimensions to be verified on site. Any discrepancies are to be reported to the relevant parties. The content of the drawing remain the copyright of UAN and can not be used without consent	 North	A	Road alignment amended	LH	01.04.26	client	Westcoast Convenience Limited	drawn	LH	scale	As Shown	size	A2
						address	The Prince Albert, Copthorne Bank, Copthorne, Crawley, RH10 3QX	checked	MG	title	Existing	Site/ Location/ Block Plan	
						proj no.	23-144	date	11.02.2026	dwg no.	23-144-P3-01		
						status	Planning	revision				A	
		revision	description	drawn	date								

ACCESSIBILITY

2.1	Walking Isochrone Map
2.2	Cycling Isochrone Map
2.3	Cycle Map
2.4	Bus Stop and Route Map



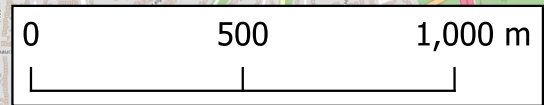
Legend

- Site Location
- Bus Stop
- Local Amenities

Walking Isochrone

- 500 m
- 1000 m
- 2000 m

OpenStreetMap





Legend

● Site Location

○ Railway Station

— NCN Route 21

— NCN Route 20

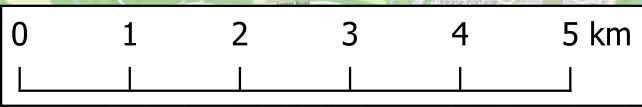
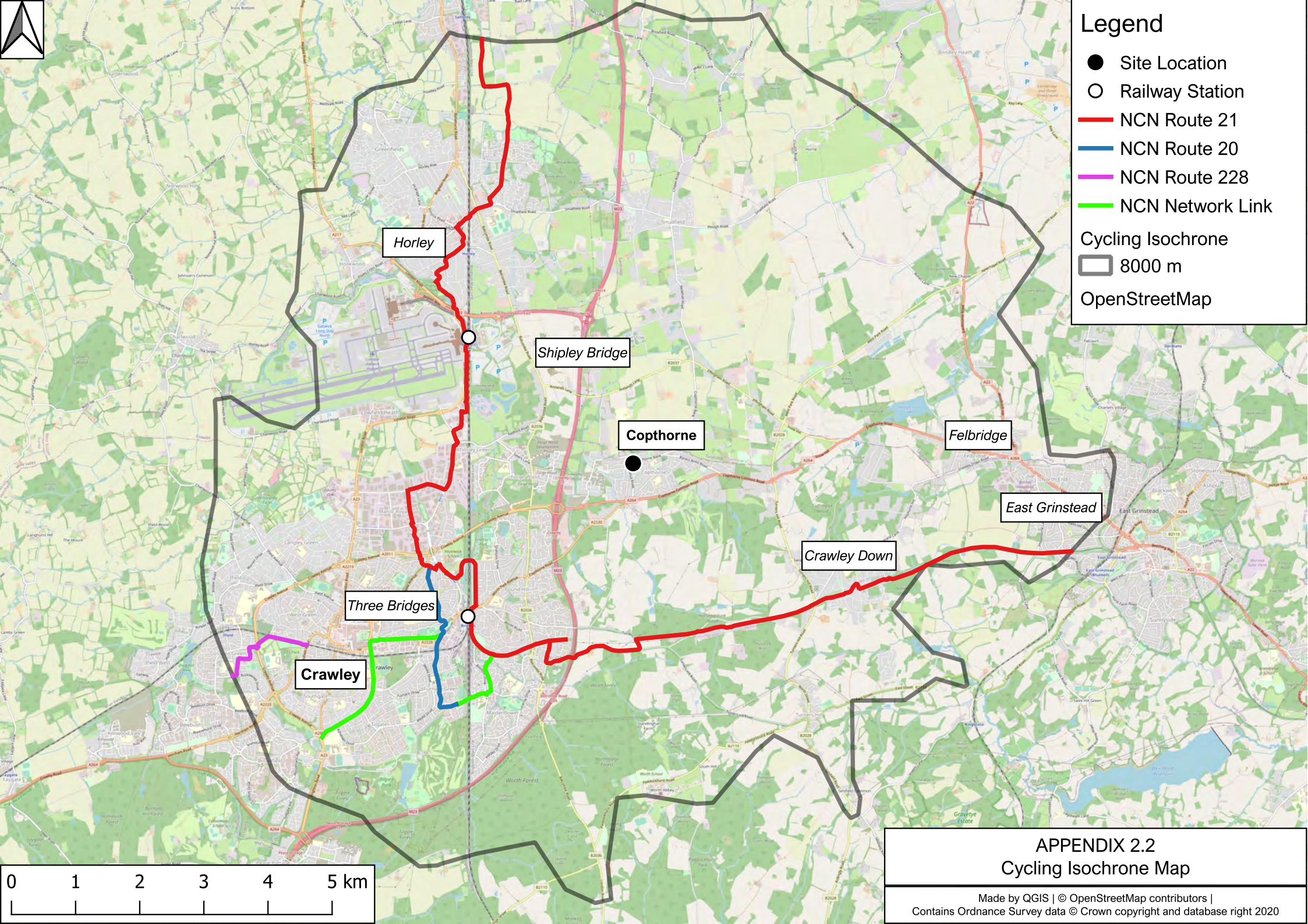
— NCN Route 228

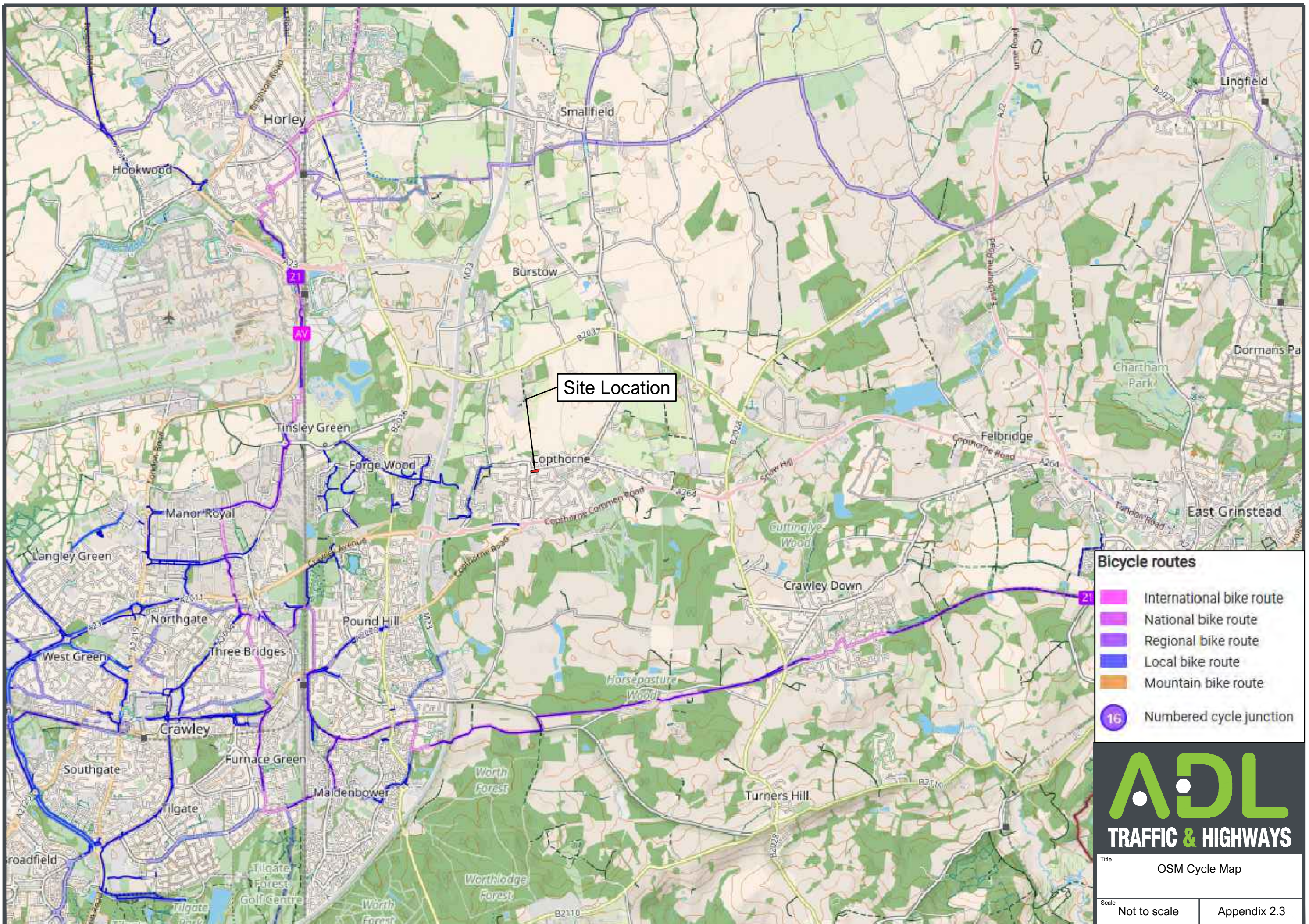
— NCN Network Link

Cycling Isochrone

8000 m

OpenStreetMap





Bicycle routes

- International bike route
- National bike route
- Regional bike route
- Local bike route
- Mountain bike route

16 Numbered cycle junction

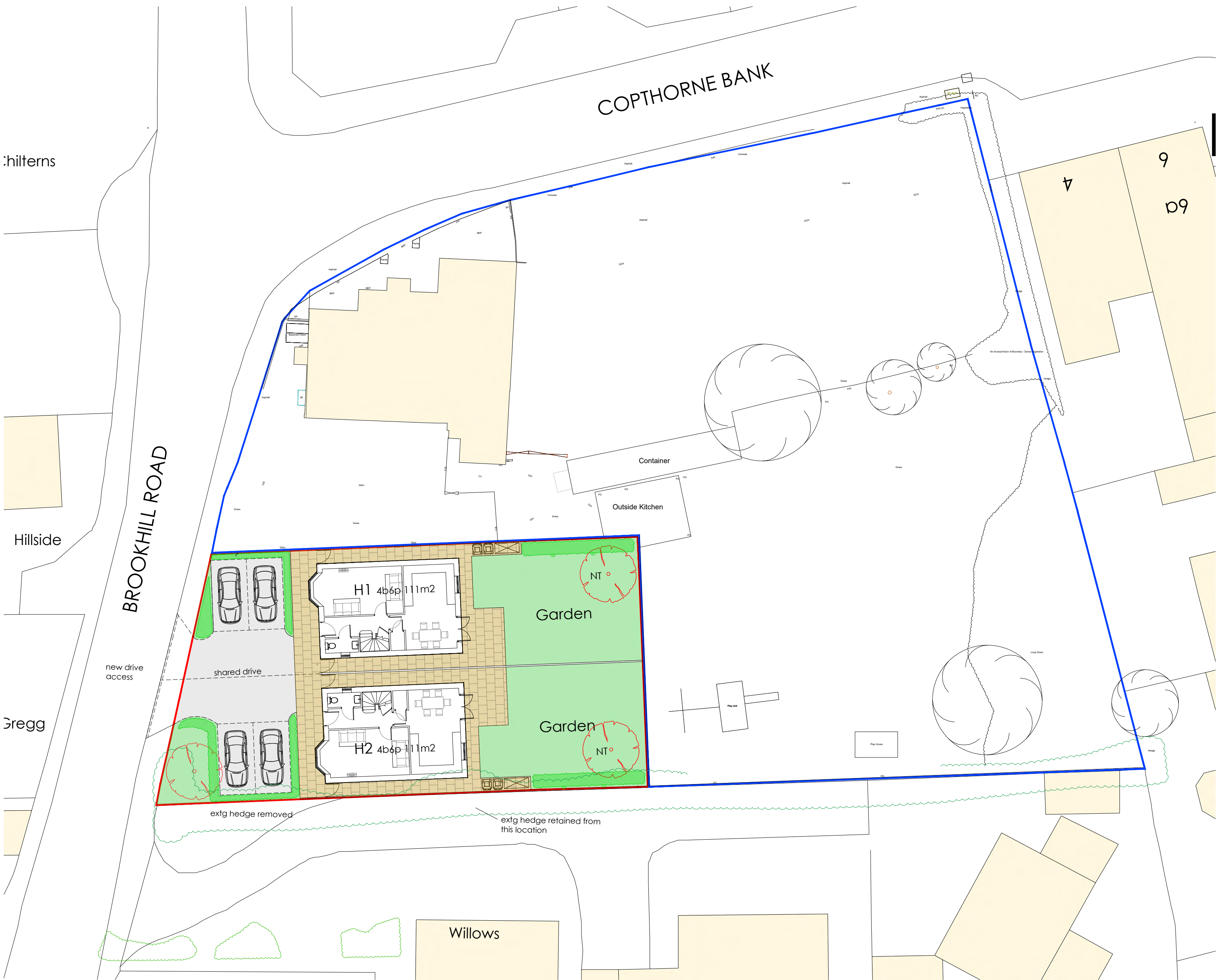
ADL
TRAFFIC & HIGHWAYS

Title OSM Cycle Map

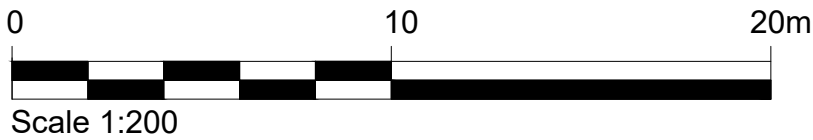
Scale Not to scale	Appendix 2.3
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PROPOSED DEVELOPMENT

- 3.1 Proposed Site Layout
- 3.2 Access Arrangements
- 3.3 Car Park Vehicle Tracking



- Site Boundary
- Existing Hedge amended
- Existing tree retained
- Proposed new trees (NT)
- Existing trees removed
- Grass / soft landscaping
- Paving / coloured tarmac
- Tarmac Finish
- Bins and bike storage



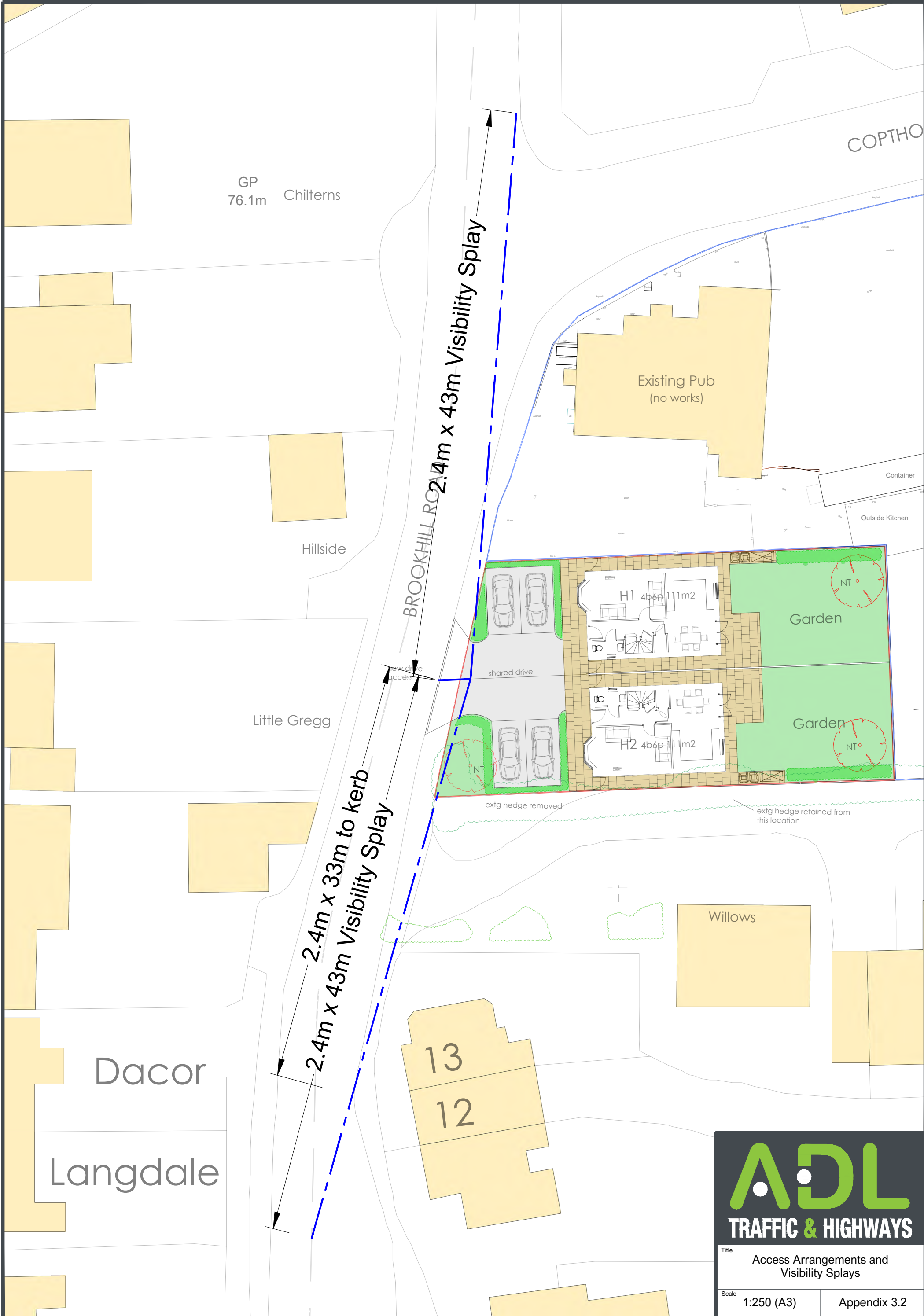
NOTES

All dimensions to be verified on site. Any discrepancies are to be reported to the relevant parties.

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revision	description	drawn	date	client	drawn	scale	size
A	Road alignment amended	LH	01.04.26	Westcoast Convenience Limited	LH / MG	1:200	A2
				address	checked	file	
				The Prince Albert, Copthorne Bank, Copthorne, Crawley, RH10 3QX	MG	Proposed dwellings	
				Residential Development	date	Site Plan	
				proj no.	status	dwg no.	revision
				23-144	Planning	23-144-P3-02	A



ADL
TRAFFIC & HIGHWAYS

Title Access Arrangements and Visibility Splays	
Scale 1:250 (A3)	Appendix 3.2



TRICS DATA – RESIDENTIAL (HOUSES - PRIVATELY OWNED)

Audit Code: fa3ac9f7-fd38-46cc-ae14-26b2d437daa9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 2 days
	HC	HAMPSHIRE 2 days
	HF	HERTFORDSHIRE 1 day
	KC	KENT 3 days
	MW	MEDWAY 1 day
	SC	SURREY 2 days
	WS	WEST SUSSEX 6 days
03	SOUTH WEST	
	DC	DORSET 1 day
	DV	DEVON 2 days
	GS	GLOUCESTERSHIRE 2 days
	SD	SWINDON 1 day
	SM	SOMERSET 2 days
	TB	TORBAY 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 4 days
	NF	NORFOLK 7 days
	PB	PETERBOROUGH 3 days
	SF	SUFFOLK 4 days
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 day
	LN	LINCOLNSHIRE 1 day
	NM	WEST NORTHAMPTONSHIRE 1 day
	NN	NORTH NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 2 days
	WM	WEST MIDLANDS 2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY	BARNSELY 1 day
	DR	DONCASTER 1 day
	LS	LEEDS 1 day
	NY	NORTH YORKSHIRE 3 days
	SE	SHEFFIELD 2 days
	YO	YORK 2 days
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 4 days
	GM	GREATER MANCHESTER 1 day
	MS	MERSEYSIDE 1 day
09	NORTH	
	DH	DURHAM 2 days
	IM	ISLE OF MAN 4 days
	TW	TYNE & WEAR 2 days
10	WALES	
	PS	POWYS 1 day
11	SCOTLAND	
	AG	ANGUS 1 day
	FA	FALKIRK 2 days
	HI	HIGHLAND 2 days
	PK	PERTH & KINROSS 1 day
12	CONNAUGHT	
	CS	SLIGO 3 days
	LT	LEITRIM 1 day
	MA	MAYO 1 day
	RO	ROSCOMMON 2 days



Audit Code: fa3ac9f7-fd38-46cc-ae14-26b2d437daa9

13	MUNSTER		
	CL	CLARE	2 days
14	LEINSTER		
	LU	LOUTH	1 day
	WX	WEXFORD	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	4 days
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	3 days
	MG	MONAGHAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	4 days

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

Audit Code: fa3ac9f7-fd38-46cc-ae14-26b2d437daa9

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:	4 to 1882 (units:DWELLS)
Range Selected by User:	4 to 1882 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/10 to 26/11/25

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

Selected survey days:

Friday	19 days
Monday	14 days
Thursday	25 days
Tuesday	25 days
Wednesday	23 days

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

Selected survey types:

Manual count	104
Direction ATC Count	2

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

Selected Locations:

Neighbourhood Centre	49 days
Suburban Area	57 days

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

Selected Location Sub Categories:

No Sub Category	3 days
Residential Zone	63 days
Village	40 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	13 days
Servicing vehicles Included	12 days
Servicing vehicles Unknown	81 days

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Secondary Filtering Selection:

Use Class:

C3	106 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 9284

Population within 1 mile:

1,000 or Less	6 surveys
1,001 to 5,000	34 surveys
10,001 to 15,000	11 surveys
15,001 to 20,000	15 surveys
20,001 to 25,000	9 surveys
25,001 to 50,000	8 surveys
5,001 to 10,000	21 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	4 surveys
125,001 to 250,000	22 surveys
25,001 to 50,000	20 surveys
250,001 to 500,000	9 surveys
5,000 or Less	5 surveys
5,001 to 25,000	15 surveys
50,001 to 75,000	14 surveys
500,001 or More	6 surveys
75,001 to 100,000	11 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	27 surveys
1.1 to 1.5	61 surveys
1.6 to 2.0	18 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.



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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	86 surveys
No	1 surveys
No	3 surveys
Yes	16 surveys

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

PTAL Rating:

No PTAL Present	106 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

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	106	86	0.064	0.253	0.317
08:00-09:00	106	86	0.139	0.346	0.485
09:00-10:00	106	86	0.140	0.179	0.319
10:00-11:00	106	86	0.123	0.145	0.268
11:00-12:00	106	86	0.131	0.142	0.273
12:00-13:00	106	86	0.149	0.147	0.296
13:00-14:00	106	86	0.159	0.154	0.313
14:00-15:00	106	86	0.163	0.178	0.341
15:00-16:00	106	86	0.237	0.165	0.402
16:00-17:00	106	86	0.266	0.166	0.432
17:00-18:00	106	86	0.327	0.175	0.502
18:00-19:00	106	86	0.250	0.160	0.410
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.148	2.210	4.358

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 1882 (units: DWELLS)
Survey date date range:	10/06/2010 - 18/11/2025
Number of weekdays (Monday-Friday):	106
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	25
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.