

# Transport Report

2 Reservoir Place,  
Lewes Road,  
East Grinstead,  
RH19 3TB



## Index

1	Introduction	2
	Policy Context	2
2	Site Details	3
	Site Location	3
	Local Highway Network	4
	Accessibility	4
	Accident Data	6
3	Proposed Development	7
	Proposed Access	7
	Car Parking Provision	7
	Cycle Parking Provision	8
	Servicing and Emergency Vehicle Access	8
4	Trip Generation	10
	Proposed Trip Generation	10
	Summary	10
5	Summary	11

## Schedule of Appendices

- A Site Location
- B Site Layout
- C Access Plan
- D TRICS Output Data

Issue	Issue date	Compiled	Checked	Authorised
1	13-01-2025	RS	RW	LNS
2	30-04-2025	RS	RW	LNS

## 1 Introduction

- 1.1 This Transport Report has been prepared for Scott Weller to support a planning application for the demolition of existing outbuildings, and erection of 2-bed bungalow with a garage and new vehicle access. 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 This Transport Report has been prepared in order to address the issues raised by the highway authority.

### Policy Context

- 1.3 The Transport Report has been written in accordance with the following policy documents:
  - National Planning Policy Framework (NPPF);
  - National Planning Policy Guidance (NPPG);
  - Manual for Streets 1 & 2 (2007 & 2010);
  - West Sussex County Council Local Transport Plan (2022-2036);
  - West Sussex Guidance on Parking at New Developments (2020);
  - Mid Sussex District Plan (2014-2031).
  - WSCC Vehicle Cross Over (VCO) Application Criteria (October 2021).

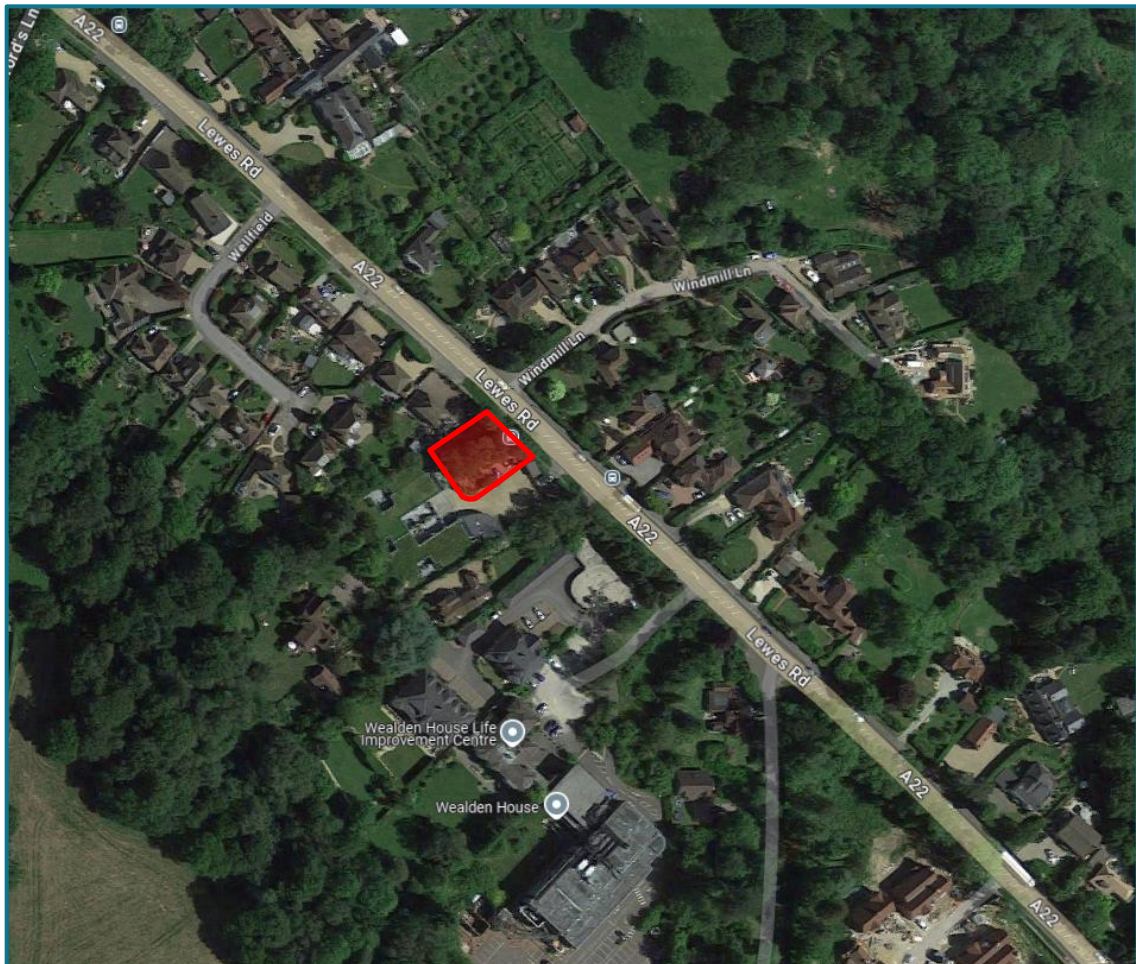
## 2 Site Details

- 2.1 The existing site consists of a shed and ruins of a brick outhouse on land associated with 2 Reservoir Place, an existing residential property on the southern side of Lewes Road. The existing dwelling is served by a gated entrance off Lewes Road.

### Site Location

- 2.2 Lewes Road is subject to a 30mph speed limit in the site vicinity and serves a variety of buildings most of which are large detached residential dwellings. It is a semi-rural location characterised by a mixture of residential properties of various styles along with some alternative uses.
- 2.3 The site location is shown in **Figure 2.1**, and **Appendix A**.

Figure 2.1 – Site Location (approximate red line site boundary)



## Local Highway Network

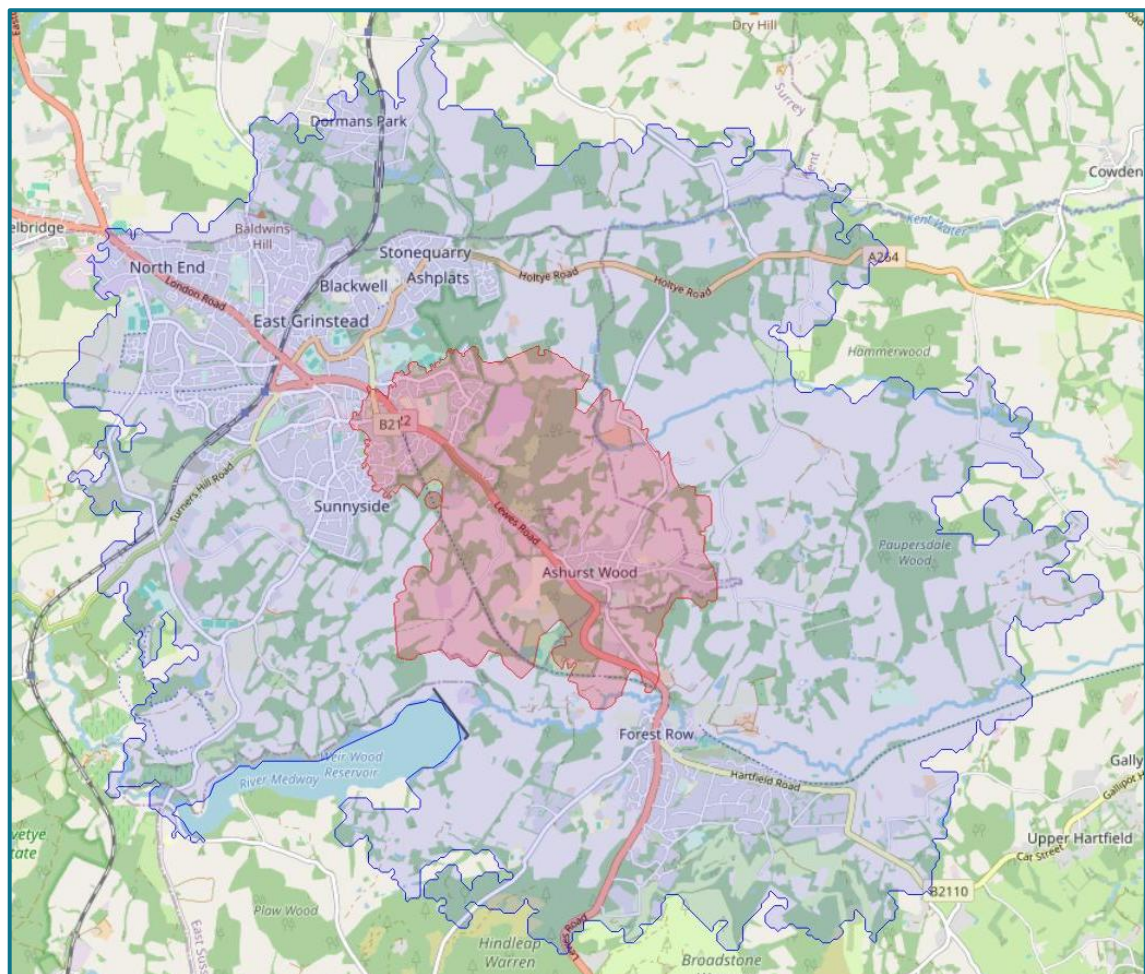
- 2.4 Lewes Road has a carriageway width of around 7.5m along the frontage of the site, with a right turn filter lane and forms part of the A22. There are footways provided on both sides of the road, linking the site to local amenities and public transport services.
- 2.5 The A22 is a major road that runs from Purley, London to Eastbourne, East Sussex. The A22 is an important arterial route for both local and through traffic, providing access to various towns (i.e. Eastbourne, Hailsham, Uckfield, East Grinstead and Croydon etc) and connecting roads, such as the M23 motorway, with the coastal region of East Sussex.
- 2.6 The site benefits from good transport links, with a bus stop located immediately adjacent to the site on Lewes Road. This stop is served by route numbers 261, 270 and 291.
- 2.7 East Grinstead Station is located approximately 2.9km north of the site and is therefore within the maximum recommended cycle distance of 5km. There are over 40 cycle storage spaces available at the station. East Grinstead Station is on the Oxted line in southern England. Most trains run between London Victoria and East Grinstead and are operated by Southern.
- 2.8 The typical off-peak service is one train per hour to London Victoria via Oxted, calling at all stations as far as Sanderstead then East Croydon and Clapham Junction. During the peak hours and on weekends, this service is increased to two trains per hour. During the peak hours, there are also Thameslink operated services to London Bridge and Bedford.
- 2.9 There is convenient access available from the site to local amenities and facilities providing for day-to-day needs. Cycling and bus services offer the potential for sustainable journeys reducing the need for private car trips to access nearby facilities within East Grinstead.

## Accessibility

- 2.10 Walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13), and for cycling up to 5km.
- 2.11 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)*
  - *‘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)*

- 2.12 **Figure 2.2** demonstrates an approximate 2km walking distance isochrone (red) surrounding the site. The isochrone specifically shows a journey time of 25 minutes based on a walking speed of 1.4m/s, this representing 2.02km.
- 2.13 The blue isochrone shows an approximate 5km cycle distance surrounding the site. The isochrone specifically shows a journey time of 19 minutes based on an average cycling speed of 15.5km/h, this representing 4.9km.

Figure 2.2 – 5km Cycle Distance and 2km Walking Distance Isochrones

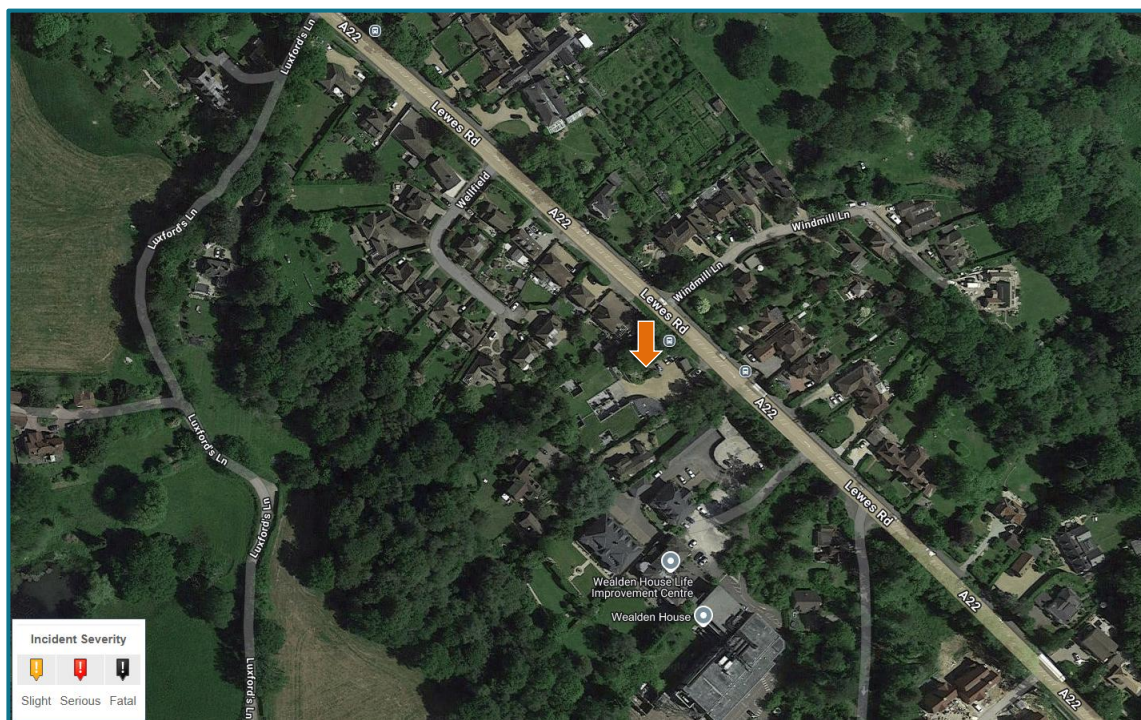


- 2.14 The isochrones demonstrates that the East Grinstead (which provides a variety of local facilities and essential services) is well within the 5km cycle distance and affords future residents the choice of cycling trips to replace short car journeys day-to-day services and local employment. There are public transport services within short walking distance of the site, offering an alternative sustainable mode of transport.

## Accident Data

- 2.15 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.16 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Lewes Road within the vicinity of the site access. Within this time period there have been no recorded accidents within the area surrounding the site (circa 200m radius around the site access).
- 2.17 **Figure 2.3** shows the locations of incidents in the surrounding area, and **Table 2.1** provides details of those incidents.

Figure 2.3 – Crashmaps



Source: <https://www.crashmap.co.uk/>

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

### 3 Proposed Development

3.1 The proposed scheme is for demolition of existing outbuildings associated with the existing property at 2 Reservoir Place, and erection of 2-bed bungalow with a garage and new vehicle access. The proposed site layout is shown in **Appendix B**.

#### Proposed Access

- 3.2 A new access will be provided, with a width of 5m situated in the north-western corner of the site.
- 3.3 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.
- 3.4 On the basis of the 30mph speed limit, in accordance with MfS1, visibility splays of 2.4m x 43m are required in each direction. The existing bus stop located along the site frontage is noted and partially falls within the visibility envelope, as shown on the access plan. The impact on the visibility envelope is minimal and would not obstruct the visibility sight lines.
- 3.5 Overall, visibility to meet the Manual for Streets standards is achievable, as shown in **Appendix C**.

#### Car Parking Provision

3.6 On-site parking would need to be laid out in accordance with West Sussex County Council’s ‘Guidance on Parking at New Developments’ (September 2020) document. **Table 3.1** details the parking standards below. The site is located in PBZ1 (Parking Behaviour Zone) and is therefore required to provide 2 parking spaces. The development provides a single garage with driveway space to accommodate a further 2 parked cars.

Table 3.1 – 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

3.7 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’.

- 3.8 The WSCC parking guidance states ‘garages should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5’.
- 3.9 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’.
- 3.10 In accordance with ‘The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S’ (2021 edition), the new dwelling will be provided with 1 EV charging point.

### Cycle Parking Provision

- 3.11 The provision of cycle parking would need to be designed in accordance with the residential parking standards set out in the WSCC guidance states the following minimum cycle parking requirements, see **Table 3.2** below.

Table 3.2 – WSCC Minimum Levels of Cycle Provision

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

- 3.12 Covered and secure cycle parking is provided within the property boundary, in a shed in the garden area.

### Servicing and Emergency Vehicle Access

- 3.13 Bin storage will be accommodated within the property boundary, located within 30metres of the dwelling entrance in line with Manual for Streets (MfS1) guidance.
- 3.14 The site is designed in accordance with Manual for Streets (MfS1) standards which states within paragraph 6.8.9 that ‘residents should not be required to carry waste more than 30m to the storage point’ and ‘waste collection vehicles should be able to get within 25m of the storage point and the gradient between the two should not exceed 1:12’. Refuse vehicles will make collections kerbside from Lewes Road, the resident will move the bins to the vehicle entrance on collection days.

- 3.15 Fire appliances need to reach within 45metres of all parts of a dwelling, in accordance with Fire safety: Approved Document B.

## 4 Trip Generation

4.1 No existing vehicle trip generations associated with the sites former use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

### Proposed Trip Generation

4.2 The proposed development is for a single dwelling of C3 Residential land use. The TRICS database has been interrogated for appropriate matches to the use of privately owned C3 residential houses, with the following relevant parameters being applied:

- Post 2014 surveys;
- All regions in England, with the exception of London;
- Weekdays only;
- Edge of Town & Neighbourhood Centre location types;
- Car ownership of more than 1.1;
- No. of dwellings range 10 to 30.

4.3 **Appendix D** provides the full details of the TRICS assessment. **Table 4.1** below provides the trip rate data, based on the site selection criteria.

Table 4.1 – C3 Privately Owned Houses (1 Unit) – Weekday Trip Rates

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 Rate	0.179	0.277	0.456	0.330	0.179	0.509	2.178	2.287	4.465
Trips	<1	<1	<1	<1	<1	<1	2	2	<5

### Summary

4.4 According to the analysis undertaken, the likely traffic generation of the proposed development of 1 dwelling is as follows:

- Less than 1 two-way trips in the morning peak hour (0800-0900);
- Less than 1 two-way trips in the afternoon peak hour (1700-1800);
- Less than 5 two-way trips throughout the day (12 hour).

4.5 Overall, the development is likely to result in a negligible increase in daily vehicle trips and would not have a material impact on the operation or safety of the local highway network.

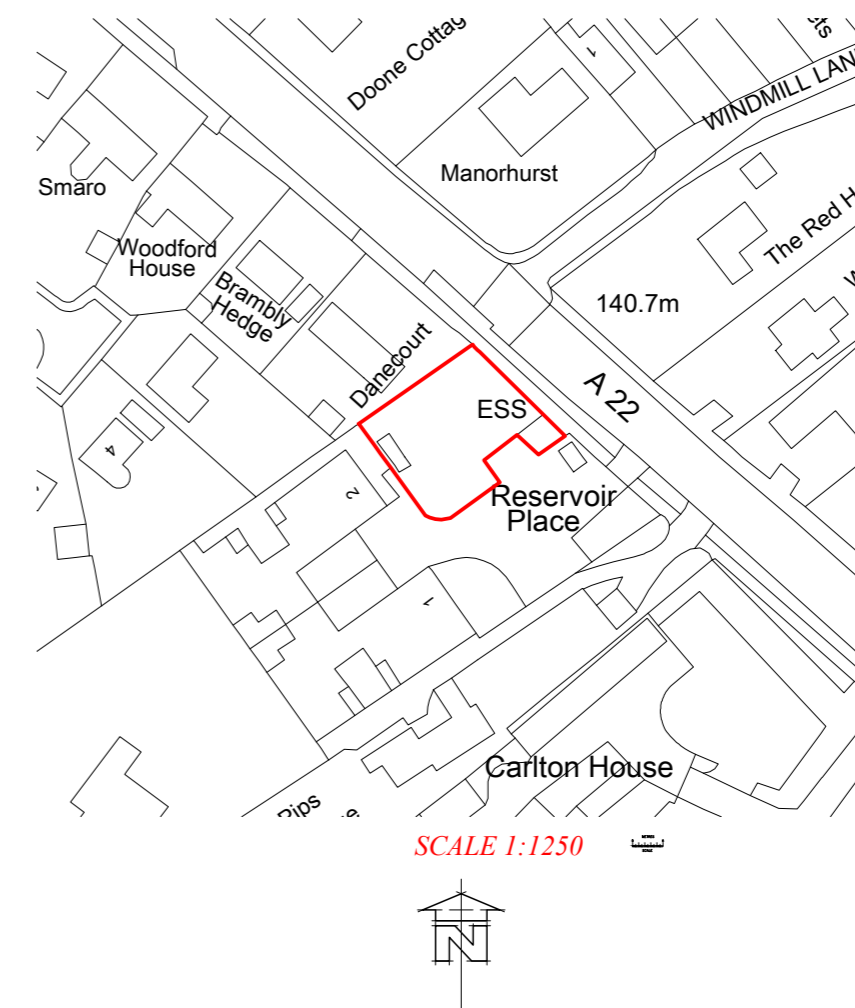
## 5 Summary

- 5.1 This Transport Report has been prepared to support the planning application for the demolition of existing outbuildings, and erection of 2-bed bungalow with a garage and new vehicle access on land at 2 Reservoir Place, Lewes Road, RH19 3TB.
- 5.2 The proposed development is located close to East Grinstead town centre with excellent existing transport links, with bus services located adjacent to the site, and the location being within walking and cycling distance of a range of local amenities and essential facilities.
- 5.3 It is proposed that a new access will be provided off Lewes Road. The new access will provide a width of 5metres, achieving visibility splays of 2.4m x 43m.
- 5.4 The proposed access provides visibility splays compliant with Manual for Streets guidance and the vehicle crossover criteria as required by West Sussex County Council in their capacity as the local highway authority.
- 5.5 It is concluded that the proposals are in accordance with current guidelines and policies provided by Mid Sussex District Council, West Sussex County Council, Manual for Streets, National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).
- 5.6 The development will:
- Provide at least 1 secure cycle parking space on site compliant with WSCC guidance;
  - Provide 2 car parking spaces compliant with WSCC guidance;
  - Provide EV charging;
  - Achieve visibility splays of 2.4m x 43m at the junction with Lewes Road;
  - Enable refuse collection from Lewes Road within 25metres of bin storage point, and will not require residents to carry waste more than 30metres.
- 5.7 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.
- 5.8 Overall, the vehicle trips generated by the proposed development of a single dwelling would have no material highway or transport impact on the operation or safety of the local highway network.

- End of Report -

## Appendix A

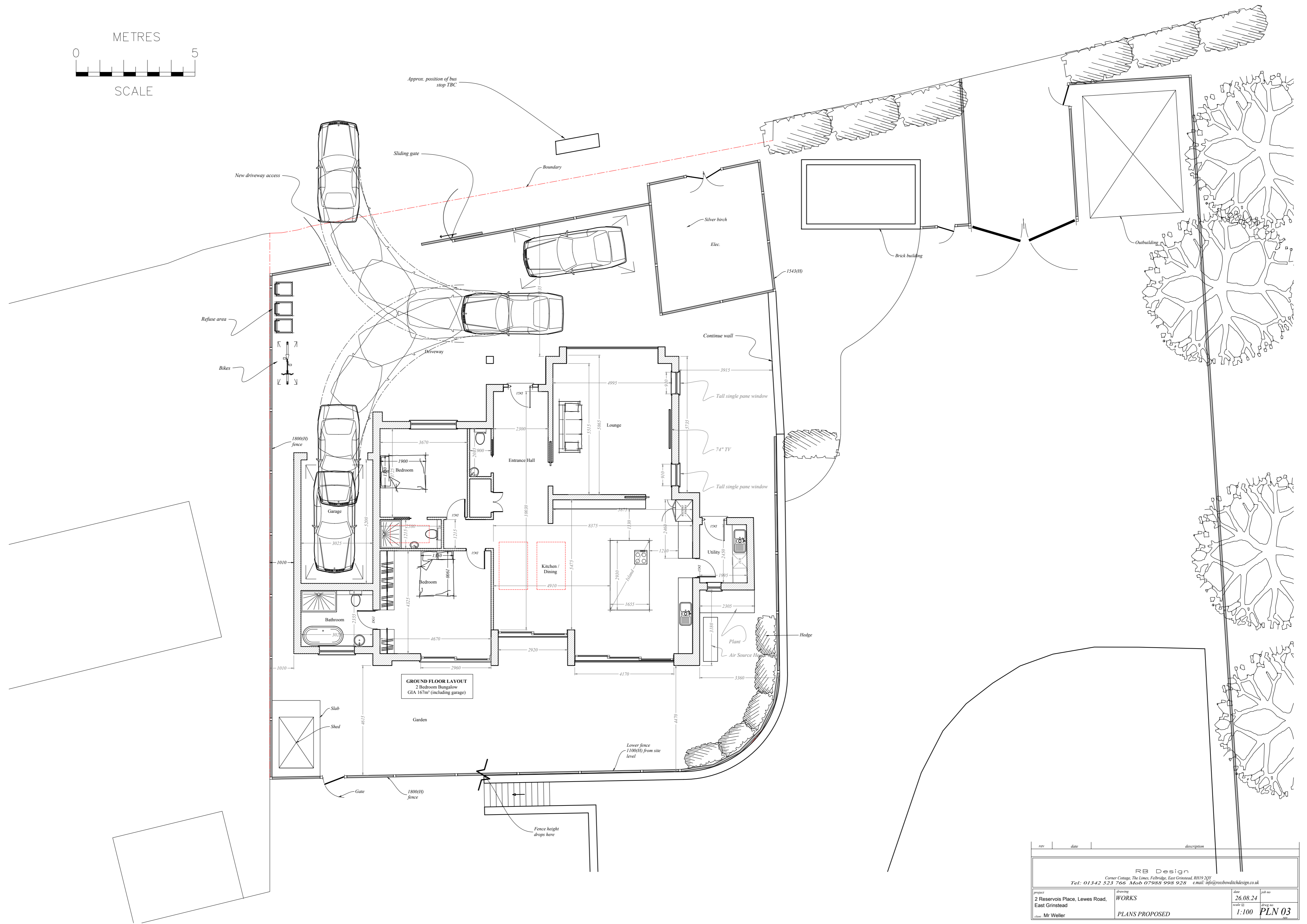
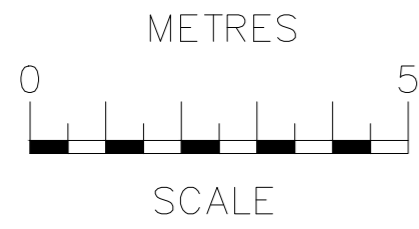
### Site Location



rev	date	description
<b>RB Design</b> Corner Cottage, The Limes, Felbridge, East Grinstead, RH19 3QY Tel: 01342 523 766 Mob 07988 998 928 email: info@russbouditchdesign.co.uk		
project 2 Reservoir Place, Lewes Road, East Grinstead client: Mr Weller	drawing <b>WORKS</b> LOCATION AND BLOCK PLAN	date 26.08.24 scale 1: 1:100 job no <b>PLN 02</b>

## Appendix B

### Site Layout

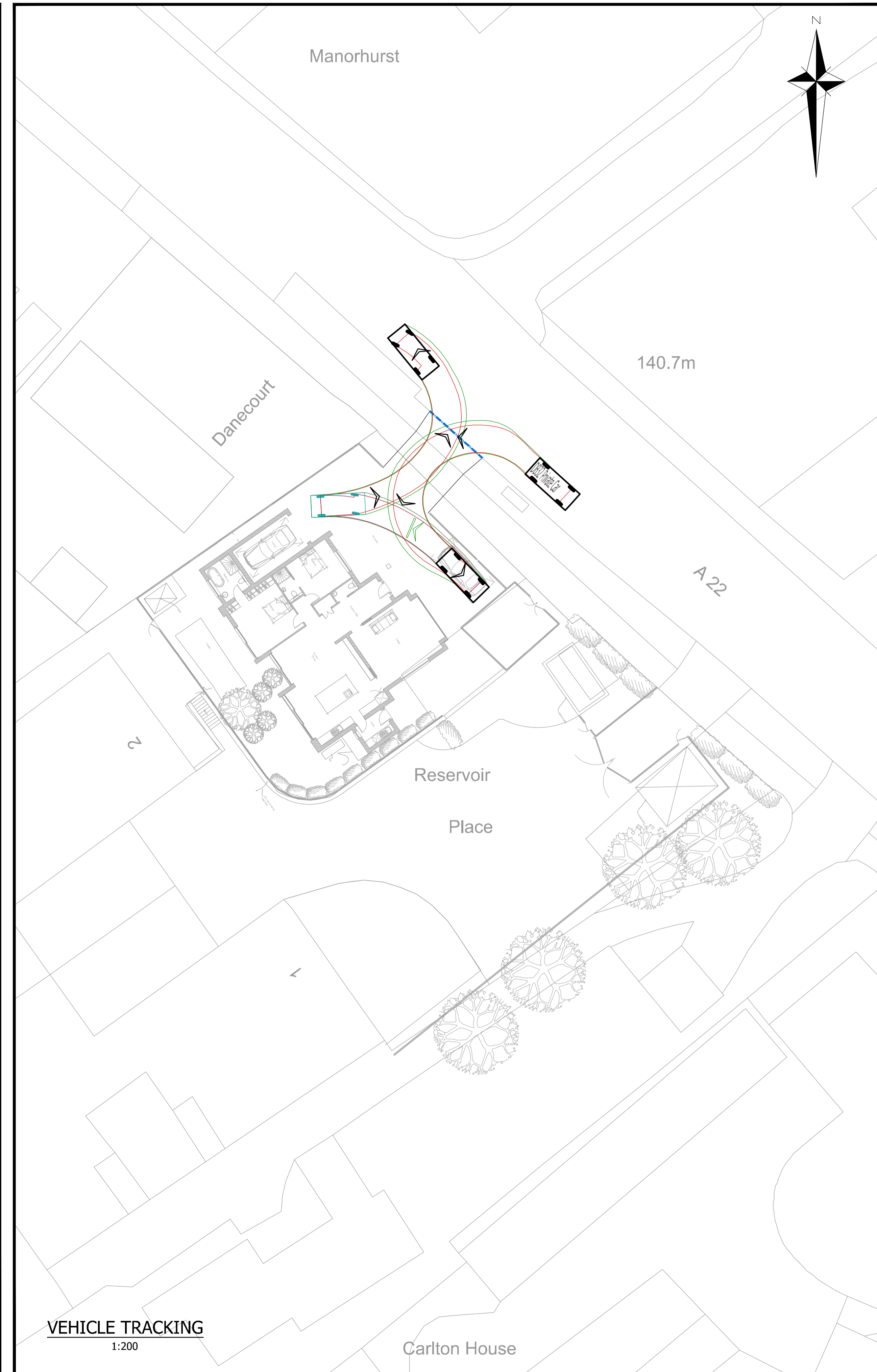
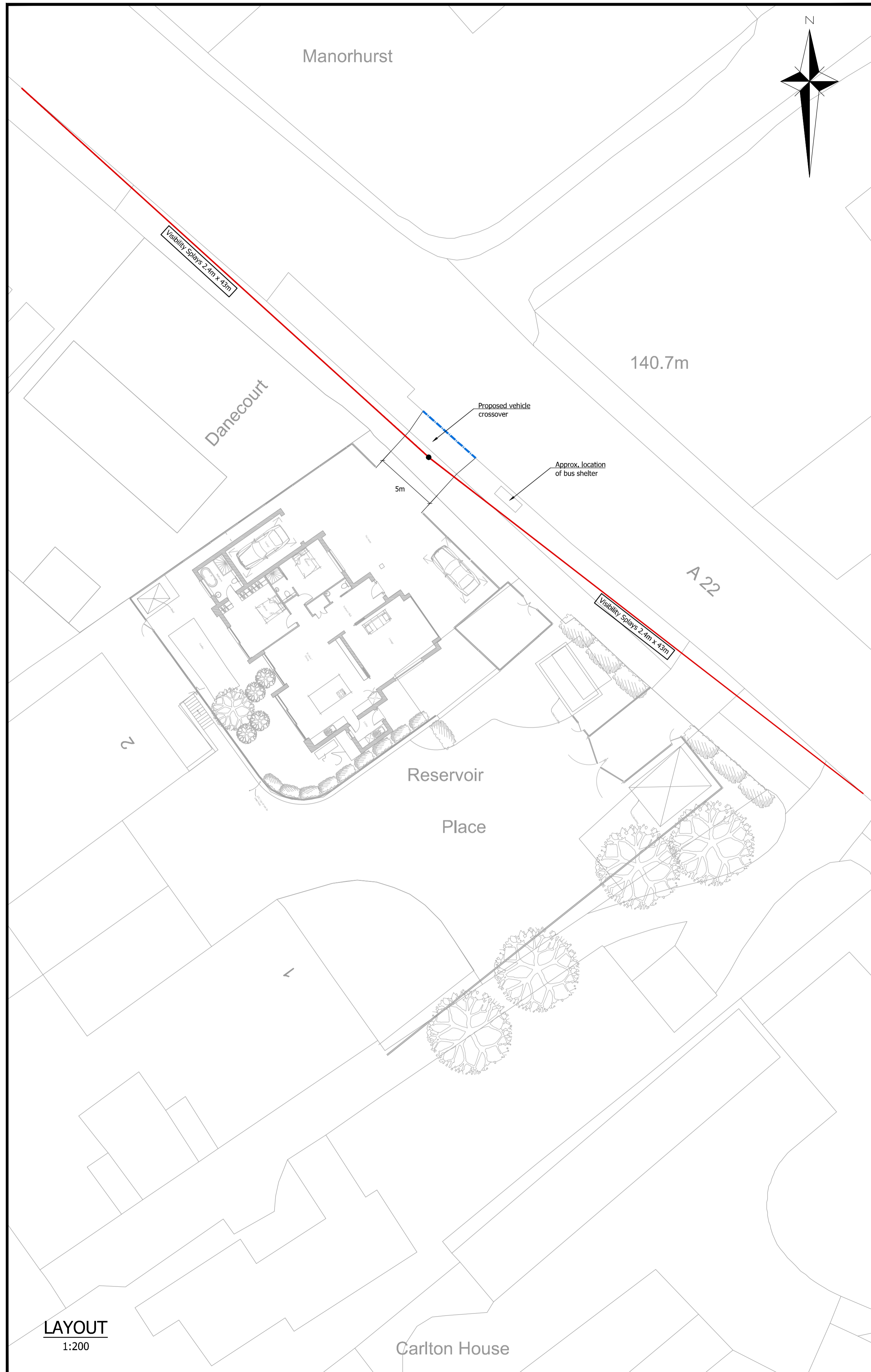


**GROUND FLOOR LAYOUT**  
2 Bedroom Bungalow  
GIA 167m<sup>2</sup> (including garage)

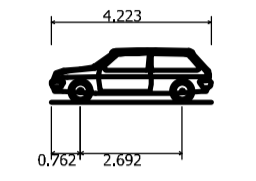
rev	date	description
<b>RB Design</b> <small>Corner Cottage, The Limes, Felbridge, East Grinstead, RH19 2QY            Tel: 01342 523 766 Mob 07988 998 928 email: info@russbouditchdesign.co.uk</small>		
<small>project</small> 2 Reservoir Place, Lewes Road, East Grinstead <small>client</small> Mr Weller	<small>drawing</small> <b>WORKS</b> <small>PLANS PROPOSED</small>	<small>date</small> 26.08.24 <small>scale</small> 1:100 <small>job no</small> <b>PLN 03</b>

## Appendix C

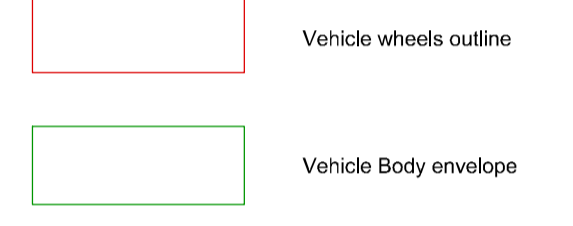
### Access Plan



- 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 file. 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.



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m



PI	INITIAL ISSUE	09.01.2025	JMW	RS
Rev	Amendments	Date	Dsn	Chk

Status: **FOR PLANNING**

Client: **SCOTT WELLER**

Architect:

Project: **2 RESERVOIR PLACE  
LEWES ROAD, EAST GRINSTEAD**

Title: **ACCESS PLAN**

Date: JAN 2025 Scale @ A1: 1:200

Clients Ref: Project Ref: 13512

Drawing Number	13512/2100	Rev.	P1
----------------	------------	------	----

**LAYOUT**  
1:200

**VEHICLE TRACKING**  
1:200

## Appendix D

### TRICS Output Data

Calculation Reference: AUDIT-349901-250108-0135

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 8 to 24 (units: )  
Range Selected by User: 6 to 25 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 18/09/24

*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:

Monday 3 days  
Wednesday 3 days  
Thursday 1 days

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

Selected survey types:

Manual count 6 days  
Directional ATC Count 1 days

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

Selected Locations:

Edge of Town 7

*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

*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 Vehicles Counts:

Servicing vehicles Included 3 days - Selected  
Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

*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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	5 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES      24 <i>24/11/14</i>	CHESHIRE EAST         <i>Survey Type: MANUAL</i>
2	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES      8 <i>05/06/23</i>	HERTFORDSHIRE         <i>Survey Type: MANUAL</i>
3	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES      19 <i>06/06/22</i>	MEDWAY         <i>Survey Type: MANUAL</i>
4	NF-03-A-03 HALING WAY THETFORD  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES      10 <i>16/09/15</i>	NORFOLK         <i>Survey Type: MANUAL</i>
5	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS      17 <i>12/09/18</i>	NORFOLK         <i>Survey Type: DIRECTIONAL ATC COUNT</i>
6	SF-03-A-05 VALE LANE BURY ST EDMUNDS  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES      18 <i>09/09/15</i>	SUFFOLK         <i>Survey Type: MANUAL</i>
7	SH-03-A-06 ELLESMERE ROAD SHREWSBURY  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS      16 <i>22/05/14</i>	SHROPSHIRE         <i>Survey Type: MANUAL</i>

*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
BY-03-A-01	Covid
ES-03-A-06	Covid
MW-03-A-01	Low in peak hours
SE-03-A-01	Covid

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	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	7	16	0.080	7	16	0.214	7	16	0.294
08:00 - 09:00	7	16	0.179	7	16	0.277	7	16	0.456
09:00 - 10:00	7	16	0.089	7	16	0.161	7	16	0.250
10:00 - 11:00	7	16	0.196	7	16	0.196	7	16	0.392
11:00 - 12:00	7	16	0.134	7	16	0.134	7	16	0.268
12:00 - 13:00	7	16	0.143	7	16	0.259	7	16	0.402
13:00 - 14:00	7	16	0.205	7	16	0.161	7	16	0.366
14:00 - 15:00	7	16	0.143	7	16	0.116	7	16	0.259
15:00 - 16:00	7	16	0.188	7	16	0.214	7	16	0.402
16:00 - 17:00	7	16	0.196	7	16	0.188	7	16	0.384
17:00 - 18:00	7	16	0.330	7	16	0.179	7	16	0.509
18:00 - 19:00	7	16	0.295	7	16	0.188	7	16	0.483
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.178</b>			<b>2.287</b>			<b>4.465</b>

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 8 - 24 (units: )  
 Survey date range: 01/01/14 - 18/09/24  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 2  
 Surveys manually removed from selection: 4

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



## 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](mailto:enquiries@gtacivils.co.uk) www: [gtacivils.co.uk](http://gtacivils.co.uk)

GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02

