

N01 - Highways Technical Note

Site: Pascott's Farm, Snowdrop Lane, Lindfield, West Sussex
Prepared by: WMC
Approved by: DM
Date: 2 June 2025

motion
84 North Street
Guildford
GU1 4AU
Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Gould Baxter in relation to development proposals at Pascott's Farm, Snowdrop Lane, Lindfield, West Sussex (herein after referred to as 'the site').
- 1.2 The site is located on land to the north of Snowdrop Lane, approximately 2.5 kilometres south of Lindfield and 2.5 kilometres east of Haywards Heath, and falls within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The site benefits from close proximity to the strategic highway network, including the A272 to the south and the A23 and M23 to the west.
- 1.3 The development proposal comprises of the construction of two residential dwellings. Each dwelling will benefit from their own individual access point taken from Snowdrop Lane to the south. Car and cycle parking are to be provided in accordance with local policy standards.
- 1.4 This Highways Technical Note has been prepared to provide further detail on the existing conditions on the site, including the local highway network and road safety, as well as the proposed access, parking and servicing arrangements associated with the development proposals.

- 2.5 The proposals included the construction of a single residential dwelling, with access achieved via a new access point taken from Snowdrop Lane. The access arrangements were previously established as acceptable (LPA Reference: DM/16/0556) and, as such, no objections were raised by West Sussex County Council as Highways Authority

Local Highway Network

- 2.6 The site is located on land to the north of Snowdrop Lane, a two-way single carriageway subject to a speed limit of 40 miles per hour. Snowdrop Lane leads east to form a priority junction with Bedales Hill (B2111), a two-way single carriageway subject to a speed limit of 40 miles per hour. Bedales Hill (B2111) leads north towards Lindfield and Buxshalls Hill (B2028), which provides further access towards Ardingly, Crawley Down and the A264.
- 2.7 To the west, Snowdrop Lane forms a priority junction with Haywards Heath Road (A272), a two-way single carriageway subject to a speed limit of 40 miles per hour. Haywards Heath Road (A272) provides access onto the strategic highway network which serves wider West Sussex, including eastbound access towards Scaynes Hill, North Chailey and the A22 and westbound access towards Sandrocks and Haywards Heath. In addition, Haywards Heath Road (A272) routes further west onto the A23 via the Bolney Road slip road, which routes north towards Crawley and the M23 and routes south towards Brighton and Hove.

Road Safety

- 2.8 A review of Personal Injury Collision (PIC) data for a stretch of highway within the vicinity of the site has been undertaken using the Collision Plot online tool. This identified that no incidents have occurred along Snowdrop Lane within the vicinity of the site, and it is therefore concluded that there is no evidence of an existing road safety problem within the vicinity of the site.

Accessibility on Foot and by Cycle

- 2.9 There are no footways within the immediate vicinity of the site. Although Snowdrop Lane is subject to a speed limit of 40 miles per hour, the rural nature and geometric characteristics of Snowdrop Lane lends itself to accommodating vehicles travelling well below 40 miles per hour. Indeed, Automated Traffic Counter data presented in Section 3 of this Highways Technical Note demonstrates 85th percentile speeds of approximately 25 miles per hour. Given that observed speeds are low and Snowdrop Lane is of reasonably straight geometry, albeit somewhat narrow in some sections, it is reasonable to suggest that pedestrians could theoretically walk along the extent of the carriageway.
- 2.10 There are a number of Public Rights of Way within close proximity of the site. These include Footpath LIR 8LR/1 approximately 650 metres northeast of the site, which connects to Footpath LIR 2LR/2 further east and routes between Lindfield to the north and Scaynes Hill to the south, and Bridleway LIR 6LR/1 approximately 800 metres northwest of the site, which provides a route towards Haywards Heath.
- 2.11 Whilst there are no dedicated on-road cycle paths within the immediate vicinity of the site, the local highway network is deemed suitable for cyclists given the low observed speeds of Snowdrop Lane, as well as low speed limits of the wider highway network, and relatively flat topography.

Rural Community Sustainable Travel

- 2.12 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. National and local planning policy also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.
- 2.13 Paragraph 109 of the National Planning Policy Framework (NPPF) states the following:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.14 While some amenities and facilities would potentially need to be accessed via private car, the trips would occur over a relatively short distance. Notwithstanding this, there are a number of Public Rights of Way within an appropriate walking distance from the site that provide access to Lindfield, Scaynes and Haywards Heath. It should also be noted that the National Planning Policy Framework defines sustainable transport modes as:
- "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."*
- 2.15 The provision of cycle parking and electric vehicle charging spaces are therefore considered sustainable transport modes which can assist in reducing reliance upon the private car within the context of the National Planning Policy Framework. Due consideration has been given to the provision of cycle and electric vehicle charging parking spaces in Section 3 of this Highways Technical Note.

3.0 Development Proposals

Overview

- 3.1 The remainder of this section provides further detail on the proposed access, parking and servicing arrangements having regard to local policy and best practice guidance.

Proposed Use & Quantum

- 3.2 The development proposal comprises of the construction of two residential dwellings. Each dwelling will benefit from their own individual access point taken from Snowdrop Lane to the south. Car and cycle parking are to be provided in accordance with local policy standards.

Access Arrangements

- 3.3 Access to the site will be achieved via two new access points taken from Snowdrop Lane. Each dwelling will benefit from their own individual access point, which has been designed to accommodate the movement of vehicles associated with the development proposals.

Visibility Splays

- 3.4 Snowdrop Lane is subject to a speed limit of 40 miles per hour speed limit). To gain an understanding of existing vehicle speeds on Snowdrop Lane, two 7-day Automated Traffic Counters were placed on Snowdrop Lane. The Automated Traffic Counters were placed either side of the proposed access locations and were installed between 19th March and 26th March 2025. The 85th percentile directional speeds and stopping sight distance requirements are summarised in Table 3.1 below.

ATC Location	Direction	85 th Percentile Speed	Stopping Sight Distance Requirement
ATC 1 – West of proposed site access location	Eastbound	26.6 miles per hour	36.3 metres
ATC 2 – East of proposed site access location	Westbound	25.1 miles per hour	33.5 metres

Table 3.1 - 85th Percentile Directional Speeds and Stopping Sight Distances

- 3.5 Table 3.1 above demonstrates that 85th percentile vehicle speeds fall well below the 40 miles per hour speed limit and visibility splays have therefore been calculated based on the formula contained within Manual for Streets (2007). As such, the proposed accesses are required to accommodate visibility splays of 36.3 metres to the west (for eastbound vehicles) and 33.5 metres to the east (for westbound vehicles). The drawing included in **Appendix A** demonstrates that these visibility splays can be achieved. The drawing also includes an interpretation of the highway boundary extent along Snowdrop Lane, which has been derived from the Land Registry Portal.
- 3.6 It should be noted that a visibility splay of 33.5 metres to the east can only be achieved for the access serving Plot B if the visibility splay is measured to the nearside edge of a vehicle track, which is typically a 500mm offset into the carriageway. Indeed, Manual for Streets 2 (2010) states the following in Paragraph 10.5.3:

"The Y distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. Therefore, a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm."

- 3.7 On this basis, it is suggested the required visibility splays can be achieved from the proposed access points and, as such, safe and suitable access to the site can be accommodated.
- 3.8 The suitability of the access arrangements, to demonstrate that a large car can enter and exit the site in forward gear, has been tested through swept path analysis which is included in **Appendix B**.

Parking Arrangements

- 3.9 The quantum of car and cycle parking has been determined in accordance with the parking standards contained within West Sussex County Council's 'Guidance on Parking at New Developments' (2020) planning document. Residential parking standards for new development are informed by the 'Parking Behaviour Zone' of a given area, as well as dwelling size and any control/enforcement arrangements. The car parking standards contained within Table 2 of the West Sussex County Council guidance are provided in Table 3.2 below.

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
One-bedroom dwelling	1-3	1.5	1.4	0.9	0.9	0.6
Two-bedroom dwelling	4	1.7	1.7	1.3	1.1	1.1
Three-bedroom dwelling	5-6	2.2	2.1	1.8	1.7	1.6
Four+ bedroom dwelling	7+	2.7	2.7	2.5	2.2	2.2

Table 3.2 - Car Parking Standards ('Guidance on Parking at New Developments', West Sussex County Council, 2020)

- 3.10 The development proposals comprise of two 5-bedroom residential dwellings and lies within a PBZ4 area. As such, each residential dwelling should be provided with 2.2 car parking spaces. The swept path analysis drawings included in **Appendix B** demonstrate that there is sufficient space for two cars to park within the curtilage of each dwelling. The development proposals will also provide a two-car garage for each dwelling. As such, it is demonstrated that car parking is provided in accordance with local policy standards and deemed suitable to sever the quantum of development.
- 3.11 West Sussex County Council's 'Guidance on Parking at New Developments' (2020) also provides guidance on minimum cycle parking provision, which is based on the number of habitable rooms within a dwelling, with 3+ bedrooms required to provide a minimum of two cycle parking spaces. In accordance with the policy standards, the development proposals will provide two cycle parking spaces per dwelling (totalling to four cycle parking spaces).

Delivery & Servicing Arrangements

- 3.12 It is envisaged that all delivery activities associated with the development proposals will occur within the curtilage of the site. Additional swept path drawings included in **Appendix C** confirm that a delivery van, measuring 6 metres in length, can reverse into each dwelling via the proposed access points taken from Snowdrop Lane and exit in forward gear. Bin stores are provided to the rear of the garages and are provided with 2x 240 litre bins, one for general waste and the other for recycling. Residents will be required to drag any refuse/recycling towards Snowdrop Lane for collection by refuse personnel on waste collection days.

4.0 Development Impact

Overview

- 4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Trip Generation

- 4.2 In order to demonstrate the immaterial impact any additional trips generated by the site will have on the surrounding highway network, the TRICS database has been interrogated for surveys contained within the category '03 – Residential: A – Houses Privately Owned', within the following parameters:
- ▶ Sites located in England (excluding Greater London);
 - ▶ Sites with 5-25 units;
 - ▶ Sites in areas classified as 'Suburban Area' and 'Edge of Town'; and
 - ▶ Weekday surveys only.
- 4.3 The trip rates and resultant trips pertaining to the proposed residential dwellings are provided in Table 4.1 below and the full TRICS output is included in **Appendix D**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Total Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.271	0.403	0.256	0.240	2.466	2.535
Vehicular Trips	1	1	1	0	5	5

Table 4.1 - Trip Rates and Resultant Trips - Two Residential Dwellings

- 4.4 Table 4.1 above demonstrates that the development proposals could generate in the order of two total vehicle movements during the morning peak hour and one total vehicle movement during the evening peak hour. Over the course of an average weekday, the development proposals could generate in the order of 10 vehicular movements.

Summary

- 4.5 The expected trip generation associated with the development proposals have been assessed with reference to the industry standard TRICS database. The analysis demonstrates the proposed development is expected to result in a marginal increase in vehicular movements during both the morning and evening peak hours, as well as over an average weekday.
- 4.6 On that basis, it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

5.0 Summary and Conclusions

- 5.1 This Highways Technical Note has been prepared on behalf of Gould Baxter in relation to development proposals at Pascott's Farm, Snowdrop Lane, Lindfield, West Sussex. The site is located on land to the north of Snowdrop Lane, approximately 2.5 kilometres south of Lindfield and 2.5 kilometres east of Haywards Heath.
- 5.2 The development proposal comprises of the construction of two residential dwellings. Each dwelling will benefit from their own individual access point taken from Snowdrop Lane to the south. Car and cycle parking are to be provided in accordance with local policy standards.
- 5.3 In summary, this Highways Technical Note has demonstrated that the development proposals benefit from suitable and appropriate access arrangements having regard to relevant design guidance. Car and cycle parking have also been provided in accordance with local policy standards. In addition, the development proposals will result in a negligible increase in vehicular movements during both the morning and evening peak hours, as well as over an average weekday.
- 5.4 On the basis of the above, it is concluded that there is no reason as to why the development proposals should be resisted from a highways or transportation perspective.

Appendix A

Proposed Access Arrangements

C:\Users\williammcaney\Motion\Staff\Site - Gblind 2501071\Drawings\2501071-TK02B, TK03A [Proposed Access Arrangements].dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
4. Interpretation of highway boundary information derived from Land Registry Portal and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.
5. Visibility splay stopping sight distance 85th percentile speeds derived from 7-day automated traffic counter. The recorded speeds are as follows:
 - Eastbound 85th percentile speed - 26.6 miles per hour
 - Westbound 85th percentile speed - 25.1 miles per hour

Legend

- Highway Boundary
- Visibility Splay

A	Updated Arrangements	WMC	DM	DM	02/06/2025
-	First Issue	WMC	DM	DM	13/05/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:
Gould Baxter

Project:
Pascott's Farm, Snowdrop Lane,
Lindfield

Title:
Proposed Access Arrangements

Scale: 1:500 (@ A3)

Drawing:
2501071-01

Revision:
A

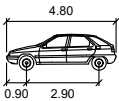
Appendix B

Swept Path Analysis – Large Car



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



SDV

meters

Width : 1.80
Track : 1.80
Lock to Lock Time : 6.0
Steering Angle : 37.8

A	Updated Arrangements	WMC	DM	DM	02/06/2025
-	First Issue	WMC	DM	DM	13/05/2025
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:
Gould Baxter

Project:
Pascott's Farm, Snowdrop Lane,
Lindfield

Title:
Swept Path Analysis
Large Car

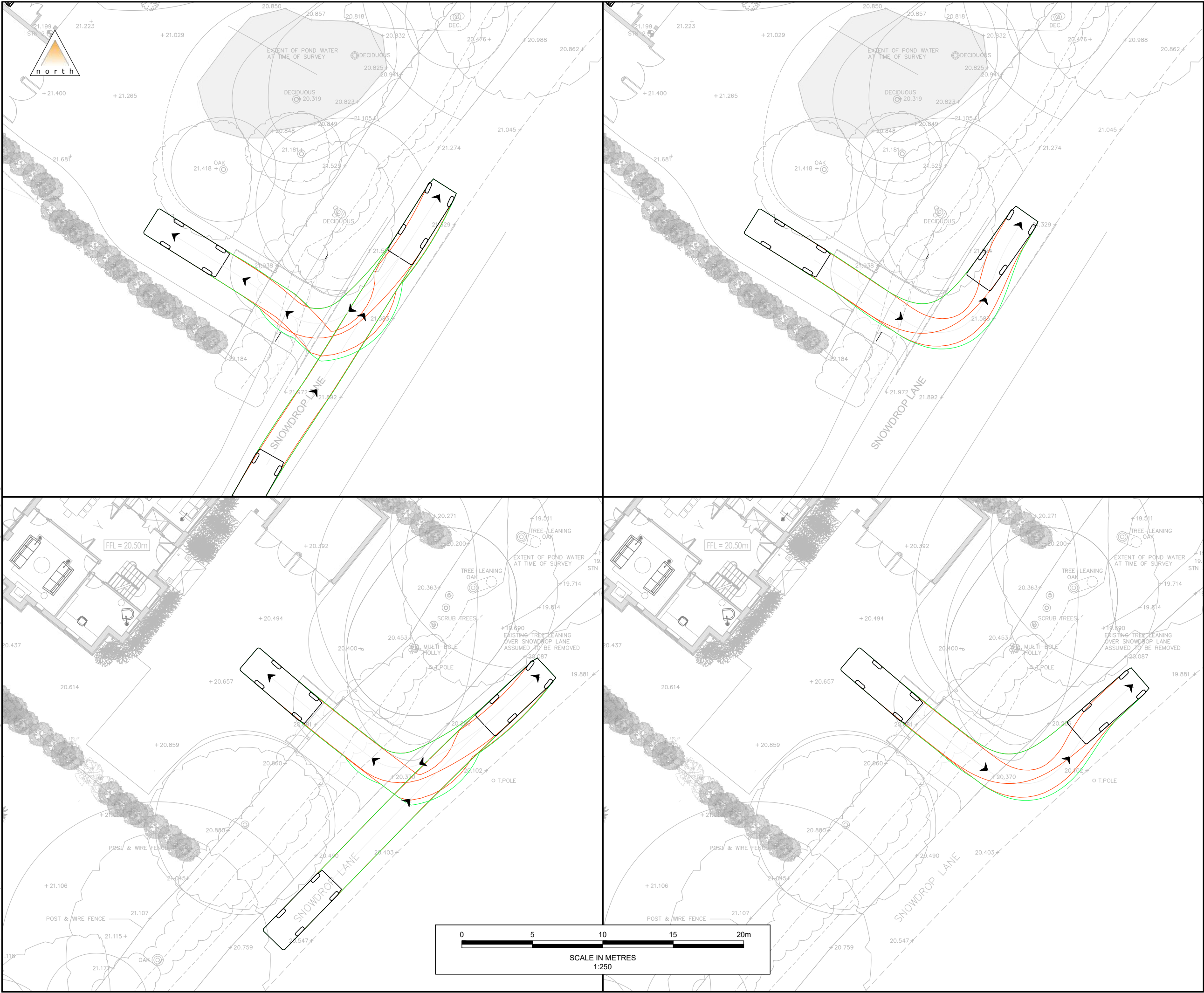
Scale: 1:250 (@ A3)

Drawing: 2501071-TK03 Revision: A

Appendix C

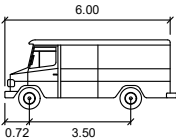
Swept Path Analysis – Delivery Van

C:\Users\williammcaney\Motion\Staff\Site - Gbolind 2501071\Drawings\2501071-TK02B_TK03A [Proposed Access Arrangements].dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Delivery Van

Width	2.10
Track	2.10
Lock to Lock Time	6.0
Steering Angle	46.2

B	Updated Arrangements	WMC	DM	DM	02/06/2025
A	Updated Arrangements	WMC	DM	DM	21/05/2025
-	First Issue	WMC	DM	DM	13/05/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:
Gould Baxter

Project:
Pascott's Farm, Snowdrop Lane,
Lindfield

Title:
Swept Path Analysis
Delivery Van

Scale: 1:250 (@ A3)

Drawing: 2501071-TK02 Revision: B

Appendix D

TRICS Output

Calculation Reference: AUDIT-734001-250514-0541

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
	KC KENT	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Motion High Street Guildford

Licence No: 734001

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: 5 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: 01/01/16 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 2 days
Wednesday 5 days
Thursday 1 days

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

Selected survey types:

Manual count 7 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:

Suburban Area (PPS6 Out of Centre) 4
Edge of Town 4

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

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 6 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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	2 days
125,001 to 250,000	2 days
250,001 to 500,000	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
1.6 to 2.0	1 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	4 days
No	4 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	8 days
-----------------	--------

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

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	8		
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL	
3	KC-03-A-09	MIXED HOUSES & FLATS		KENT
	WESTERN LINK			
	FAVERSHAM			
	DAVINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL	
4	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL	
5	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	
6	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
7	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUYS CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
8	WM-03-A-07	DETACHED HOUSES		WEST MIDLANDS
	EVESON ROAD			
	STOURBRIDGE			
	NORTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: WEDNESDAY	18/09/24	Survey Type: MANUAL	

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

Motion High Street Guildford

Licence No: 734001

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	8	16	0.093	8	16	0.256	8	16	0.349
08:00 - 09:00	8	16	0.271	8	16	0.403	8	16	0.674
09:00 - 10:00	8	16	0.124	8	16	0.124	8	16	0.248
10:00 - 11:00	8	16	0.132	8	16	0.202	8	16	0.334
11:00 - 12:00	8	16	0.163	8	16	0.140	8	16	0.303
12:00 - 13:00	8	16	0.209	8	16	0.178	8	16	0.387
13:00 - 14:00	8	16	0.202	8	16	0.163	8	16	0.365
14:00 - 15:00	8	16	0.194	8	16	0.240	8	16	0.434
15:00 - 16:00	8	16	0.295	8	16	0.248	8	16	0.543
16:00 - 17:00	8	16	0.279	8	16	0.186	8	16	0.465
17:00 - 18:00	8	16	0.256	8	16	0.240	8	16	0.496
18:00 - 19:00	8	16	0.248	8	16	0.155	8	16	0.403
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.466			2.535			5.001

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:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.