

Transport Report

ROBIN SHAW & WAYSIDE HOUSE, BALCOMBE

DECEMBER 2024



Reeves Transport Planning

PRODUCED for MATSIM PROPERTIES LTD

PRODUCED by REEVES TRANSPORT PLANNING LTD

SGR/RWB/11124 V1

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Version	Date	Author	Checked	Notes
V1	19.12.24	SGR	SGR	For Submission

1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a planning application at Robin Shaw and Wayside House, Haywards Heath Road, Balcombe. A site location plan is attached, as Appendix 1.
- 1.2 This proposal has been the subject of a withdrawn planning application under reference DM/23/2158 and a refused planning application DM/24/0775. The Local Highway Authority (LHA) did not raise an objection to the later application. Their consultation response concludes by confirming that *'the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network'*. The reason for the refusal included with the Decision Notice notes that parts of the development *'would result in an urban and stark appearance with a limited positive frontage and a hard edge. This would not fit into the rural edge of Balcombe nor preserve or enhance the character of this part of the High Weald Area of Outstanding Natural Beauty'*.
- 1.3 To address this reason for the refusal the bungalow to the south of the access, known as Robin Shaw, has been retained. The limited alteration of removing the inappropriately designed frontage parking serving both Robin Shaw and Wayside House has been retained as part of this new proposal.
- 1.4 This Transport Report is drafted with reference to the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014 and West Sussex County Council's (WSCC) consultation responses.

2. POLICY CONTEXT

- 2.1 This section of the Transport Report sets out relevant policy and guidelines, at a national and local level, that this proposal will be judged against.

2.2 The **National Planning Policy Framework (NPPF)**, adopted in March 2012 and updated December 2024, details the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use and encouraging the use of sustainable transport. Paragraph 115 states that in assessing development sites it should be 'ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.3 At the heart of the NPPF is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 116 emphasises this and states that '*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, following mitigation, would be **severe**, taking into account all reasonable future scenarios.*

2.4 **Mid Sussex District Plan 2014-2031** was adopted March 2018. It sets out a vision and strategy for Mid Sussex that supports the **National Planning Policy Framework's** '*presumption in favour of sustainable development*'.

2.5 **DP6: Settlement Hierarchy** has strategic objectives that include:

2) promoting well located and designed development that reflects the district's distinctive towns and villages, retains their separate identity and character, and prevents coalescence.

8) providing opportunities for people to live and work within their communities, reducing the need for commuting.

9) creating and maintaining town and village centres that are vibrant, attractive, and successful and that meet the needs of the community.

12) supporting sustainable communities which are safe, healthy, and inclusive; and

13) providing the amount and type of housing that meets the needs of all sectors of the community.

2.6 **Policy DP21: Transport** has strategic objectives, which include:

6) ensuring that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks.

15) creating places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

2.7 Development will be required to support the objectives of the **West Sussex Transport Plan (WSTP)**, which is the County Council's main policy on transport and supports delivery of **Our Council Plan** and its priorities. The WSTP explains how the council intends to address key challenges by improving, maintaining, and managing the transport network up to 2036. WSCC will do this by working with strategic partners, particularly in relation to funding. The plan contains five thematic and eight area transport strategies which are intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex.
- Healthy West Sussex.
- Protected West Sussex.
- Connected West Sussex.

- 2.8 This Transport Report will demonstrate that the transport implications of the proposal meet the requirements of both local and national policies, and that it will not have any adverse impact on highway safety or capacity.

3. EXISTING CONDITIONS

- 3.1 The part green and part brownfield site is located at Haywards Heath Road, Balcombe. There is a dwelling, Upper Stumble House, approved under planning reference DM/17/2223, which was under construction at the time of the previous application but is now completed.

- 3.2 The site is served via an existing access onto Haywards Heath Road, which is a local distributor road that connects Balcombe village centre with the outskirts of Haywards Heath, to the south. On-street lay-by parking is immediately opposite and this stretch of Haywards Heath Road benefits from a 30mph speed limit.

- 3.3 Figure 1 opposite highlights the current configuration of the junction with Haywards Heath Road. The bungalow to the left of the photograph will now be retained as part of the new proposal.



Figure 1: Current Configuration Of The Junction With Haywards Heath Road

- 3.4 A traffic volume and speed survey has been commissioned to determine the actual speeds of vehicles travelling past the proposed access. The survey was undertaken between 12th January and 6th February 2024. The collected data is attached at Appendix 2.
- 3.5 The survey data establishes that the 85th percentile traffic speed is 54.7km/h (34mph) north bound and 56.3km/h (35mph) south bound, with an average traffic flow of 5600 vehicle movements per day.

- 3.6 Section 7.5 of Manual for Streets (MfS) notes that *‘this section provides guidance on stopping sight distances (SSD) for streets where 85th percentile speeds are up to 60km/h. At speeds above this, the recommended SSDs in the Design Manual for Roads and Bridges [DMRB] may be more appropriate’*. Paragraph 10.1.1 of Manual for Streets 2 (MfS2) confirms that Section 7.5 of MfS was incorporated into the later guidance.
- 3.7 Table 3.1 presents the sight stopping distance (visibility splay) calculations for the recorded vehicle speeds.

Table 3.1 : Visibility Splay (SSD) Calculations – Rathcote Boreham Street										
	Lane	mph	CA185*	km/h	v (m/s)	t (s)	d (m/s ²)	a (%)	SSD	+2.4m
DMRB	SB	35	37.5	60.35	16.76	1.5	4.41	0.00	57.0	59.4
	NB	34	36.5	58.74	16.32	1.5	4.41	0.00	54.7	57.1
MfS	SB	35	37.5	60.35	16.76	2	2.45	0.00	90.9	93.3
	NB	34	36.5	58.74	16.32	2	2.45	0.00	87.0	89.4
*CA185 3.1.1 added 2.5mph for wet weather conditions.										

- 3.8 The data above informs that the speed of traffic passing the site in both directions is around 60km/h, and traffic volumes are relatively low for a local distributor road, so the design standards set out in MfS are appropriate in this instance. As such visibility splays of 60 metres to the north and 57 metres to the south would be necessary to ensure that the increased volume of traffic using the existing access did not affect highway safety or the free flow of traffic.

Accessibility by Foot and Cycle

- 3.9 Local Transport Note LTN 1/04 - Policy, Planning and Design for Walking and Cycling notes that the mean average length for walking journeys is circa one kilometre and for cycling, it is four kilometres, although journeys of up to three times these distances are not uncommon for regular commuters. It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Both are also actively encouraged to form part of longer journeys that involve public transport. The

distances people are prepared to walk, or cycle, depend on their fitness and physical ability, journey purpose and settlement topography.

- 3.10 There is a connected footway between the proposed development and Balcombe village centre, which is circa 875metres to the north. There are local amenities located within the village, which includes a convenience store, school, doctor surgery, The Half Moon Inn public house, as well as several retail stores and eateries.

Accessibility by Bus

- 3.11 The closest bus stops are located circa 600metres northwest along Oldlands Avenue and 650metres north to Denland Road. The stops are served by Handcross District Community Bus services 1,2 and 3, which operate a daily service from Handcross and surrounding villages to Horsham, Burgess Hill, Haywards Heath, and Balcombe.
- 3.12 The Handcross District Community Bus timetable is attached at Appendix 3.

Accessibility by Train

- 3.13 Balcombe Rail Station is situated 980metres west and can be accessed via Oldlands Avenue and Newlands, which is a circa 14-minute walk or four-minute cycle journey along quieter roads.
- 3.14 The station is very well served by Southern and Thameslink services that provide frequent journeys to Gatwick, London, Lewes, Littlehampton, Brighton, and Portsmouth. The Southern and Thameslink Route Maps, illustrating routes to and from Balcombe Rail Station, are attached at Appendix 4.
- 3.15 In summary, the proposal site has a range of local amenities and public transport within an acceptable walk or cycle, with Balcombe Rail Station providing a realistic travel option for residents of the proposed development.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal seeks to introduce two new detached residential dwellings while retaining Robin Shaw. The new dwellings will all be four-bedroom.

- 4.2 The parking provision for Wayside and Robin Shaw, which are currently located in the front gardens of the dwellings, will be moved to the rear gardens and served via the upgraded access. The deletion of the front garden parking removes the risk of conflict between vehicles using these spaces and the access approved under reference DM/17/2223. While there have been stylistic changes to the other dwellings proposed as part of this development the access layout and parking provision remains the same as that of the refused planning application.
- 4.3 All dwellings will be provided with safe, covered and conveniently located cycle parking storage.
- 4.4 The access changes proposed as part of the refused planning application (DM/24/0775) included a section adjacent to Haywards Heath Road that was 4.8metres wide for the first circa 18.8 metres into the site. This allowed two-way traffic that would ensure no risk of vehicles having to wait on the public highway if another car was emerging from the access.
- 4.5 Now that Robin Shaw has been retained the existing vehicle access has been widened for the first 10 metres in to the site to five metres. After this initial section the access narrows to 2.75metres for circa 20 metres. After this first 30 metres the basic layout of the access arrangements are the same as those proposed for planning application DM/24/0775. This first 10 metres at five metres wide is ample space to allow two cars to wait if another car is emerging from the access.
- 4.6 Appropriate on-site turning is provided to cater for emergency and delivery vehicles. Tracking for a fire appliance is attached at Appendix 5. To facilitate the turning space the garage serving the approved dwelling, Upper Stumble House has been moved closer to the property.
- 4.7 A plan showing that the visibility splays noted at paragraph 3.8 are achievable on land that is publicly adopted highway is attached at Appendix 6.

5. TRANSPORT AND TRAFFIC IMPACT

- 5.1 The TRICS analysis has been updated using the latest version of the database (7.11.3) and incorporating all of the dwellings on the site. This is to test the implications of the shorter passing area at the junction with Haywards Heath Road.
- 5.2 The TRICS sites included in the analysis are land use 03 Residential – A Houses Privately Owned within England and Wales, with a range of between 10-60 units within a sub-urban or edge of town area location and without a Travel Plan.
- 5.3 A summary of the TRICS results is presented in Table 5.1 and the full TRICS output is included, as Appendix 7.

Period	Trip Rates (per dwellings)			Predicted Trips (5 dwellings)		
	Arrivals	Departs	Total	Arrivals	Departs	Total
AM Peak (08:00–09:00)	0.138	0.379	0.517	0.690	1.897	2.587
PM Peak (17:00-18:00)	0.292	0.210	0.502	1.458	1.050	2.508
Daily Total (07:00-19:00)	2.478	2.536	5.014	12.382	12.679	25.061

- 5.4 The TRICS data indicates that the full complement of dwellings using the access will generate three vehicle movements in the AM and PM peak hours, with a daily total of 25 vehicle movements. This daily total should be considered as a worst case scenario as it would be reasonable to assume that deliveries to Wayside and Robin Shaw would wait on Haywards Heath Road, reducing the volume of traffic using the access.
- 5.5 The analysis confirms that there will be two departing vehicles and one arriving vehicle in the AM peak hour, with this pattern reversed in the PM peak hour. This would suggest that at 10 metres there is ample space to accommodate the two waiting vehicles (during the PM peak hour) if another vehicle were emerging from the access at the same time within the hour, which is a highly unlikely scenario.

- 5.6 Therefore, it is evident that the proposed residential development at Robin Shaw and Wayside House will not represent any adverse impact on the proposed access or surrounding road network.

6. PARKING DEMAND AND PROVISION

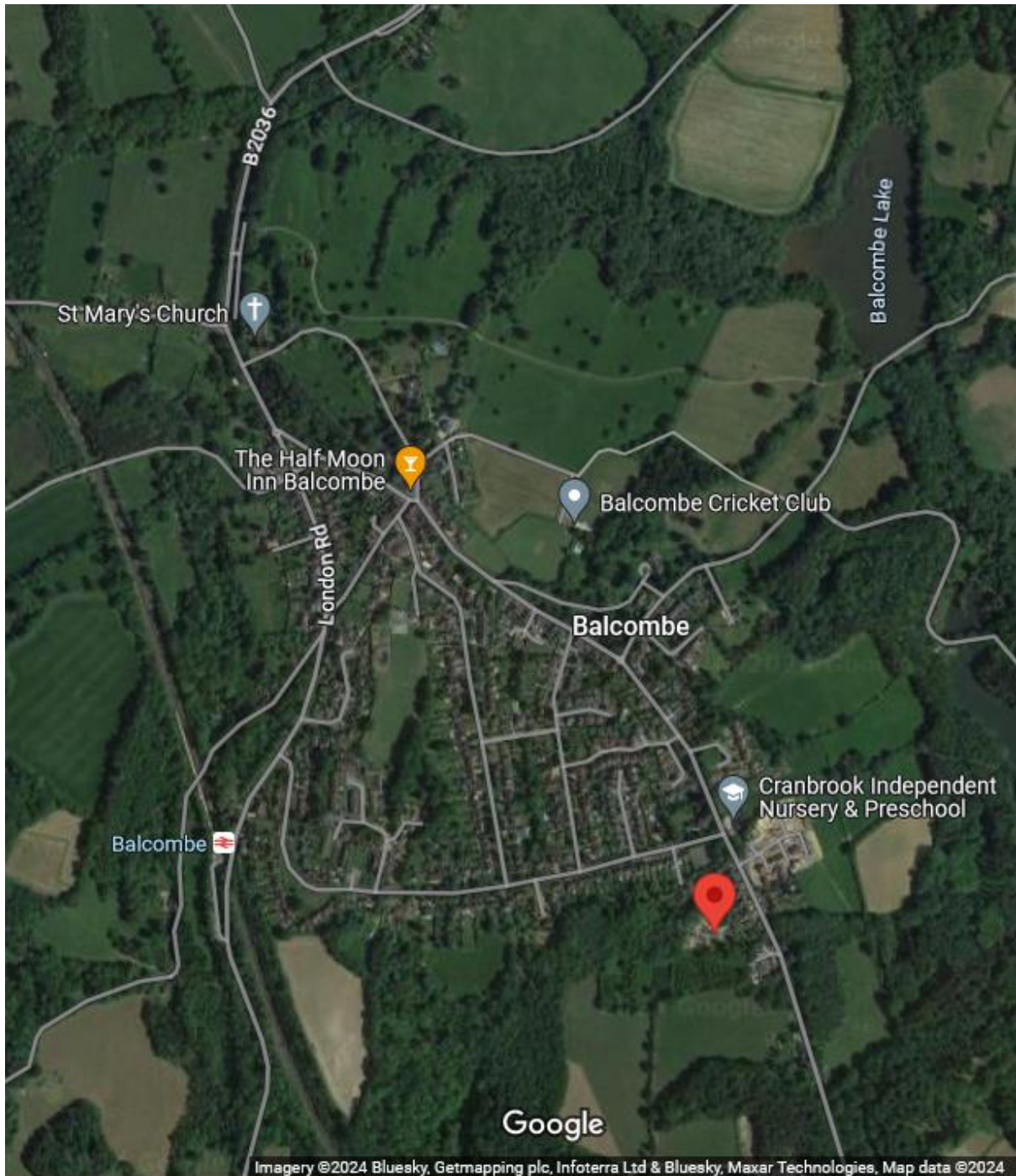
- 6.1 West Sussex County Council's 2020 Guidance on Parking at New Developments has been used to understand the likely car parking implications of the proposed development.
- 6.2 The guidance sets out indicative levels of on-site car parking and considers key characteristics such as car ownership and accessibility to sustainable modes of transport. It is used as an initial guide for developers who should also undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and, where relevant, attracting and retaining staff.
- 6.3 Principle E notes that *'good parking design is as important as providing the appropriate number of spaces. Therefore, developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are useable without creating highway safety issues such as vehicles overhanging footways.'*
- 6.4 This site is located within Parking Behaviour Zone 1, so the guidance states that 2.7 spaces are required for a four-bedroom unit. Therefore, 8.1 spaces should be provided for the proposal, including the replacement dwelling.
- 6.5 A total of six on-site parking spaces are proposed either within garages or undercroft, there is also hardstanding area for at least three vehicles within the site. Dedicated EV smart home chargers adjacent to each home will be provided.
- 6.6 On-plot cycle parking is also provided within the garages and undercroft areas to accord with WSCC guidance.
- 6.7 On this basis, it is considered that the proposal will not result in any vehicle parking spilling out from the development onto Haywards Heath Road.

7. SUMMARY AND CONCLUSIONS

- 7.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a new planning application at Robin Shaw and Wayside House, Haywards Heath Road, Balcombe.
- 7.2 The last planning application was refused because of the visual impact of demolishing the bungalow that is located to the south of the access route. This new proposal retains the bungalow, which necessitates an amendment to the width of the access.
- 7.3 Haywards Heath Road is a local distributor road that connects Balcombe village centre with the outskirts of Haywards Heath. There is a range of local amenities and public transport within an acceptable walk or cycle within Balcombe village, with Balcombe Rail Station providing a realistic travel option for residents of the proposed development.
- 7.4 The proposal seeks to introduce two residential dwellings, with improved parking provision for Wayside and Robin Shaw. The site also contains a new dwelling that has recently been completed. The access will provide sufficient space to allow two way traffic over the first 10 metres into the site on a shared surface access. After this initial section the access narrows to 2.75 metres, to allow space of the retained bungalow.
- 7.5 A Traffic Volume and Speed Survey was undertaken that identified actual speeds passing the proposed access. These speeds inform the appropriate visibility splays required to accord with Manual for Streets, and these are available at the proposed junction.
- 7.6 The TRICS data analysis indicates that the five dwellings that would be served by the access will generate circa three vehicle movements in the AM and PM peak hours, with a maximum of two inbound movements in the whole PM peak hour. There is ample space at the access to accommodate these vehicles, assuming that both are entering the site at the same time as another vehicle is leaving. It would be reasonable to conclude that the traffic impact of the whole site will not materially affect public safety or have any impact on the free flow of traffic.

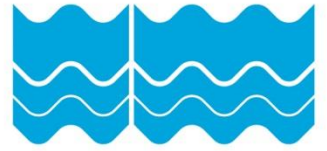
- 7.7 The parking allocation has not materially changed from that proposed for the refused planning application, which did not receive an LHA objection. Therefore, the proposal will not result in any vehicle parking spilling out onto Haywards Heath Road.
- 7.8 On this basis, taking all relevant information into consideration including the likely limited increase in daily traffic movements on the surrounding network, the proximity to Balcombe Rail Station, improved access, and availability of on-site parking provision, it is evident that the proposal will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety.
- 7.9 Our client would welcome conditions to control the construction of the access and secure the parking provision.

APPENDIX 1. SITE LOCATION PLAN



APPENDIX 2.

TRAFFIC VOLUME & SPEED SURVEY DATA



Transport Monitoring Team

Speed Survey for
Reeves Transport Planning
Haywards Heath Road, Balcombe
January 2024

For further information regarding the commissioning of all types of transport surveys please contact:

Transport Monitoring Manager

Transport Monitoring Team,
East Sussex County Council,
Communities, Economy & Transport Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE

Email: transport.monitoring@eastsussex.gov.uk



Site Number: 00006236

Haywards Heath Road, Balcombe

Details

Site Reference: 00006236

Latitude: 51.054040639876

Longitude: -0.124669075012207

Site Configuration:

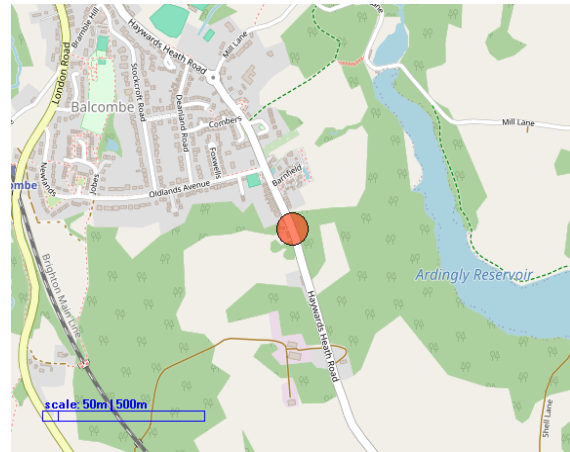
Interval: 15

Telemetry: No

Channels

Channel 1: Northbound (North)

Channel 2: Southbound (South)



Location



A6236 NB.jpg



A6236 SB.jpg

Site Number: 00006236
Speed Summary (All Days) Report

Haywards Heath Road, Balcombe
From 12/01/2024 To 06/02/2024
No Filters Applied

Site Reference: 00006236
Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	5		29	5	0	0	0	0	2	1	1	1	0	0	0	0	0
01:00	6		30	5	0	0	0	0	0	4	1	0	0	0	0	0	0
02:00	7		29	5	0	0	0	0	2	2	2	1	0	0	0	0	0
03:00	10	39	33	7	0	0	0	0	1	2	3	2	1	0	0	0	0
04:00	28	38	31	7	0	0	0	1	3	9	8	4	2	0	0	0	0
05:00	64	38	32	5	0	0	0	0	2	22	24	13	3	0	0	0	0
06:00	132	34	30	4	0	0	0	0	9	56	53	13	2	0	0	0	0
07:00	233	33	28	5	0	0	2	4	36	122	55	12	2	0	0	0	1
08:00	248	34	29	5	0	0	1	3	32	120	69	20	3	0	0	0	0
09:00	177	34	29	5	0	0	0	1	26	85	50	12	3	0	0	0	0
10:00	167	34	29	5	0	1	1	1	21	79	48	12	3	0	0	0	0
11:00	168	34	29	5	0	0	1	3	24	81	43	14	1	1	0	0	0
12:00	170	34	29	5	0	1	0	1	22	79	52	13	2	0	0	0	0
13:00	161	34	29	5	0	1	1	3	24	74	44	12	1	0	0	0	0
14:00	168	34	29	5	0	1	1	4	24	76	46	14	2	0	0	0	0
15:00	203	33	28	5	0	0	3	10	37	81	60	9	1	0	0	0	0
16:00	212	33	27	6	0	3	3	10	42	99	43	10	2	1	0	0	0
17:00	196	31	27	5	0	2	1	11	43	99	33	5	0	0	0	0	0
18:00	113	32	28	4	0	0	1	1	23	58	25	4	1	0	0	0	0
19:00	74	33	28	4	0	0	0	1	12	39	18	3	1	0	0	0	0
20:00	62	34	28	6	0	1	0	0	15	22	18	4	1	0	0	0	0
21:00	36	33	27	7	0	0	3	4	5	13	8	3	0	0	0	0	0
22:00	26	33	26	8	0	0	2	3	4	9	6	1	0	0	0	0	0
23:00	16	35	28	8	0	0	1	2	2	5	3	2	1	0	0	0	0
Total																	
12H(7-19)	2215	34	28	5	0	8	15	51	353	1054	568	139	21	4	0	0	2
16H(6-22)	2518	34	28	5	0	9	18	57	394	1184	665	162	24	4	1	1	2
18H(6-24)	2560	34	28	5	0	9	21	63	399	1197	673	165	25	5	1	1	2
24H(0-24)	2680	34	29	5	0	9	21	63	409	1237	712	187	32	6	2	1	2
AM Peak	08:00		03:00	03:00	11:00	10:00	07:00	07:00	07:00	07:00	08:00	08:00	05:00	11:00	04:00	08:00	07:00
	248		33	7	0	1	2	4	36	122	69	20	3	1	0	0	1
PM Peak	16:00	23:00	12:00	23:00	23:00	16:00	16:00	17:00	17:00	17:00	15:00	14:00	14:00	16:00	19:00	21:00	16:00
	212	35	29	8	0	3	3	11	43	99	60	14	2	1	0	0	0

Site Number: 00006236
Speed Summary (All Days) Report

Haywards Heath Road, Balcombe
From 12/01/2024 To 06/02/2024
No Filters Applied

Site Reference: 00006236
Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	14	41	35	7	0	0	0	0	1	4	3	4	1	1	0	0	0
01:00	9		34	7	0	0	0	0	0	3	2	2	1	0	0	0	0
02:00	5		33	6	0	0	0	0	0	1	1	1	1	0	0	0	0
03:00	6		33	7	0	0	0	0	0	3	1	1	1	0	0	0	0
04:00	9		35	6	0	0	0	0	1	1	3	2	1	0	0	0	0
05:00	22	38	32	6	0	0	0	0	1	6	8	5	1	0	0	0	0
06:00	55	37	31	5	0	0	0	0	2	23	18	9	2	1	0	0	0
07:00	181	35	30	6	0	0	2	4	20	69	59	18	6	2	0	1	0
08:00	261	34	30	5	0	0	0	2	22	116	94	19	6	0	2	0	0
09:00	163	35	30	6	0	0	2	2	13	60	62	18	3	1	1	0	0
10:00	163	34	30	5	0	0	1	1	18	76	50	14	3	1	0	0	0
11:00	162	35	30	6	0	0	1	4	21	61	54	15	4	1	0	0	0
12:00	174	35	30	5	0	0	2	2	16	76	54	19	4	1	0	0	0
13:00	192	35	30	5	0	0	1	1	17	80	68	18	6	1	1	0	0
14:00	199	34	30	5	0	1	0	3	26	81	65	18	4	1	1	0	0
15:00	215	34	29	5	0	1	2	6	24	93	67	18	3	0	0	0	0
16:00	259	34	30	5	0	0	1	2	32	115	82	21	3	1	1	0	0
17:00	284	34	29	5	0	0	0	4	39	134	86	16	3	1	0	0	0
18:00	204	35	30	5	0	0	0	1	15	87	72	23	4	0	0	0	0
19:00	127	36	31	5	0	0	0	1	9	43	50	19	3	1	0	0	0
20:00	71	36	31	6	0	1	0	2	4	26	25	10	3	1	0	0	0
21:00	61	35	27	8	0	1	4	6	11	16	14	6	2	1	0	0	0
22:00	50	37	28	9	0	0	3	10	6	10	11	7	3	0	0	0	0
23:00	30	35	26	9	0	0	2	9	4	5	6	4	1	0	0	0	0
Total																	
12H(7-19)	2456	34	30	5	0	2	13	33	263	1048	814	217	47	11	6	2	0
16H(6-22)	2770	35	30	5	0	4	17	42	289	1156	922	261	57	14	6	2	0
18H(6-24)	2850	35	30	5	0	5	22	60	298	1170	938	272	61	14	7	3	0
24H(0-24)	2914	35	30	5	0	5	22	61	302	1187	955	287	68	17	8	3	0
AM Peak	08:00 261	00:00 41	00:00 35	00:00 7	11:00 0	07:00 0	09:00 2	07:00 4	08:00 22	08:00 116	08:00 94	08:00 19	07:00 6	07:00 2	08:00 2	07:00 1	11:00 0
PM Peak	17:00 284	22:00 37	19:00 31	22:00 9	23:00 0	14:00 1	21:00 4	22:00 10	17:00 39	17:00 134	17:00 86	18:00 23	13:00 6	16:00 1	16:00 1	14:00 0	23:00 0

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Site Reference: 00006236
All Channels

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	19	39	33	7	0	0	0	0	2	5	4	5	1	1	0	0	0
01:00	16	39	32	7	0	0	0	0	1	7	3	3	1	1	0	0	0
02:00	12	37	31	6	0	0	0	0	3	3	3	2	1	0	0	0	0
03:00	16	40	33	7	0	0	0	0	2	4	4	4	2	1	0	0	0
04:00	36	39	32	7	0	0	0	1	4	10	11	6	4	1	0	0	0
05:00	85	38	32	5	0	0	0	0	3	27	31	18	5	0	0	0	0
06:00	186	35	31	4	0	0	0	0	11	78	71	22	4	1	0	0	0
07:00	414	34	29	5	0	0	3	8	56	191	114	30	8	2	0	1	1
08:00	509	34	30	5	0	0	1	5	53	236	163	39	8	0	2	0	0
09:00	340	34	30	5	0	0	2	3	39	145	112	30	6	1	1	0	0
10:00	330	34	29	5	0	1	2	2	38	156	98	26	6	1	0	0	0
11:00	330	34	29	5	0	0	2	7	45	142	97	29	6	2	0	0	0
12:00	343	34	30	5	0	1	2	3	38	155	106	32	5	1	0	0	0
13:00	353	34	30	5	0	1	2	4	41	155	112	30	7	1	1	0	0
14:00	366	34	29	5	0	2	2	6	49	157	111	32	6	1	1	0	0
15:00	417	34	29	5	0	1	4	16	61	175	128	27	4	0	0	0	0
16:00	471	34	29	5	0	3	4	12	74	214	125	32	5	2	1	0	0
17:00	479	33	28	5	0	2	2	15	82	233	120	21	3	2	0	0	0
18:00	317	34	29	5	0	0	1	2	38	145	97	28	5	0	0	0	0
19:00	201	35	30	5	0	0	0	2	21	82	68	22	4	1	1	0	0
20:00	133	35	30	6	0	2	0	3	19	47	43	14	4	1	0	0	0
21:00	97	34	27	8	0	1	7	10	17	29	22	9	3	1	0	0	0
22:00	76	36	27	9	0	0	5	13	9	19	16	8	3	1	0	0	0
23:00	46	35	26	8	0	0	3	11	5	10	9	6	2	0	0	0	0
Total																	
12H(7-19)	4670	34	29	5	0	10	27	84	615	2102	1382	356	68	14	6	3	2
16H(6-22)	5288	34	29	5	0	13	35	99	682	2339	1586	423	81	18	7	3	2
18H(6-24)	5410	34	29	5	0	14	43	123	697	2368	1611	437	86	19	8	3	2
24H(0-24)	5594	34	29	5	0	14	43	124	711	2425	1667	475	100	23	9	3	2
AM Peak	08:00 509	03:00 40	03:00 33	00:00 7	11:00 0	10:00 1	07:00 3	07:00 8	07:00 56	08:00 236	08:00 163	08:00 39	08:00 8	07:00 2	08:00 2	07:00 1	07:00 1
PM Peak	17:00 479	22:00 36	19:00 30	22:00 9	23:00 0	16:00 3	21:00 7	15:00 16	17:00 82	17:00 233	15:00 128	12:00 32	13:00 7	16:00 2	16:00 1	14:00 0	16:00 0

APPENDIX 3. BUS TIMETABLE

FARES

Concessionary Travel Passes Accepted

Adult Single £2.00

Child Single £1.25

Up to age 3 FREE

PLEASE NOTE:

The bus does not run on Bank Holidays or Christmas, see notice board for details.

Volunteer Drivers Needed

Private Hire - the bus is available for private hire at other times. Call for details.

For more information contact 01444 400212



Handcross District Community Bus



BUS TIMETABLE

Serving: Balcombe, Bolney, Broadfield, Burgess Hill, Colgate, Handcross,
Horsham, Lower Beeding, Pease Pottage, Plummers Plain, Slaugham,
Staplefield, and Warringlid

Your community - your bus!

Route 1 - MONDAYS - Balcombe - Handcross - Horsham and return

OUT	
Balcombe, Half Moon	0930
Balcombe Newlands	0935
Balcombe, Surgery	0940
Handcross, High St	0950
Handcross, Royal Oak	0955
Plummers Plain, Garage	1000
Lower Beeding, Church	1002
Horsham, Carfax	1015
RETURN	
	1300 Surgery
	1255
	1252 Half Moon
	1243
	1240
	1235
	1233
	1220

Route 6 - WEDNESDAYS - Bolney - Villages - Handcross - Colgate, Horsham and return

OUT	
Slaughtam, Church	0947
Staplefield, Victory Inn	0950
Staplefield, Jolly Tanners	0952
Handcross, Red Lion	0955
Handcross, High St	0957
Handcross, School/Surgery	0958
Pease Pottage, Black Swan	1005
Colgate, The Dragon	1010
Horsham, Carfax	1025
RETURN	
	1258
	1255
	1253
	1250
	1248
	1247
	1240
	1235
	1220

Route 2 - THURSDAYS - Balcombe - Handcross - Bolney - Burgess Hill and return

OUT	
Balcombe, Half Moon	1400
Balcombe, Newlands	1405
Balcombe, Surgery	1410
Handcross, High St	1420
Handcross, Royal Oak	1424
Handcross, Red Lion	1426
Bolney, Top Street	1435
Bolney, Drovers	1438
Bolney, Eight Bells	1439
Burgess Hill, Tesco	1450
Burgess Hill, High St	1455
RETURN	
	1715 Surgery
	1711
	1708 Half Moon
	1658
	1656
	1654
	1645
	1643
	1642
	1631
	1625

Route 4 - FRIDAYS - Pease Pottage, Handcross - Villages - Horsham and return

OUT	
Pease Pottage, Black Swan	0945
Handcross, School/Surgery	0948
Handcross, High St	0950
Handcross, Royal Oak	0955
Handcross, Red Lion	0957
Staplefield, Jolly Tanners	1000
Staplefield, Victory Inn	1002
Slaughtam Church	1005
Warminglid, Half Moon	1009
Plummers Plain, Garage	1013
Lower Beeding, Church	1015
Horsham, Carfax	1028
RETURN	
	1310
	1308
	1305
	1300
	1258
	1253
	1252
	1250
	1246
	1242
	1240
	1230

Route 3 - FRIDAYS - Slaughtam - Staplefield - Handcross - Balcombe - Haywards Heath

OUT	
Slaughtam, Church	1345
Staplefield, Victory Inn	1348
Staplefield, Jolly Tanners	1350
Handcross, Red Lion	1353
Handcross, High St	1355
Balcombe, Half Moon	1402
Balcombe, Newlands	1405
Balcombe, Surgery	1410
Haywards Heath, Perrymount Rd	1420
For Sainsbury's by request, Waitrose and Railway Station*	
Haywards Heath, South Rd	1425
Haywards Heath, PRH	1430
RETURN	
	1650
	1647
	1645
	1642
	1640
	1625 Newlands
	1627 Surgery
	1630 Half Moon
	1615
	1610 WH Smith
	1605

*Stop on request at Sainsbury's..add 4 minutes to all subsequent timings
+ Not Good Friday or Christmas/Boxing Day

APPENDIX 4.

SOUTHERN AND THAMESLINK NETWORK ROUTE MAPS

Our Network



Valid from December 2023

SERVICES AND FACILITIES

This is a general guide of the basic daily services, however, not all trains stop at all stations on each coloured line so please check your journey at nationalrail.co.uk or see our website

Gatwick Express

REGULAR SERVICE

LIMITED SERVICE

Great Northern

REGULAR SERVICE

LIMITED SERVICE

Southern

REGULAR SERVICE

LIMITED SERVICE

Thameslink

REGULAR SERVICE

LIMITED SERVICE

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Combined bus and train ticket is available on this route
- Luton Airport DART
- Faygate*
- Limited service stations on our network
- Interchange stations
- Interchange with Docklands Light Railway
- Interchange with the Elizabeth Line
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes
- Hovercraft service routes

Oyster and Contactless area

Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

Category 'A' Station: Step-free access between the street and all platforms, and also between platforms.

Category 'B' Station: Step-free access between the street and all platforms. There may not be step-free access between platforms or entrances.

Category 'B' Station: Step-free access between the street and some platforms.

Category 'B' Station: Step-free access between the street and platforms but only available for trains in the direction of the arrow.

Category 'C' Station: No step-free access between the street and platforms.

Staff assistance is required to provide a ramp between trains and the platform.

We're committed to accessible travel for all, and this map is intended to give an overview of step-free access at our stations. For more information on the accessibility on our network and the assistance we offer please visit the Assisted Travel section of our website or contact our Assisted Travel team.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844

southernrailway.com/travel-information/travel-help/assisted-travel
gatwickexpress.com/travel-information/travel-help/assisted-travel
thameslinkrailway.com/travel-information/travel-help/assisted-travel
greatnorthernrail.com/travel-information/travel-help/assisted-travel

STAFF AVAILABILITY

On-train or station staff available for all trains

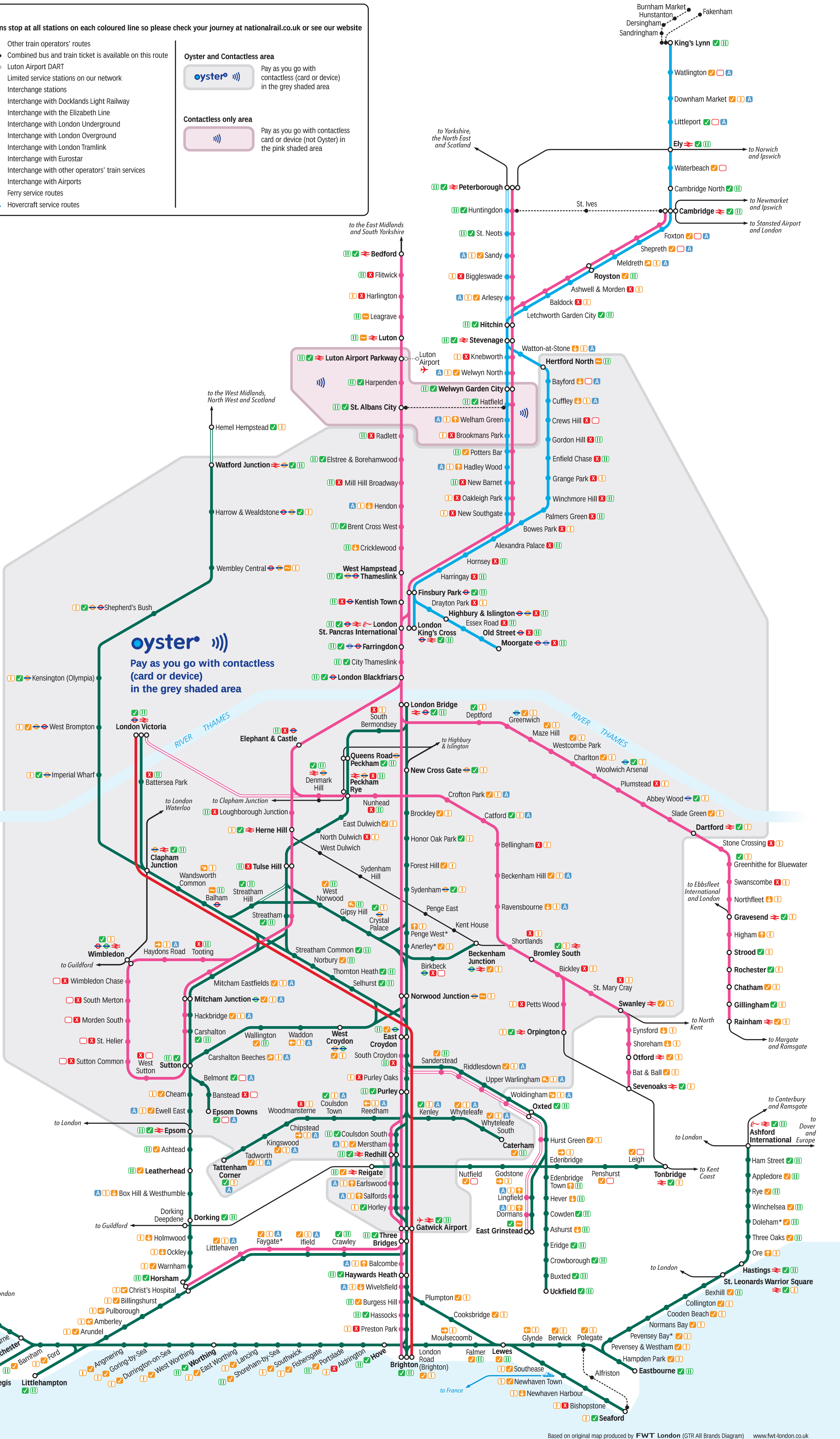
On-train or station staff available at certain times only

No on-train or station staff available

Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

- pressing the "Emergency" or "Assisted travel" button on the Help Point;
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving **20 minutes before your train is scheduled to depart**.



This information is correct as of 10th December 2023
For the most up-to-date station facilities see: www.nationalrail.co.uk

Based on original map produced by FWT London (STR All Brands Diagram) www.fwt-london.co.uk

Great Northern

GX
GATWICK EXPRESS

SOUTHERN

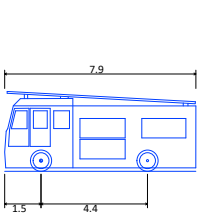
ThamesLink

APPENDIX 5.

EMERGENCY VEHICLE TRACKING



VEHICLE DETAILS:



Green line shows body
Orange line shows axle/wheels

PUMPING APPLIANCE

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue
-----	------	------------------

Base mapping supplied by others. BTM shall not be responsible for any errors or omissions.



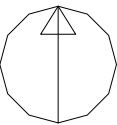
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Project
Haywards Heath Road Balcombe

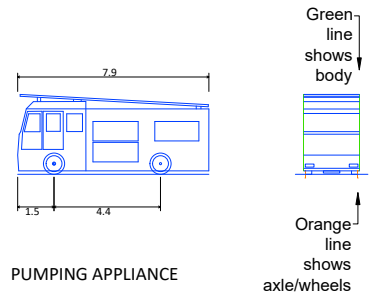
Fire Appliance SPA In

Drawn BTM	Date: 20/12/2024	Scale (at A3) 1:500
--------------	---------------------	------------------------

Dwg no. HHRB/SR/6011	Revision No. A
-------------------------	-------------------



VEHICLE DETAILS:



PUMPING APPLIANCE

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

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Project
Haywards Heath Road Balcombe

Fire Appliance SPA Out

Drawn BTM	Date: 20/12/2024	Scale (at A3) 1:500
Dwg no. HHRB/SR/6012	Revision No. A	

APPENDIX 6. VISIBILITY SPLAY PLAN



KEY:

- Visibility Splay
- Public Highway Boundary

Visibility Splay of 60m
From 2.4m set back

Raised crossover designed with pedestrian
priority constructed to WSCC specifications

Visibility Splay of 57m
From 2.4m set back

Rev	Date	Details Of Issue

Base mapping supplied by others. BTM shall not be responsible for any errors or omissions.



Reeves Transport Planning



Brighton Traffic Management

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Project
Haywards Heath Road Balcombe

Visibility Splay Dec 2024

Drawn: BTM	Date: 16/12/2024	Scale (at A3): 1:500
Orig no.: HHRB/SR/6010	Revision No.: A	

APPENDIX 7. TRICS DATA SHEETS

Calculation Reference: AUDIT-753101-241219-1256

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

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: 23 to 50 (units:)
 Range Selected by User: 10 to 60 (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 27/03/24

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	4 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
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	9
------------------	---

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	7 days - Selected
Servicing vehicles Excluded	25 days - Selected

Secondary Filtering selection:**Use Class:**

C3	9 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

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	4 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
75,001 to 100,000	1 days
125,001 to 250,000	5 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	5 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:

No	9 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	9 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
-----------------------	-----	--

Reeves Transport Planning Beaufort Terrace Brighton

Licence No: 753101

LIST OF SITES relevant to selection parameters

1	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 Survey date: THURSDAY 15/10/20	DETACHED HOUSES	BEDFORD	Survey Type: MANUAL
2	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings: 50 Survey date: WEDNESDAY 27/03/24	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
3	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL
4	NT-03-A-08 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: MANUAL
5	NY-03-A-14 PALACE ROAD RIPON Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 18/05/22	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: MANUAL
6	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	DETACHED HOUSES	PETERBOROUGH	Survey Type: MANUAL
7	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL
8	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9

WK-03-A-04

DALEHOUSE LANE

KENILWORTH

DETACHED HOUSES

WARWICKSHIRE

Edge of Town

Residential Zone

Total No of Dwellings: 49

Survey date: FRIDAY 27/09/19

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-03-A-01	Semi & Terraced. Likely smaller dwellings than proposed
DH-03-A-03	Semi & Terraced. Likely smaller dwellings than proposed
KC-03-A-03	Has flats not relevant to this scheme
NF-03-A-25	Has flats not relevant to this scheme
NF-03-A-51	Semi & Terraced. Likely smaller dwellings than proposed
NY-03-A-13	Semi & Terraced. Likely smaller dwellings than proposed
SD-03-A-01	Semi & Terraced. Likely smaller dwellings than proposed
VG-03-A-01	Semi & Terraced. Likely smaller dwellings than proposed
WO-03-A-07	Has flats not relevant to this scheme

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 5 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	35	0.053	0.266	9	35	0.219	1.097	9	35	0.272	1.363
08:00 - 09:00	9	35	0.138	0.690	9	35	0.379	1.897	9	35	0.517	2.587
09:00 - 10:00	9	35	0.132	0.658	9	35	0.238	1.191	9	35	0.370	1.849
10:00 - 11:00	9	35	0.185	0.925	9	35	0.201	1.003	9	35	0.386	1.928
11:00 - 12:00	9	35	0.185	0.925	9	35	0.169	0.846	9	35	0.354	1.771
12:00 - 13:00	9	35	0.238	1.191	9	35	0.179	0.893	9	35	0.417	2.084
13:00 - 14:00	9	35	0.179	0.893	9	35	0.179	0.893	9	35	0.358	1.786
14:00 - 15:00	9	35	0.201	1.003	9	35	0.245	1.223	9	35	0.446	2.226
15:00 - 16:00	9	35	0.276	1.379	9	35	0.213	1.066	9	35	0.489	2.445
16:00 - 17:00	9	35	0.345	1.724	9	35	0.154	0.768	9	35	0.499	2.492
17:00 - 18:00	9	35	0.292	1.458	9	35	0.210	1.050	9	35	0.502	2.508
18:00 - 19:00	9	35	0.254	1.270	9	35	0.150	0.752	9	35	0.404	2.022
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.478	12.382			2.536	12.679			5.014	25.061

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:

23 - 50 (units:)

Survey date date range:

01/01/16 - 27/03/24

Number of weekdays (Monday-Friday):

9

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

9

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 PSVS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 5 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
08:00 - 09:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
09:00 - 10:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
10:00 - 11:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
11:00 - 12:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
12:00 - 13:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
13:00 - 14:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
14:00 - 15:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
15:00 - 16:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
16:00 - 17:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
17:00 - 18:00	9	35	0.000	0.000	9	35	0.000	0.000	9	35	0.000	0.000
18:00 - 19:00	9	35	0.003	0.016	9	35	0.003	0.016	9	35	0.006	0.032
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.016			0.003	0.016			0.006	0.032

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.*

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

Calculation factor: 1 DWELLS
Estimated TRIP rate value per 5 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	35	0.034	0.172	9	35	0.207	1.034	9	35	0.241	1.206
08:00 - 09:00	9	35	0.088	0.439	9	35	0.342	1.708	9	35	0.430	2.147
09:00 - 10:00	9	35	0.113	0.564	9	35	0.216	1.082	9	35	0.329	1.646
10:00 - 11:00	9	35	0.144	0.721	9	35	0.163	0.815	9	35	0.307	1.536
11:00 - 12:00	9	35	0.157	0.784	9	35	0.144	0.721	9	35	0.301	1.505
12:00 - 13:00	9	35	0.191	0.956	9	35	0.129	0.643	9	35	0.320	1.599
13:00 - 14:00	9	35	0.144	0.721	9	35	0.141	0.705	9	35	0.285	1.426
14:00 - 15:00	9	35	0.166	0.831	9	35	0.216	1.082	9	35	0.382	1.913
15:00 - 16:00	9	35	0.260	1.301	9	35	0.176	0.878	9	35	0.436	2.179
16:00 - 17:00	9	35	0.326	1.630	9	35	0.132	0.658	9	35	0.458	2.288
17:00 - 18:00	9	35	0.257	1.285	9	35	0.182	0.909	9	35	0.439	2.194
18:00 - 19:00	9	35	0.238	1.191	9	35	0.132	0.658	9	35	0.370	1.849
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.118	10.595			2.180	10.893			4.298	21.488

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.*

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

Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 5 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	35	0.016	0.078	9	35	0.009	0.047	9	35	0.025	0.125
08:00 - 09:00	9	35	0.022	0.110	9	35	0.016	0.078	9	35	0.038	0.188
09:00 - 10:00	9	35	0.016	0.078	9	35	0.016	0.078	9	35	0.032	0.156
10:00 - 11:00	9	35	0.019	0.094	9	35	0.016	0.078	9	35	0.035	0.172
11:00 - 12:00	9	35	0.025	0.125	9	35	0.025	0.125	9	35	0.050	0.250
12:00 - 13:00	9	35	0.034	0.172	9	35	0.038	0.188	9	35	0.072	0.360
13:00 - 14:00	9	35	0.019	0.094	9	35	0.025	0.125	9	35	0.044	0.219
14:00 - 15:00	9	35	0.025	0.125	9	35	0.019	0.094	9	35	0.044	0.219
15:00 - 16:00	9	35	0.016	0.078	9	35	0.031	0.157	9	35	0.047	0.235
16:00 - 17:00	9	35	0.013	0.063	9	35	0.019	0.094	9	35	0.032	0.157
17:00 - 18:00	9	35	0.028	0.141	9	35	0.019	0.094	9	35	0.047	0.235
18:00 - 19:00	9	35	0.009	0.047	9	35	0.009	0.047	9	35	0.018	0.094
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.242	1.205			0.242	1.205			0.484	2.410

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

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