

Transport Statement

Rudgwick Glebe,
Lynwick Street,
Rudgwick,
Horsham,
RH12 3DJ



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Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	23-02-2026	RS	RW	RW
2	02-03-2026	RS	RW	RW
3	20-03-2026	RS	RW	RW

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Cross Homes (Lewes) Ltd to prepare a Transport Statement (TS) in connection with for the proposed development.

The Rudgwick Glebe development is located to the west of the main built up area of Rudgwick, on a site currently vacant and bound by trees and residential properties. The proposal seeks Planning in Principle for the construction of 4 residential houses, with vehicular access to be provided from Lynwick Street via the existing field entrance situated in the north-eastern corner of the site.

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

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

The development will provide:

- Cycle storage compliant with WSCC guidance ;
- Car parking compliant with WSCC guidance;
- Refuse storage with refuse vehicle access compliant with MfS1;
- EV charging points;
- Suitable visibility splays at the site access with Lynwick Street;
- Allowance for emergency vehicle access within 45m of points of each dwelling in accordance with the Building Regulations.

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

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

Cycle parking, electric vehicle parking and accessible parking are all provided in accordance with local policy requirements where stated.

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

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for Cross Homes (Lewes) Ltd to support the development of Rudgwick Glebe and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Cross Homes (Lewes) Ltd to prepare a Transport Statement (TS) in connection with for the proposed development.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - West Sussex County Council Local Transport Plan 2011-2026 (2011);
 - West Sussex Guidance on Parking at New Developments (2020);
 - Horsham District Planning Framework 2015-2031 (2015);
 - Horsham District Draft Local Plan 2019-2036 (2020).

2 Existing Site Details

- 2.1 The site is located on the southern side of Lynwick Street, to the north-west of the main built up area of Rudgwick. The site is a wooded area with six TPO's along the site frontage. The site is bound by trees, neighbouring residential properties and a Public Right of Way RUD/1390/3 which runs adjacent to the southern boundary.
- 2.2 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area.

Figure 2.1 – Aerial View of Existing Site



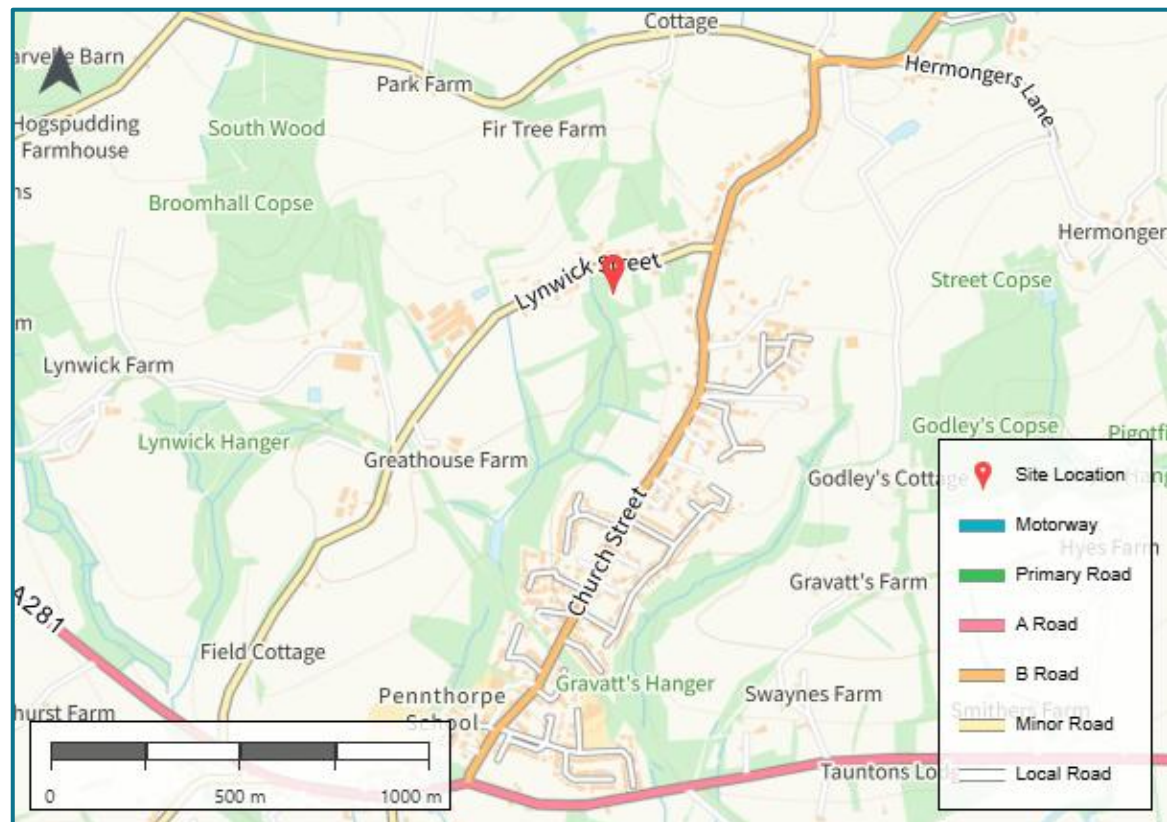
- 2.3 The site is located outside the current built up area of Rudgwick which is defined as a Medium Village in Policy 3 of the Horsham District Planning Framework (2015) and the Emerging Local Plan.
- 2.4 The Old Brickworks located to the west of the site on Lynwick Street is allocated as a Parish Employment Area within the Rudgwick Neighbourhood Plan (RNP10), and is safeguarded for employment generating uses.

3 Local Highway Network

Local Highway Network

- 3.1 The site is accessed from Lynwick Street. Lynwick Street serves a number of residential properties and is subject to a 30mph speed limit. There are no footways on Lynwick Street connecting to the site.
- 3.2 To the east Lynwick Street connects to B2128 Church Street which passes through the centre of the village. The B2128 is a medium length B-road, mostly within the Surrey Hills, providing links to the strategic highway network including the A281. There are footways and street-lighting provided along Church Street.
- 3.3 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network

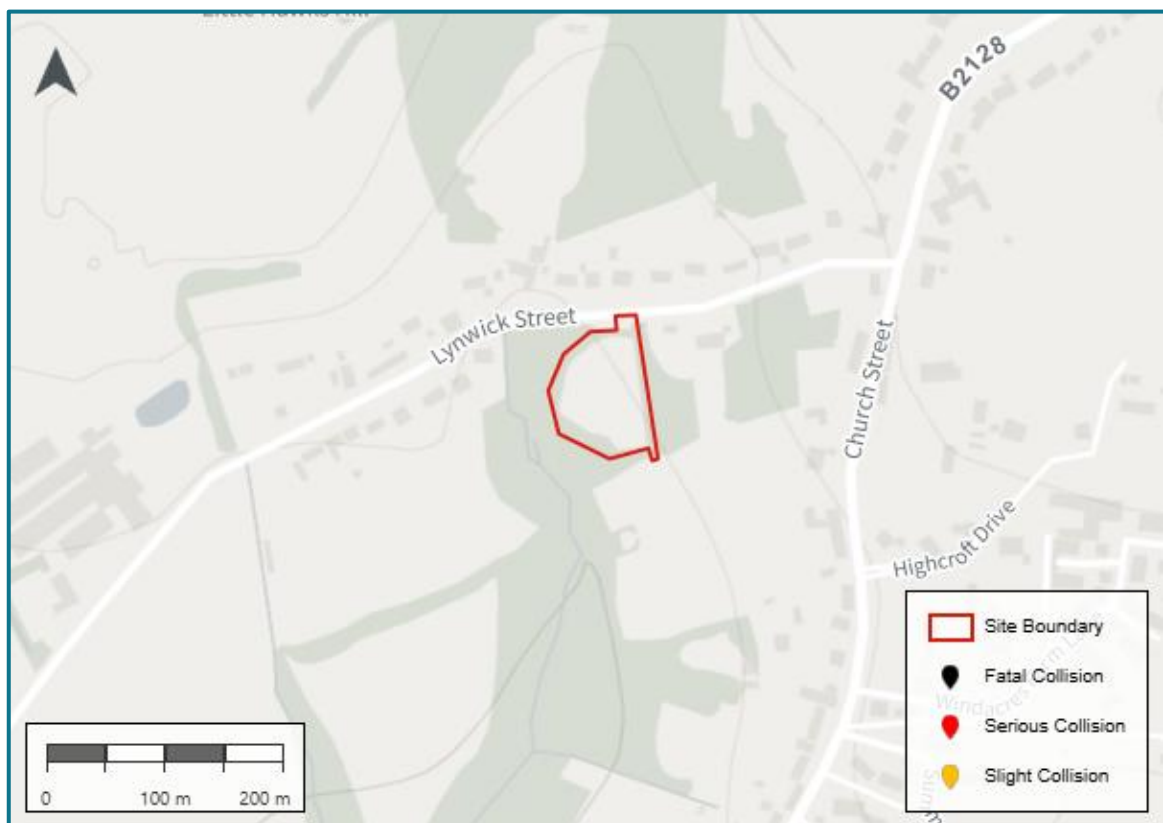


Source: Ordnance Survey

Accident Data

- 3.4 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.
- 3.5 Accident records have been examined within the site vicinity for a 5-year period between 2020 and 2024. Records have been examined for Lynwick Street within the vicinity of the site access.
- 3.6 Within this time period there has been only 0 recorded accident within the area surrounding the site (circa 300m radius around the site access), this incident was 'slight' severity and occurred on Church Street to the east of the site on 10th April 2024, involving 2 vehicles and 1 casualty.
- 3.7 **Figure 3.2** shows the locations of incidents in the surrounding area, and **Error! Reference source not found.** provides details of those incidents.

Figure 3.2 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

- 3.8 Overall, the local accident incidence rate is low and no incidents have occurred on Lynwick Street in the vicinity of the site, it is reasonable to conclude that the proposals would not result in a highway safety concern.

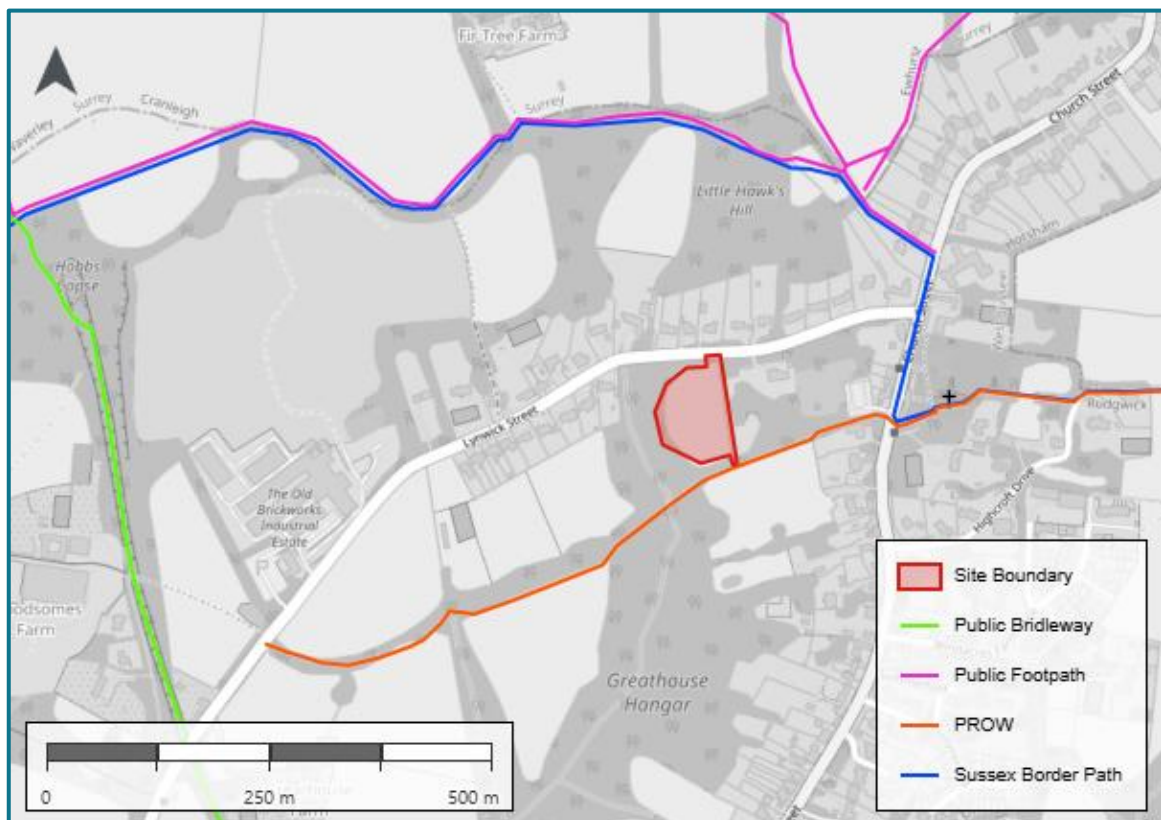
4 Modal Choices

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

Accessibility by Foot

- 4.2 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4.1**, with PROW path RUD-1390 running adjacent to the sites southern boundary.

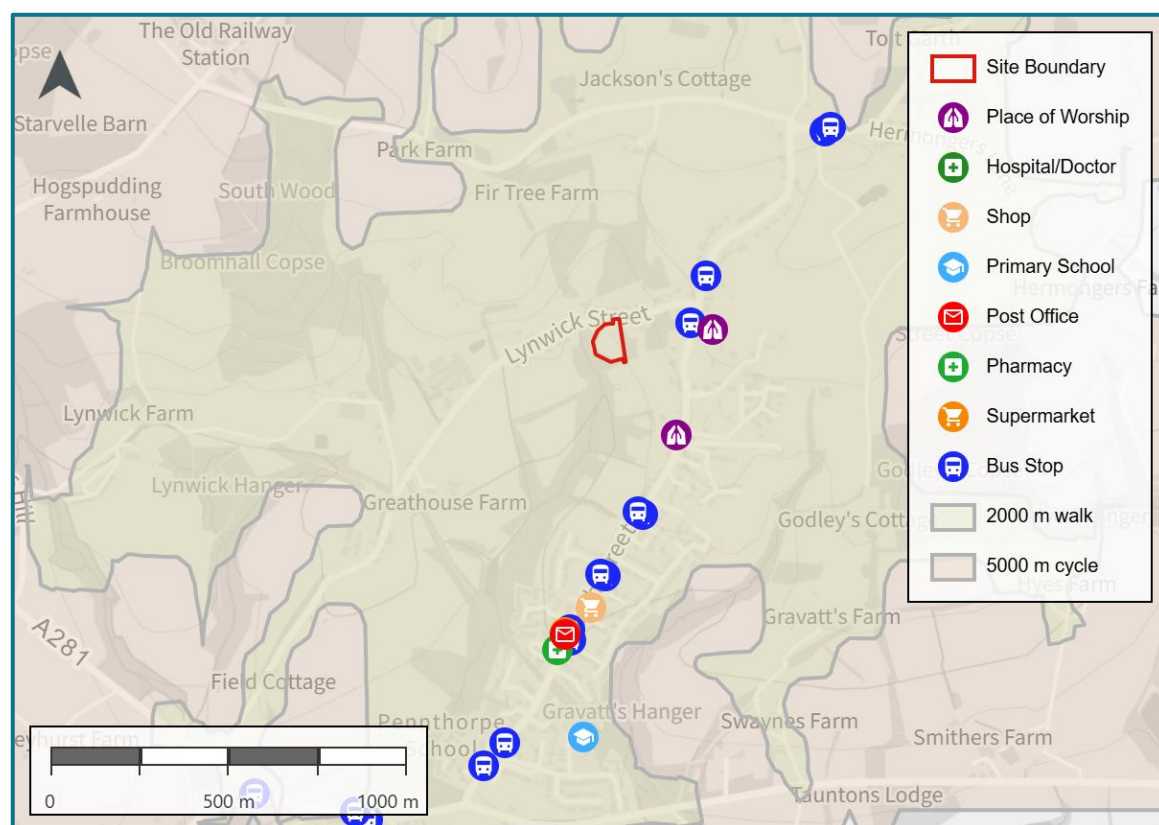
Figure 4.1 – PRoW



Extract from PROW Map

- 4.3 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.2** and listed below in **Table 4.1**. A 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes is shown, together with a 5km cycling distance isochrone representing a journey time of approximately 19-minutes.
- 4.4 The Sussex Border Path runs along the southern boundary of the site. The Sussex Border Path is a 136-156 mile long-distance hiking trail that follows the historic border of Sussex with Hampshire, Surrey and Kent. The path provides a link from the site to B2128 Church Street opposite the Kings Hewad pub.

Figure 4.2 – Local Amenities Nearby Site



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

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

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Bus Stops on Church Street	280-300 m	4.3-4.6	1.1-1.2
Church	320 m	4.8	1.2
Pub	335 m	5	1.3
Jubilee Hall	450 m	6.4	1.7
Lynwick Street Employment Area	550 m	7.5	2.1
Rudgwick Chapel	620 m	8.4	2.4
Co-Op Shop	1.2 km	15.3	4.6

Pharmacy	1.3 km	16.5	5
Pre-Schools	1.7 km	21.2	6.6
Primary School	1.9 km	23.6	7.4

Bus Services

- 4.6 The nearest bus stop is located at The Kings Head, approximately 280-300m from the site, this represents a 4-5 minute walk. These stops are served by route number 63.
- 4.7 **Table 4.2** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 4.2 – Local Bus Service Frequencies

Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
63	Horsham - Guildford	3 per hour	2 per hour	No service
63	Guildford - Horsham	1 per hour	2 per hour	No service

- 4.8 Route 63 provides a moderate frequency service in each direction to key destinations throughout the day. The short distance between the bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

5 Proposed Development

Development Description

- 5.1 The proposal is for the construction of 4 residential houses, with vehicular access to be provided from Lynwick Street in the north-eastern corner of the site. The development will provide access to the PROW which runs adjacent to the southern border of the site.
- 5.2 The proposed site layout plan is shown in **Appendix A**.

Proposed Access

- 5.3 The site is accessed from Lynwick Street, as shown in **Figure 5.1**. To provide greater visibility, the proposed access will be repositioned to the west, noting the locations of the 6 existing TPO's along the site frontage as shown in **Figure 5.2**.

Figure 5.1 – Site Access



Figure 5.2 – HDC Tree Preservation Order Map Extract



- 5.4 MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4metres is the appropriate X distance for most roads.
- 5.5 On the basis of the 30mph speed limit, in accordance with MfS1, visibility splays of 2.4metres x 43metres are required, and are achievable as shown on the access plan contained at **Appendix B**.
- 5.6 The extent of highway boundary plan has been obtained from WSCC and is included on the access plan.
- 5.7 The existing vegetation along the site frontage will be cut back and maintained to ensure adequate visibility splays remain achievable with no solid obstruction above 0.6m.
- 5.8 Therefore, adequate visibility to meet the Manual for Streets standards is achievable.

Car Parking

- 5.9 Parking will be provided in accordance with the WSCC standards, double garage provision and 2 driveway spaces per unit (equating to 12 allocated space), plus 2 unallocated visitor spaces. The site is located in PBZ1.
- 5.10 **Table 5.1** details the WSCC 'Guidance on Parking at New Developments' (2020) requirements below.

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

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

- 5.11 The guidance states that garages which meet the minimum internal dimensions of 6m x 3m will be regarded as an allocated space of 0.5 when being taken into account for parking demand calculations. Each double garage is 6m x 6m internally. Therefore each double garage counts as 1 space towards the overall allocated provision, making the total allocation 3 spaces per dwelling, in accordance with the above standards which require 2.7 spaces per dwelling.
- 5.12 The WSCC parking guidance states 'no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces

per dwelling'. As the parking is proposed as allocated, the visitor parking demand is approximately 1 (0.8) spaces, however 2 spaces are shown on the layout.

- 5.13 The WSCC guidance also states 'active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide passive provision'.
- 5.14 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), electric vehicle charge points are provided at 1 per dwelling (total 4 EV spaces).

Cycle Parking

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

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

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

- 5.16 The proposed development will provide 2 cycle parking spaces per dwelling in garden sheds.

Servicing and Emergency Vehicle Access

- 5.17 Bin storage will be provided within the curtilage of each residential property.
- 5.18 The site will be 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'.
- 5.19 Vehicle tracking of a refuse vehicle has been provided on the access plan, this demonstrating the largest vehicle requiring access to the site can easily be accommodated.
- 5.20 In accordance with Fire safety: Approved Document B, a fire appliance should be able to access the development and reach within 45metres of all dwelling entrances.

6 Trip Generation

- 6.1 No existing vehicle trip generations associated with the sites existing 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 – TRICS Analysis

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

- 6.3 The proposed development is for residential. The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:

- Survey Year: Post 2014 surveys;
- Days: Weekdays only;
- Location: Neighbourhood centre, village location types;
- Number of units: 6-30 Units;
- Car Ownership: From 1.1 to 2.0.

- 6.4 **Table 6.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Trip Rates for Development

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
Vehicles	0.265	0.558	0.823	0.451	0.239	0.69	3.096	3.284	6.38
Cycles	0	0	0	0.018	0.009	0.027	0.027	0.027	0.054
Pedestrians	0.115	0.239	0.354	0.071	0.088	0.159	1.045	1.097	2.142
Public Transport	0.009	0.018	0.027	0.009	0	0.009	0.027	0.036	0.063
Total People	0.504	1.195	1.699	0.788	0.416	1.204	5.451	5.823	11.274

- 6.5 **Table 6.2** shows the resultant trips based on the development scale.

Table 6.2 – Proposed Development Trips

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
Vehicles	1	2	3	2	1	3	12	13	26
Cycles	0	0	0	0	0	0	0	0	0
Pedestrians	0	1	1	0	0	1	4	4	9
Public Transport	0	0	0	0	0	0	0	0	0
Total People	2	5	7	3	2	5	22	23	45

Resultant trips rounded to the nearest whole number

6.6 The full details of the TRICS assessment can be seen in **Appendix C**.

Summary of Trips

6.7 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 3 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 3 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 26 two-way daily weekday vehicle trips are forecast.

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

7 Conclusion

- 7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.
- 7.3 The development is located to the west of the main built up area of Rudgwick, on a site currently vacant and bounded by trees and residential properties. The proposal seeks Planning in Principle for the construction of 4 residential houses, with vehicular access to be provided from Lynwick Street via the existing field entrance situated in the north-eastern corner of the site.
- 7.4 Access to the site is via Lynwick Street. The proposed access will be relocated to the west to enable greater visibility, achieving splays compliant with Manual for Streets 1 requirements (2.4metres x 43metres).
- 7.5 The development will provide access to PROW path RUD-1390 which runs adjacent to the sites southern boundary, providing access to the existing footway network on Church Street opposite The Kings Head.
- 7.6 Using the detailed TRICS database, the development is likely to result in approximately 3 two-way trips in the peak AM period (0800-0900) and 3 two-way trips in the peak PM period (1700-1800).
- 7.7 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.
- 7.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

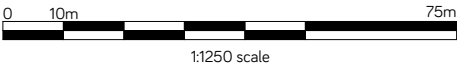
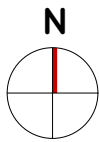
- End of Report -

Appendix A

Site Plan



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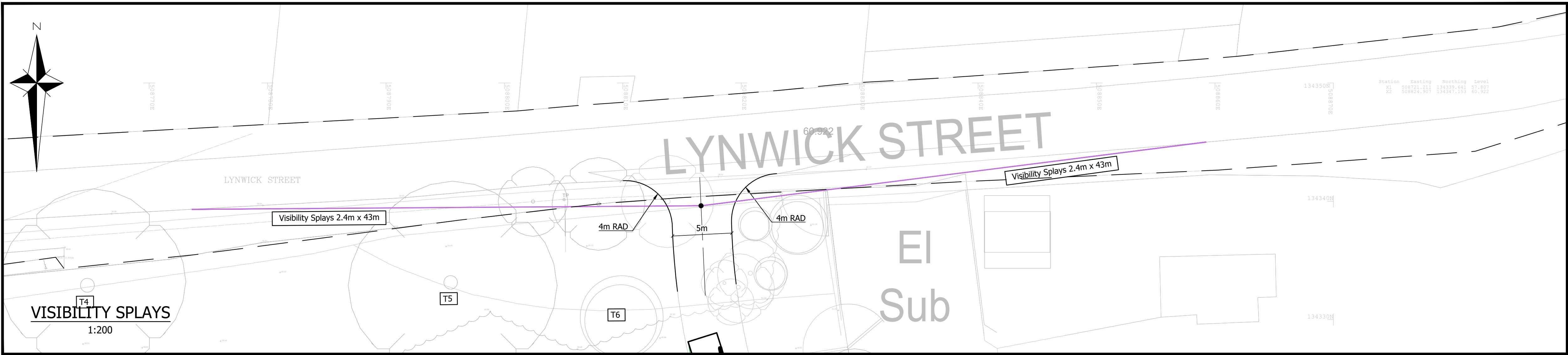
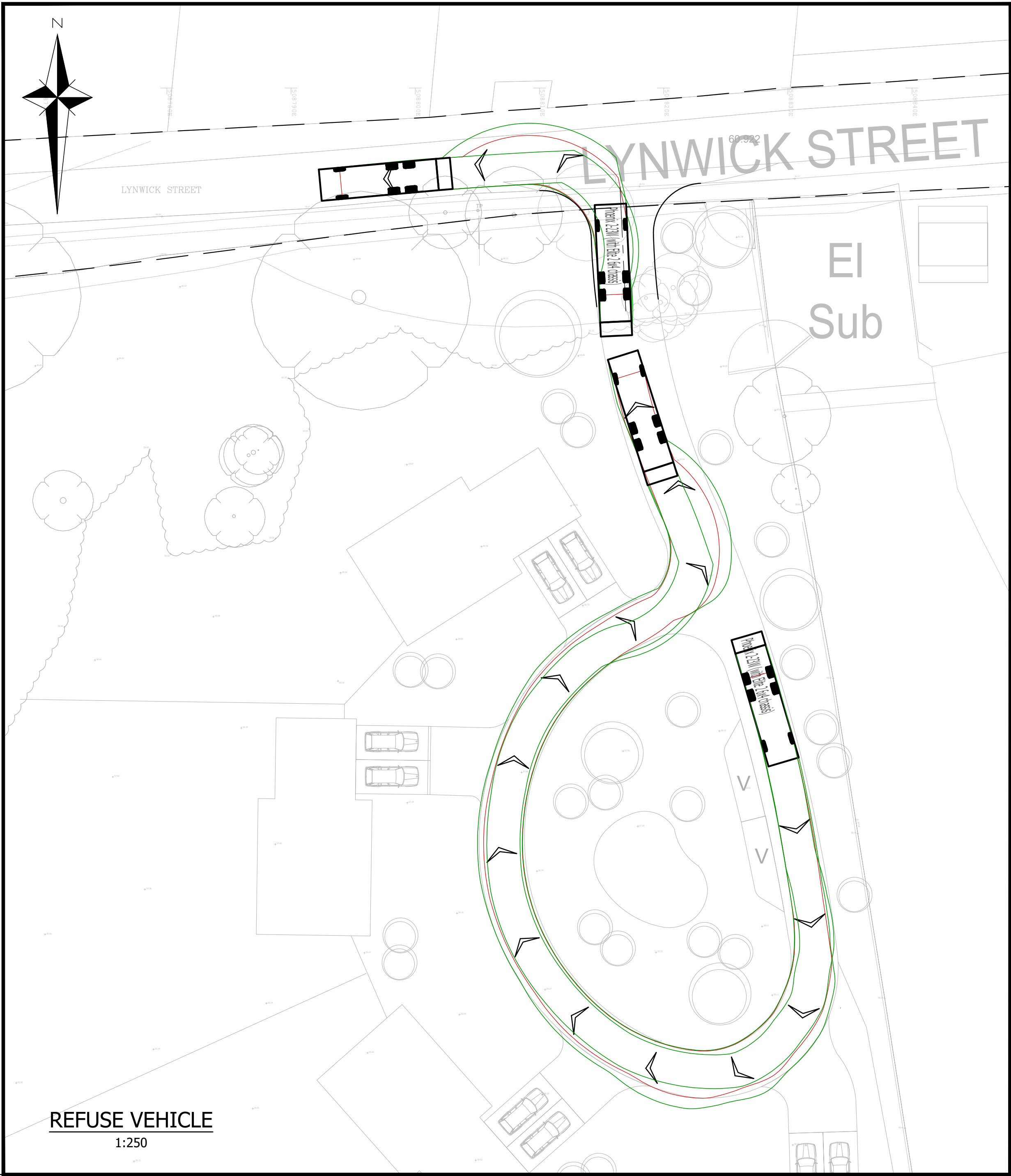
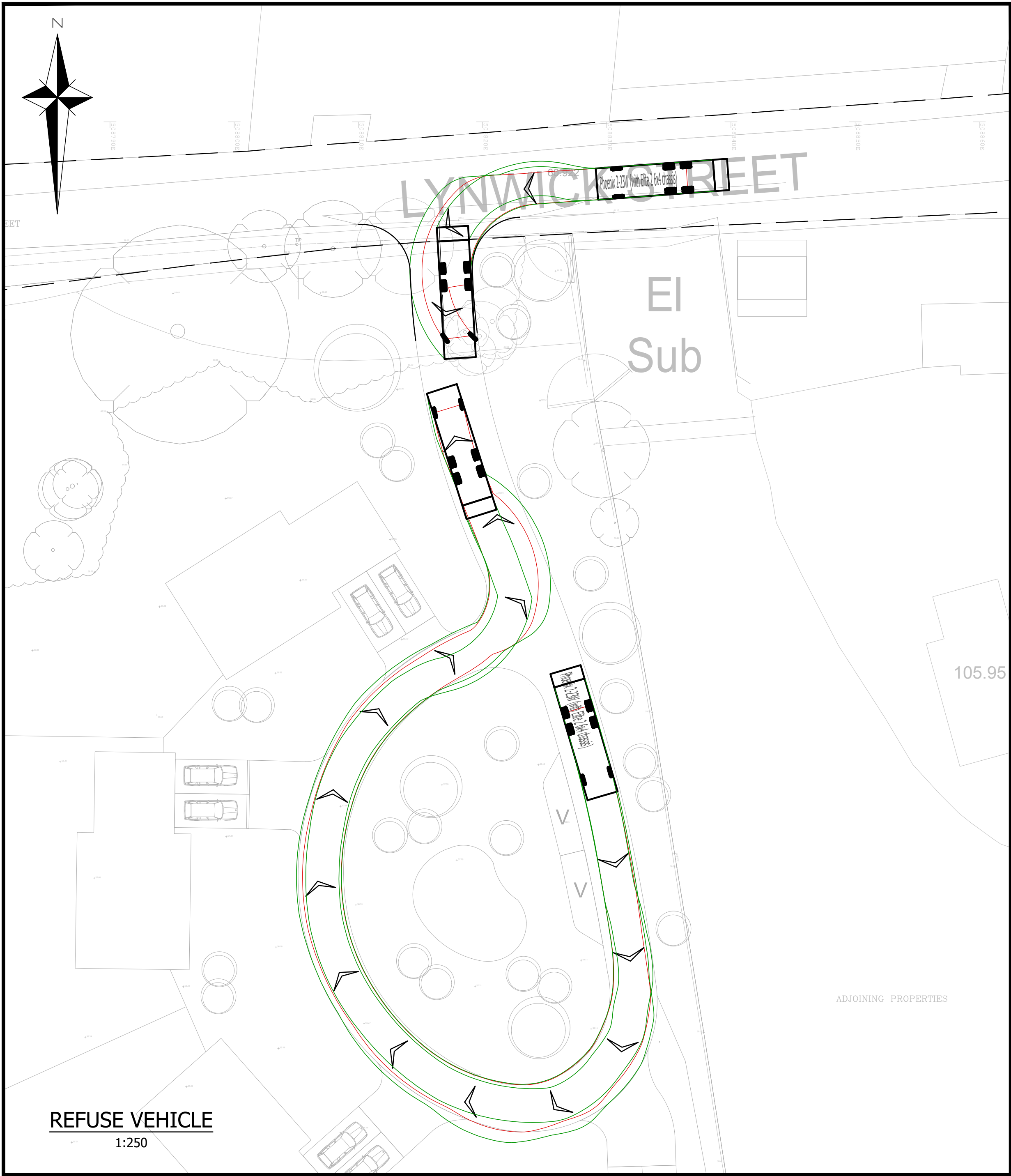
Client CROSS HOMES (LEWES) LTD		Title RUDGWICK 4-UNIT FEASIBILITY BLOCK PLAN		Status FEASIBILITY	
 Delta House 16 Bridge Rd Haywards Heath RH16 1AU Tel: 01444 717950 office@datum-architects.co.uk	Project LYNWICK STREET, RUDGWICK, RH12 3DJ	Date of Issue 13/03/2026		PROJECT - STAGE - DRAWING - REVISION DA2512-F-03e	
		Scale 1:1250 @ A3			



Client	CROSS HOMES (LEWES) LTD	Title	RUDGWICK 4-UNIT FEASIBILITY SITE PLAN		Status	FEASIBILITY
 Delta House 16 Bridge Rd Haywards Heath RH16 1AU Tel: 01444 717950 office@datum-architects.co.uk	Project		LYNWICK STREET, RUDGWICK, RH12 3DJ	Date of Issue	13/03/2026	PROJECT - STAGE - DRAWING - REVISION DA2512-F-04e
				Scale	1:500 @ A3	

Appendix B

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 like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

LEGEND

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

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

Vehicle wheels outline

Vehicle Body envelope

Highway Boundary

P4	UPDATED LAYOUT	02.03.2026	RS	JMW
P3	UPDATED LAYOUT	23.02.2026	RS	JMW
P2	UPDATED ACCESS LOCATION	17.02.2026	RS	JMW
P1	INITIAL ISSUE	11.02.2026	RS	JMW
Rev	Amendments	Date	Dsn	Chk
Status		PRELIMINARY		
Client				
CROSS HOMES (LEWES) LTD				
Architect				
Project				
LYNWICK STREET RUDGWICK				
Title				
ACCESS PLAN				
Date		Scale @ A1		
FEB 2026		AS SHOWN		
Clients Ref.		Project Ref.		
		14224		
 Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel:01444 871444 Web: www.gtacivils.co.uk				
Drawing Number		14224/2200		Rev.
				P4

Appendix C

TRICS Output Data

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	MW	MEDWAY	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	1 day
09	NORTH		
	IM	ISLE OF MAN	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day

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

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 30 (units:DWELLS)
Range Selected by User:	6 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/14 to 30/06/25

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

Selected survey days:

Friday	2 days
Thursday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre	6 days
----------------------	--------

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

Selected Location Sub Categories:

Village	6 days
---------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days



Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Secondary Filtering Selection:

Use Class:

C3	6 surveys
----	-----------

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

Population within 500m Range:

299 - 3970

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	4 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
1.6 to 2.0	3 surveys

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

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Petrol filling station:

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

Travel Plan:

No	5 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	6 surveys
-----------------	-----------

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

COVID-19 Restrictions:

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

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

1	CS-03-A-03	MIXED HOUSES	SLIGO
TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre Village Site area: 1.2000000476837158 hect Survey date: Thursday 27/10/2016			
			Survey Type: Manual
2	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 0.9900000095367432 hect Survey date: Wednesday 16/06/2021			
			Survey Type: Manual
3	HI-03-A-16	PRIVATLEY OWNED HOUSES	HIGHLAND
RIVERSIDE GROVE NEAR FORT WILLIAM LOCHYSIDE Neighbourhood Centre Village Site area: 1.32 hect Survey date: Thursday 10/10/2024			
			Survey Type: Manual
4	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
SHORE ROAD KIRK MICHAEL Neighbourhood Centre Village Site area: 1.6100000143051147 hect Survey date: Thursday 23/05/2024			
			Survey Type: Manual
5	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre Village Site area: 0.20000000298023224 hect Survey date: Friday 22/09/2017			
			Survey Type: Manual
6	SE-03-A-02	MIXED HOUSES & FLATS	SHEFFIELD
NEW SCHOOL ROAD NEAR SHEFFIELD MOSBOROUGH Neighbourhood Centre Village Site area: 0.36 hect Survey date: Friday 20/09/2024			
			Survey Type: Manual

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	19	0.071	0.265	0.336
08:00-09:00	6	19	0.265	0.558	0.823
09:00-10:00	6	19	0.221	0.327	0.548
10:00-11:00	6	19	0.133	0.186	0.319
11:00-12:00	6	19	0.221	0.204	0.425
12:00-13:00	6	19	0.230	0.204	0.434
13:00-14:00	6	19	0.327	0.292	0.619
14:00-15:00	6	19	0.115	0.195	0.310
15:00-16:00	6	19	0.301	0.274	0.575
16:00-17:00	6	19	0.407	0.283	0.690
17:00-18:00	6	19	0.451	0.239	0.690
18:00-19:00	6	19	0.354	0.257	0.611
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.096	3.284	6.380

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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Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	27/10/2016 - 10/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	19	0.150	0.478	0.628
08:00-09:00	6	19	0.504	1.195	1.699
09:00-10:00	6	19	0.292	0.513	0.805
10:00-11:00	6	19	0.177	0.310	0.487
11:00-12:00	6	19	0.398	0.310	0.708
12:00-13:00	6	19	0.336	0.283	0.619
13:00-14:00	6	19	0.522	0.398	0.920
14:00-15:00	6	19	0.239	0.372	0.611
15:00-16:00	6	19	0.655	0.513	1.168
16:00-17:00	6	19	0.850	0.593	1.443
17:00-18:00	6	19	0.788	0.416	1.204
18:00-19:00	6	19	0.540	0.442	0.982
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.451	5.823	11.274

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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Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	27/10/2016 - 10/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	19	0.000	0.000	0.000
08:00-09:00	6	19	0.000	0.000	0.000
09:00-10:00	6	19	0.000	0.000	0.000
10:00-11:00	6	19	0.000	0.000	0.000
11:00-12:00	6	19	0.000	0.000	0.000
12:00-13:00	6	19	0.000	0.000	0.000
13:00-14:00	6	19	0.000	0.000	0.000
14:00-15:00	6	19	0.000	0.000	0.000
15:00-16:00	6	19	0.000	0.009	0.009
16:00-17:00	6	19	0.000	0.000	0.000
17:00-18:00	6	19	0.018	0.009	0.027
18:00-19:00	6	19	0.009	0.009	0.018
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.027	0.054

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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Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	27/10/2016 - 23/05/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	19	0.053	0.080	0.133
08:00-09:00	6	19	0.115	0.239	0.354
09:00-10:00	6	19	0.018	0.027	0.045
10:00-11:00	6	19	0.018	0.080	0.098
11:00-12:00	6	19	0.062	0.035	0.097
12:00-13:00	6	19	0.027	0.018	0.045
13:00-14:00	6	19	0.080	0.053	0.133
14:00-15:00	6	19	0.071	0.106	0.177
15:00-16:00	6	19	0.212	0.150	0.362
16:00-17:00	6	19	0.221	0.168	0.389
17:00-18:00	6	19	0.071	0.088	0.159
18:00-19:00	6	19	0.097	0.053	0.150
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.045	1.097	2.142

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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Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	27/10/2016 - 10/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	19	0.000	0.009	0.009
08:00-09:00	6	19	0.009	0.018	0.027
09:00-10:00	6	19	0.000	0.000	0.000
10:00-11:00	6	19	0.000	0.000	0.000
11:00-12:00	6	19	0.000	0.000	0.000
12:00-13:00	6	19	0.000	0.009	0.009
13:00-14:00	6	19	0.000	0.000	0.000
14:00-15:00	6	19	0.000	0.000	0.000
15:00-16:00	6	19	0.000	0.000	0.000
16:00-17:00	6	19	0.000	0.000	0.000
17:00-18:00	6	19	0.009	0.000	0.009
18:00-19:00	6	19	0.009	0.000	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.036	0.063

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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Audit Code: 782ff3f0-3130-4c3a-909b-f8d4edc7ae8b

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	23/05/2024 - 10/10/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Civil Engineering - Transport Planning - Flood Risk

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