

N01 - Highways Technical Note

Site: 9 Montpelier Gardens, Washington
Prepared by: OB/WMC
Approved by: EU
Date: 24 February 2026

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of DRPJ Limited in relation to a proposed residential development at Montpelier Gardens, Washington (herein referred to as 'the site').
- 1.2 The site is situated on land between 7 and 9 Montpelier Gardens, approximately 1 kilometre north of Washington village, and falls within the administrative boundaries of Horsham District Council (Local Planning Authority) and West Sussex County Council Local (Highway Authority).
- 1.3 The development proposals comprise the demolition of a side extension of 9 Montpelier Gardens, the extension to 9 Montpelier Gardens to the rear and the construction of two 2-bedroom residential dwellings. Access to the site will be achieved via the existing access taken from Montpelier Gardens via Old London Road to the south. Car and cycle parking will be provided in accordance with local policy standards.
- 1.4 This Highways Technical Note has been prepared to address highway aspects relating to the above proposal, including the proximity of the site to sustainable modes of travel, as well as the impact of the proposals in traffic, parking and servicing terms.

2.0 Baseline Conditions

Site Location

- 2.1 The site is located to the west of Montpelier Gardens, approximately 1 kilometre north of Washington village centre, 2.5 kilometres south of Ashington and 4 kilometres east of Storrington. The site falls within the administrative boundaries of Horsham District Council (Local Planning Authority) and West Sussex County Council Local (Highways Authority). The site benefits from close proximity to both the strategic highway network, including the A24 and M25 London Orbital Motorway to the north and the A283 to the south-east, and existing public transport infrastructure including existing bus stops on Storrington Road. The site location is illustrated in Figure 2.1 below.

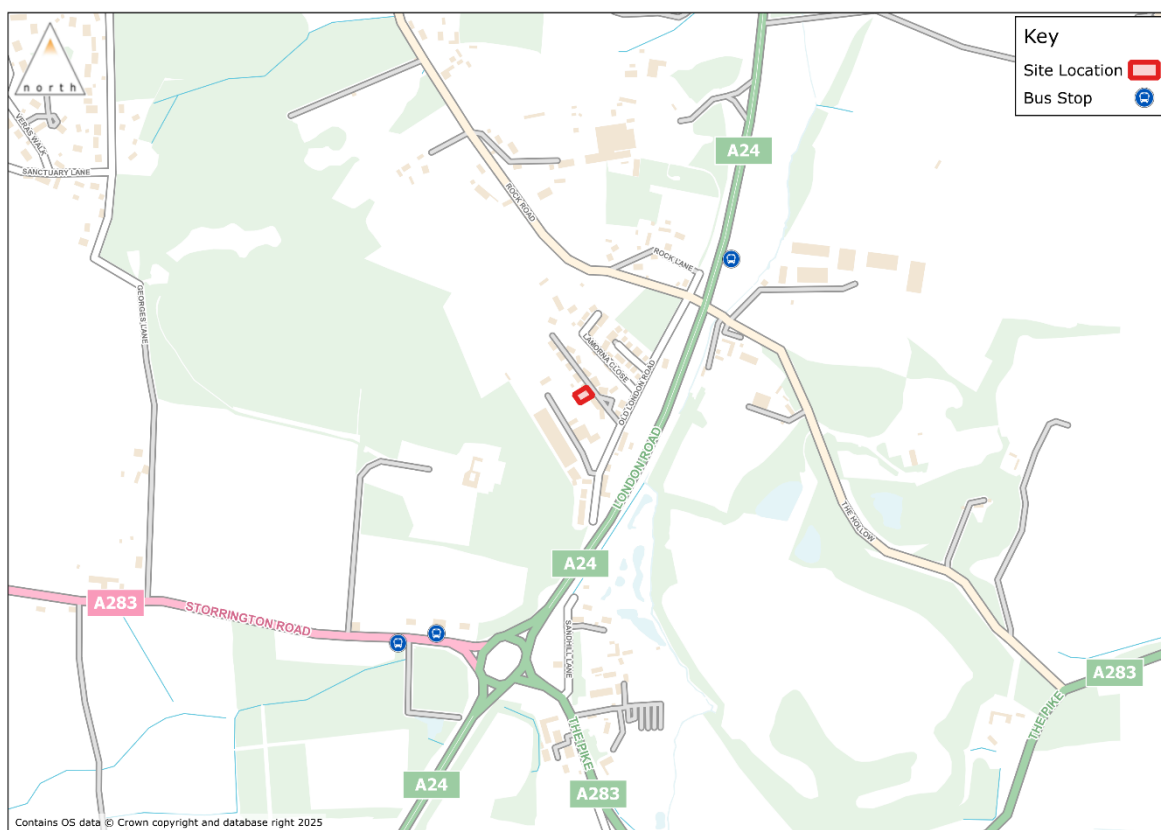


Figure 2.1 – Site Location

Relevant Planning Applications

- 2.2 It is noted that planning permission was granted on 23rd January 2026 under delegated powers (LPA Reference: DC/25/1480) for the following:
- "Erection of 4no. 3-bedroom dwellings with associated car parking, private amenity space and acoustic fencing. Creation of an ecological buffer zone."*
- 2.3 The consented development is situated approximately 75 metres southwest of the site on Old London Road. West Sussex County Council as Local Highways Authority provided no formal objection to the proposals and stated the following with regard to the proposed access arrangements and trip generation:

"The site fronts onto Old London Road which forms part of the public highway network and is described as a 'D' classified road subject to 60mph speed limit. The site is located at the end of a no-through road, and the character of the road is quiet and lightly trafficked. The plans show driveways onto the street. Assuming the speeds here will be much lower the driveways onto the existing highway are unlikely to cause any safety issues.

No traffic flow information has been provided with the current application. However, the Highway Authority from experience with similar site context, consider that although there are additional trips associated with the proposal it is not to an extent that could cause capacity issues on the local highway network."

Local Highway Network

- 2.4 The site is situated on the western side of Montpelier Gardens, a private cul-de-sac orientated on a south-east to north-west alignment. Montpelier Gardens currently serves a number of existing residential dwellings. Montpelier Gardens leads south to form a priority junction with Old London Road, a two-way single carriageway road orientated on a north-east to south-west alignment subject to a speed limit of 60 miles per hour. Old London Road leads north-east to form a priority junction with London Road (A24), a two-way dual carriageway road subject to a speed limit of 70 miles per hour.
- 2.5 It is noted that the priority junction formed Old London Road and London Road (A24) only routes onto London Road (A24) in a northbound direction and vehicles must route north-east onto Hole Street before routing back onto London Road (A24) via The Pike in order to travel in a southbound direction. London Road (A24) leads north towards Ashington, Southwater, Horsham, Dorking and Leatherhead before providing a direct route onto the M25 London Orbital Motorway. To the south, London Road (A24) forms the Washington Roundabout with The Pike (A283) and Storrington Road (A283). London Road (A283) continues south towards Findon and Worthing, whereas the A283 leads south-east towards Washington, Steyning and Shoreham-By-Sea and west towards Storrington and Pulborough.

Road Safety

- 2.6 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, personal injury collision data was interrogated having regard to the Collision Plot database for the most recent five-year period for which data is available. The study area included collision that occurred within the vicinity of the site access on Old London Road. This identified no incidents have occurred within the last five-year period for which data is available within the vicinity of the site.

Sustainable Transport Accessibility

Accessibility on Foot and by Cycle

- 2.7 There are no footways within the immediate vicinity of the site on Montpelier Gardens. However, the reasonably narrow carriageway width of Montpelier Gardens and residential land use lends itself to ensuring that vehicles travel at low speeds within the vicinity of the site. As such, it is reasonable to suggest that Montpelier Gardens operates as a shared surface, which can accommodate the simultaneous movement of both vehicles, pedestrians and cycles.
- 2.8 The closest footway is located on the north side of Old London Road approximately 60 metres south of the site. The existing footway on Old London Road leads south to tie into the existing footways on London Road (A24). The footways on London Road (A24) route west towards the existing bus stops on Storrington Road (A283).
- 2.9 There are a number of Public Rights of Way within the vicinity of the site. Key Public Rights of Way include Footpath WAS 2630/2 situated approximately 250 metres south-west of the site, which routes north to connect with Bridleway WAS 2623/2 and WAS 2629/1. These bridleways provide a direct connection towards Heath Common village to the north, and Footpath 2625/5 which can be accessed via Bridleway WAS 2629/1 and routes north-west towards Storrington town centre.

- 2.10 There are no dedicated on-road cycle facilities within the immediate vicinity of the site. However, it is noted that National Cycle Network (NCN) Route 223 can be accessed via Steyning Bypass (A283) approximately 7 kilometres east of the site which provides a cycle connection between Shoreham-by-Sea and Chertsey via Steyning, Horsham, Cranleigh, Guildford and Woking. It should be noted that NCN Route 223 is bisected by NCN Route 22 to the north of Cranleigh, which routes towards Guildford to the north, as well as Farnham, Bordon and Petersfield to the south-west.

Accessibility by Bus

- 2.11 The closest bus stops are located on Storrington Road (A283) approximately 650 metres south-west of the site. The bus stops (known as 'Washington Cottages' bus stops) comprise of simple 'flag and pole' bus stops equipped with dedicated bus cages. It is noted that the westbound bus stop also benefits from a bus shelter. A summary of the local bus services is provided in Table 2.1 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
1	Worthing – Broadwater – Offington – Findon – Washington – Storrington – West Chiltington Common – Pulborough – Fittleworth – Petworth – Midhurst	1 service every hour	1 service every hour	1 service every 2 hours
100	Horsham – Broadbridge Heath – Slinfold – Five Oaks – Billingshurst – Parbrook – Adversane – Pulborough – Wiggonholt – Cootham – Storrington – Washington – Steyning – Upper Beeding – Henfield – Woodmancote – Sayers Common – Burgess Hill	1 service every hour	1 service every hour	No services

Table 2.1 – Summary of Local Bus Services

Access to Local Amenities

- 2.12 The site is located approximately 1 kilometre north of Washington village centre and therefore benefits from reasonable proximity to a number of local amenities. Key amenities within Washington village include St. Marys C of E Primary School, a community centre and a church. It is also noted that there a number of readily accessible amenities within both Ashington to the north and Storrington to the west, including a number of convenience stores, pharmacies, chemists and primary and secondary schools.

3.0 Development Proposals

- 3.1 The development proposals comprise the demolition of a side extension of 9 Montpelier Gardens, the extension to 9 Montpelier Gardens to the rear and the construction of two 2-bedroom residential dwellings. The site layout plan is included in **Appendix A**.

Access Arrangements

- 3.2 Access to the site will be achieved via the existing access taken from Montpelier Gardens via Old London Road to the south. The existing access currently accommodates all vehicle movements associated with neighbouring residential properties on Montpelier Gardens.
- 3.3 Section 4 of this Highways Technical Note demonstrates that the development proposals will result in an imperceptible increase in vehicle movements during both the morning and evening peak hour periods, as well as over the course of an average weekday. In addition, an interrogation of the Collision Plot database as outlined in Paragraph 2.4 contained within Section 2 of this Highways Technical Note demonstrates that no collisions have occurred within the immediate vicinity of the site access within the latest five-year period for which data is available. As such, it is reasonable to conclude that the existing access is appropriate to serve the proposed development.

Parking Strategy

- 3.4 Car and cycle parking are to be provided in accordance with the standards set out in the 'Guidance on Parking at New Developments' document published by West Sussex County Council in September 2020. West Sussex adopt a 'zonal' approach when considering the quantum of car parking within a development to ensure that parking provision is suitable and remains in accordance with the expected level of parking demand within a given area. The site falls within an area classified as 'Parking Behaviour Zone 1' and, as such, the applicable parking standards are summarised in Table 3.1 below.

Parking Behaviour Zone (PBZ)	Number of Bedrooms	Applicable Parking Standards
PBZ 1	2-bedroom dwelling	1.7 car parking spaces per dwelling
		1 cycle parking space per dwelling

Table 3.1 – Car and Cycle Parking Standards ('Guidance on Parking at New Developments, West Sussex County Council, September 2020)

- 3.5 In accordance with the standards outlined in Table 3.1 above, each residential dwelling will be provided with two car parking spaces and one cycle parking spaces. This is consistent with the provision approved for the aforementioned consented scheme on Old London Road. Cycle storage will be provided within the curtilage of each dwelling, with each dwelling accommodating a minimum of two cycle spaces.
- 3.6 The parking spaces will be provided perpendicular to Montpelier Gardens carriageway. The adequacy of the proposed parking arrangements, to ensure that a large car measuring 4.8 metres can access and egress each car parking space appropriately and independently, has been tested through swept path analysis. The swept path analysis is illustrated on the drawing included in **Appendix B** and confirms that the proposed parking arrangements can accommodate all movements associated with a large car.

Delivery and Servicing Arrangements

- 3.7 It is proposed that all delivery and servicing activities will occur on street as per the existing arrangement for neighbouring properties on Montpelier Gardens. Bin stores are provided for each dwelling adjacent to the proposed parking spaces. Residents will be required to wheel their refuse to the edge of their property on refuse collection days for kerbside collection. Access for a fire appliance will also occur on street. The proposed dwellings will be within the 45 metres hose distance from Montpelier Gardens.

4.0 Development Impact

Overview

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

Proposed Trip Generation

- 4.2 In order to ascertain an understanding of the vehicle movements likely to be generated by the proposed development, the TRICS database has been interrogated for surveys contained within the category '03 – Residential: A – Houses Privately Owned', within the following parameters:
- ▶ Sites located in the United Kingdom;
 - ▶ Sites comprising of 5 to 30 residential dwellings;
 - ▶ Sites located in areas classified as 'Edge of Town' and 'Neighbourhood Centre'; and
 - ▶ Weekday surveys only.
- 4.3 The trip rates associated with the above parameters and resultant vehicle movements pertaining to the two residential houses are summarised in Table 4.1 below. The full TRICS output is included in [Appendix C](#).

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	0.245	0.455	0.331	0.209	3.454	3.432
Vehicular Trips	0	1	1	0	7	7

Table 4.1 – Proposed Trip Generation – Two Residential Dwellings

- 4.4 Table 4.1 above demonstrates that the proposed development could generate in the order of one vehicle movement during both the morning and evening peak hour periods. Over an average weekday, the proposed development could generate in the order of 14 total two-way vehicle movements.

Summary

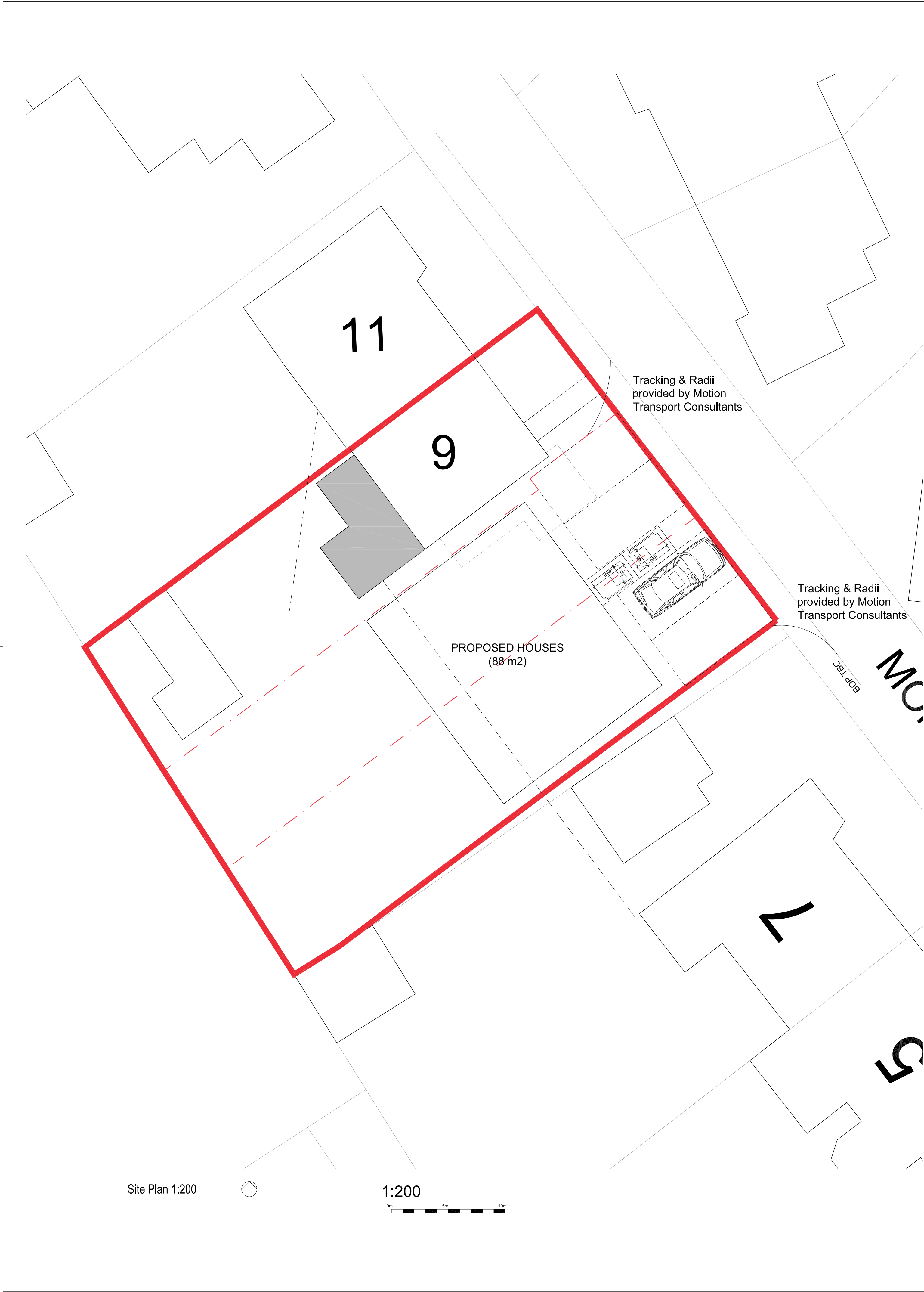
- 4.5 The expected trip generation of the proposed development has been assessed with reference to the industry standard TRICS database. The analysis has demonstrated that the proposed development is envisaged to result in an imperceptible increase in total two-way vehicle movements on Montpelier Gardens during both the morning and evening peak hour periods, as well over the course of an average weekday.
- 4.6 On that basis, it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trip generation associated with the proposed development is considered necessary.

5.0 Summary and Conclusion

- 5.1 This Highways Technical Note has been prepared on behalf of DRPJ Limited in relation to a proposed residential development at 9 Montpelier Gardens, Washington. The site is situated on land between 7 and 9 Montpelier Gardens, approximately 1 kilometre north of Washington village.
- 5.2 The development proposals comprise the demolition of a side extension of 9 Montpelier Gardens, the extension to 9 Montpelier Gardens to the rear and the construction of two 2-bedroom residential dwellings. Access to the site will be achieved via the existing access taken from Montpelier Gardens via Old London Road to the south. Car and cycle parking will be provided in accordance with local policy standards.
- 5.3 Safe and suitable provision can be made for access, parking and servicing in accordance with relevant design guidance and standards. It is also envisaged that the development proposals will result in a negligible increase in vehicle movements during both the morning and evening peak hour periods. On the basis of the above review, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network. It is therefore concluded that there is no reason as to why the development should be resisted on traffic or transportation grounds.

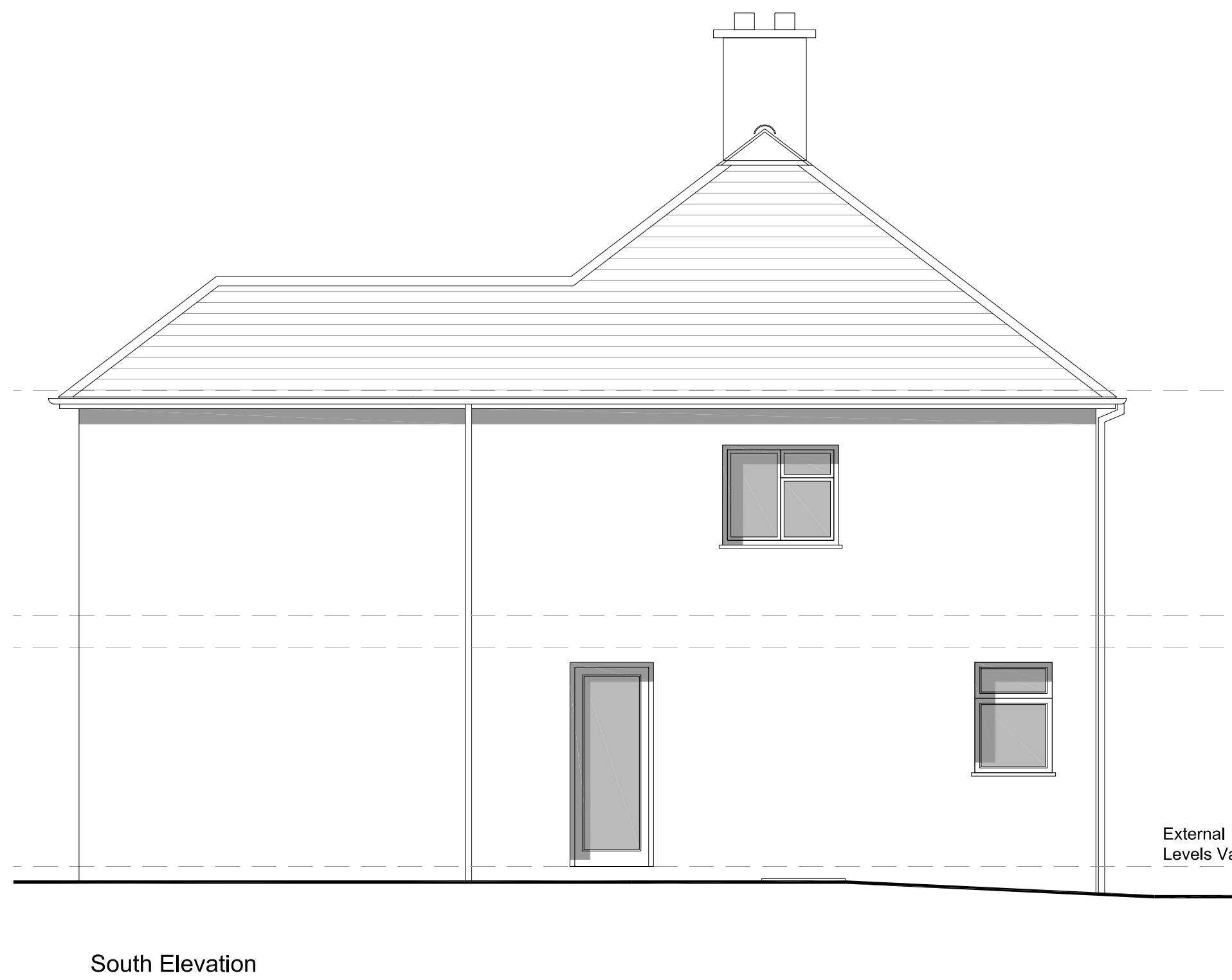
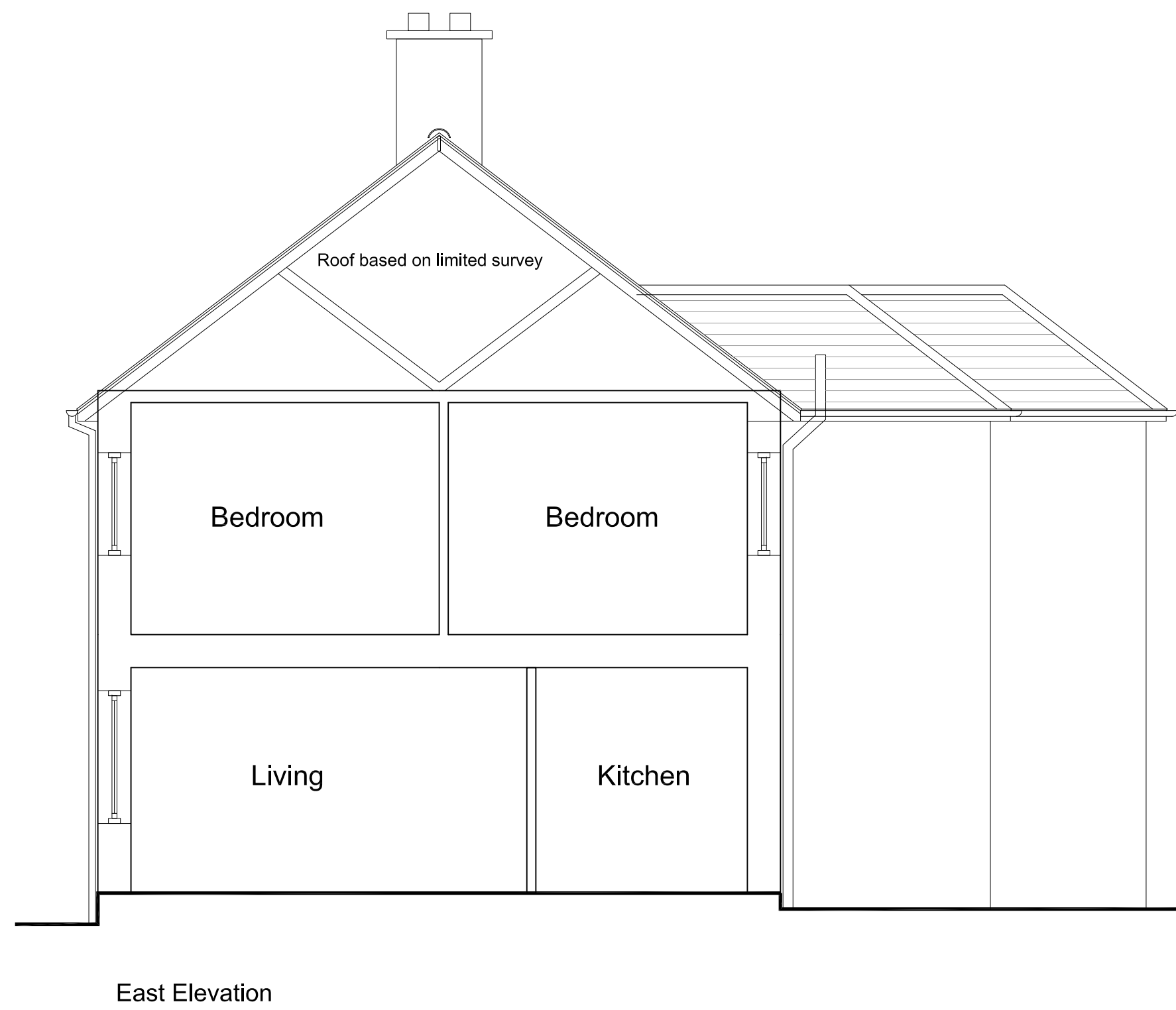
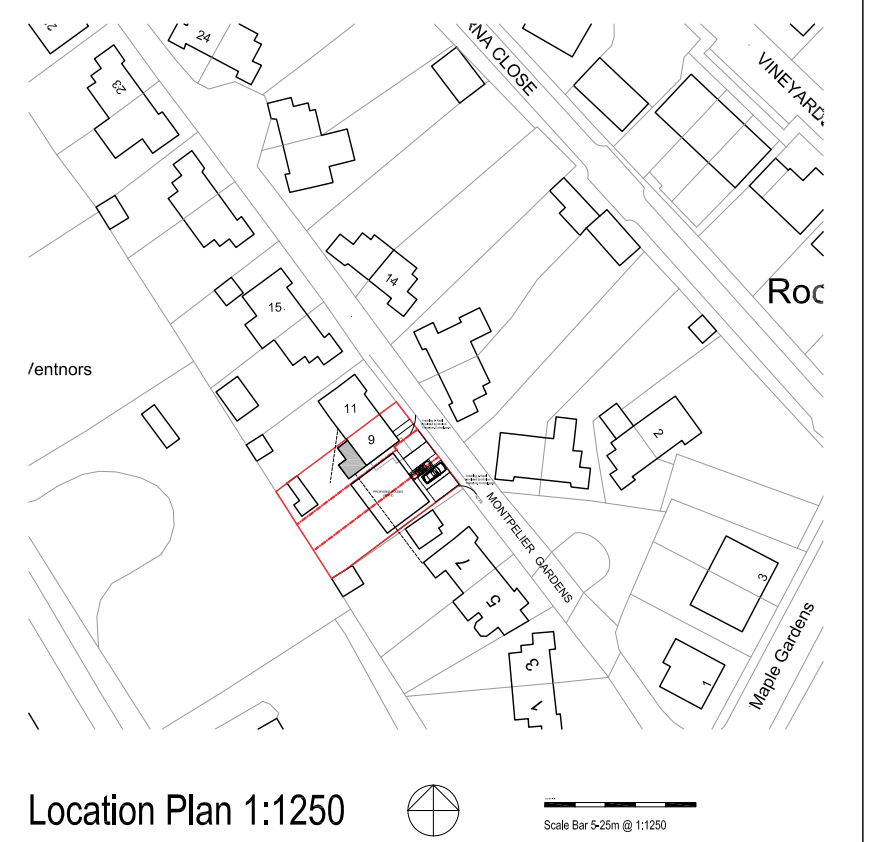
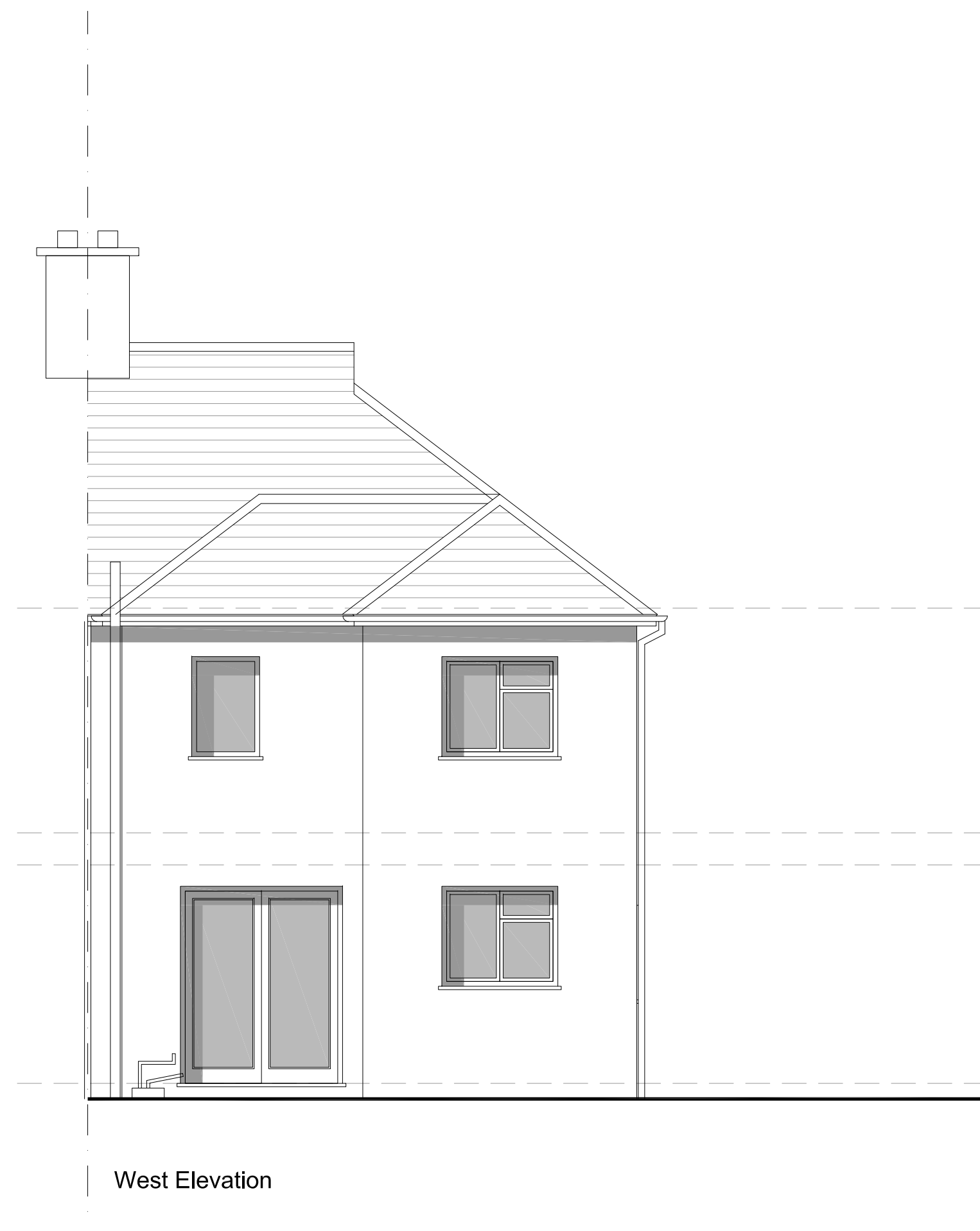
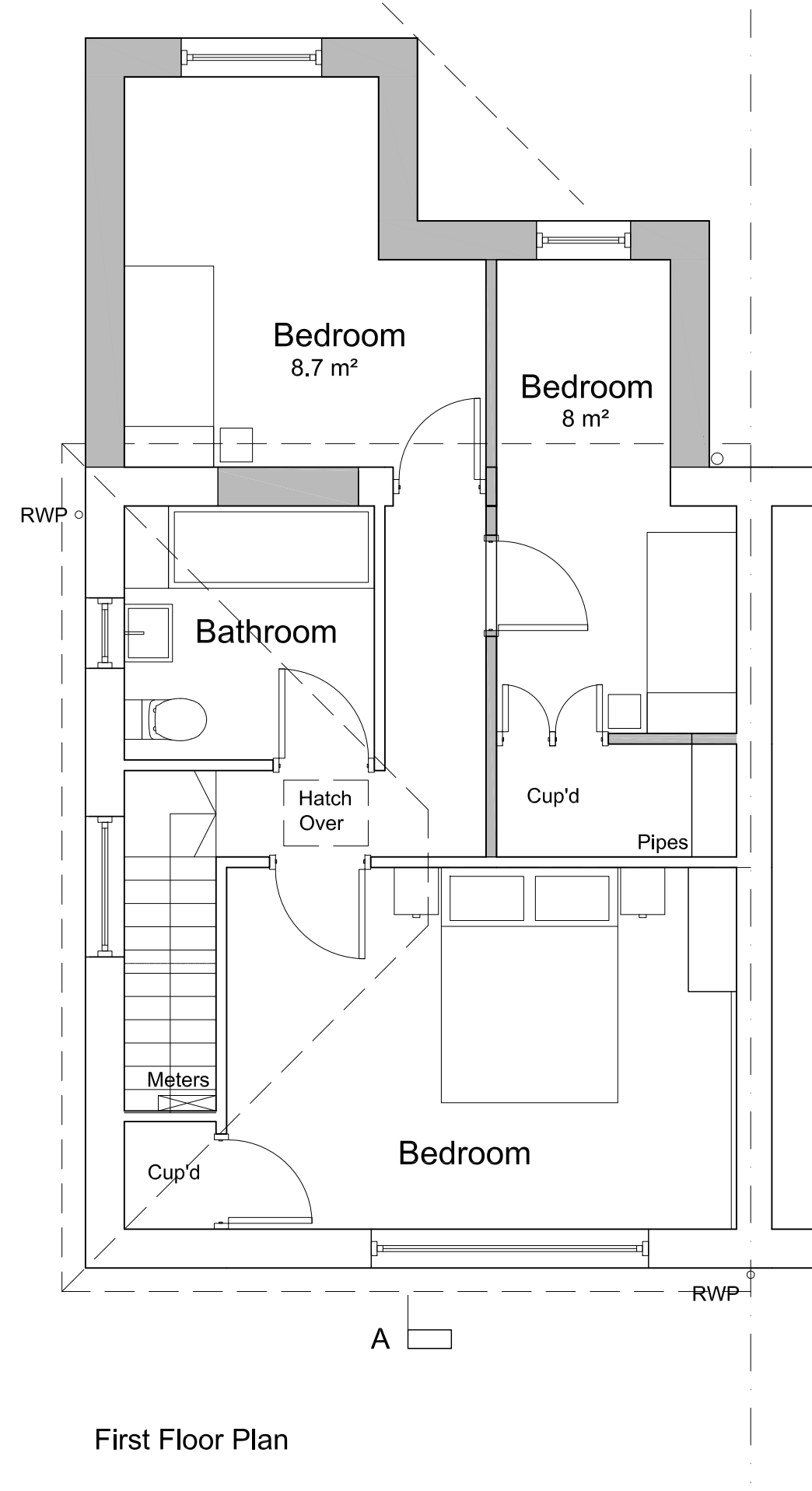
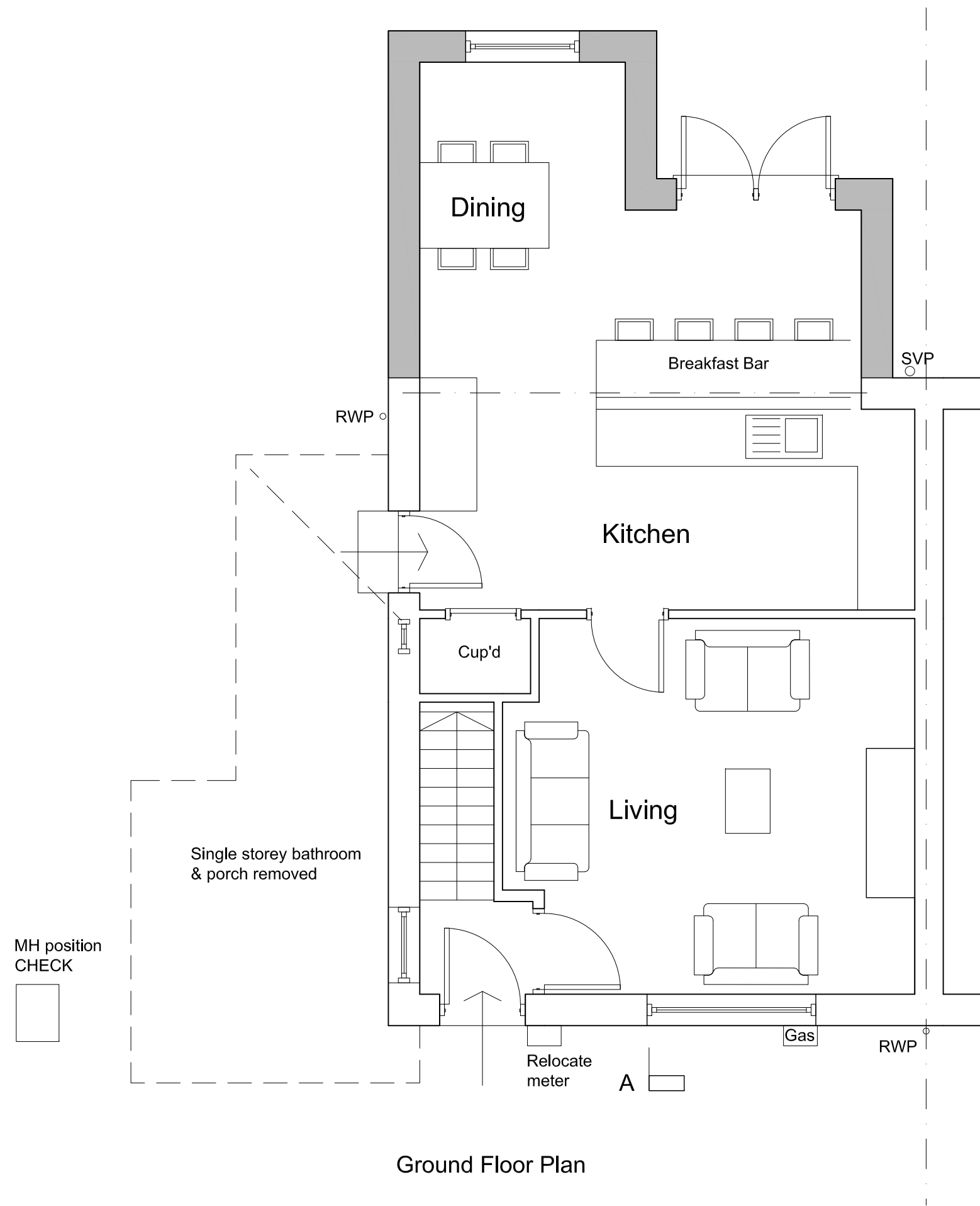
Appendix A

Site Layout Plan



DRAFT PLANNING

amendments	
client	DRPJ LTD
job	9 Montpellier Gardens Washington West Sussex RH20 3BW
drawing number	05A
drawing title	Proposed Site Plan PLANNING
date	October 2025
scale	1:50 @ A1
Do not scale off drawing Check all dimensions on site before all work is commenced All goods materials workmanship to conform with current building regulations BSS and COP's	



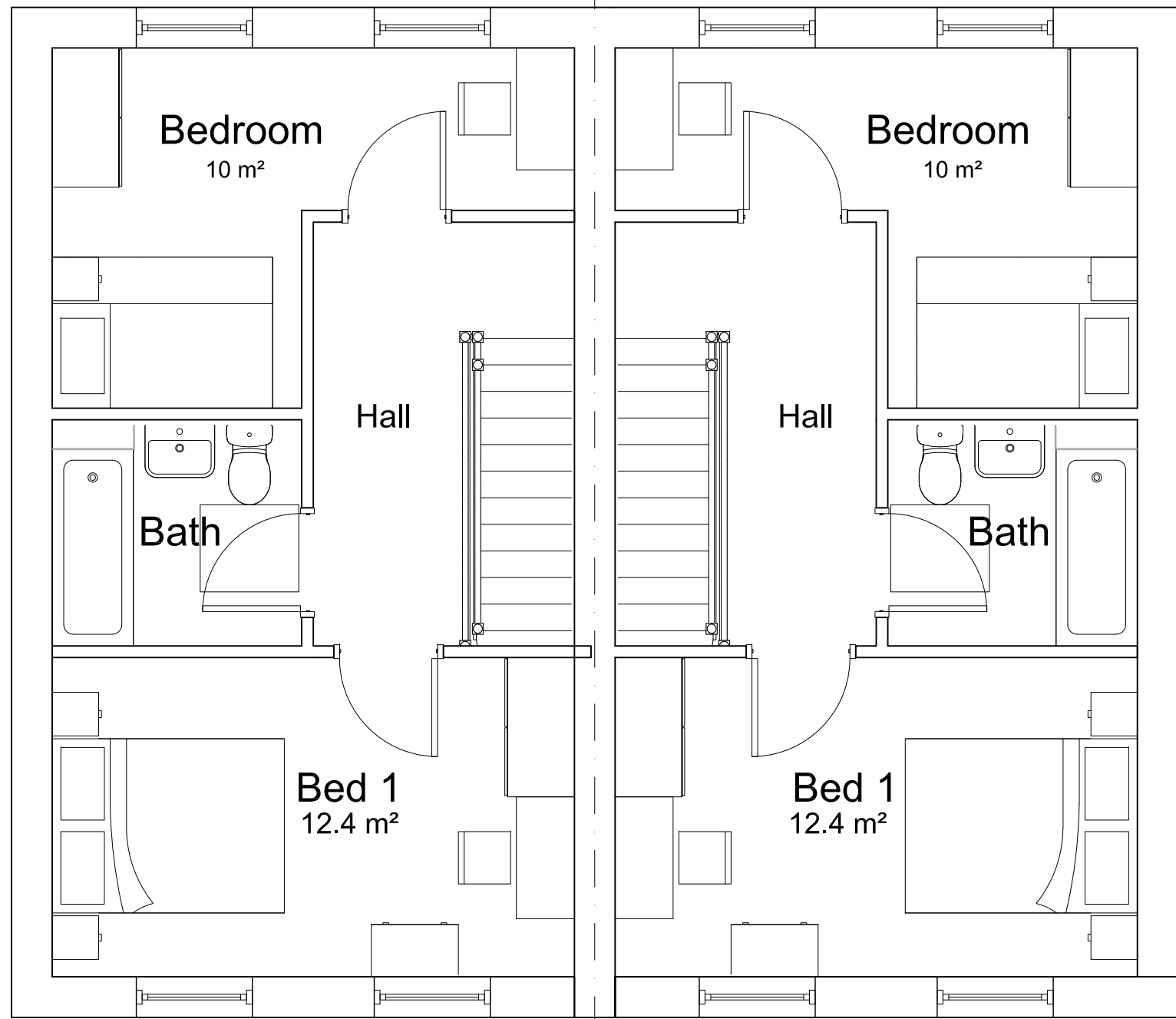
DRAFT PLANNING

amendments	
client	DRPJ LTD
job	9 Montpellier Gardens Washington West Sussex RH20 3BW
drawing number	02A
drawing title	Proposed Plans, Section & Elevations PLANNING
date	October 2025
scale	1:50 @ A1
Do not scale off drawing Check all dimensions on site before all work is commenced All goods materials workmanship to conform with current building regulations BSS and COP's	

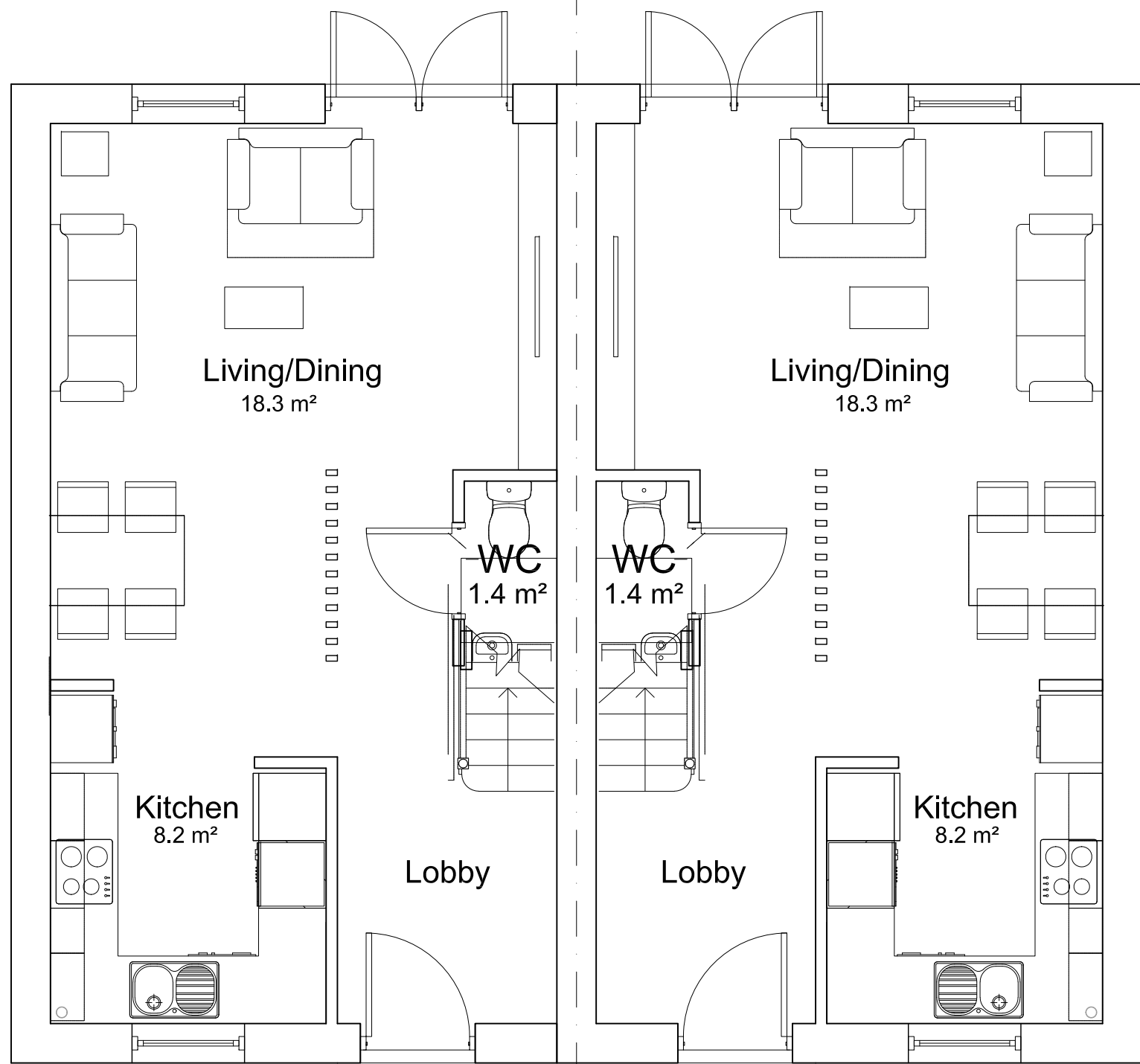
Scale Bar 1-10m @ 1:50

1:50

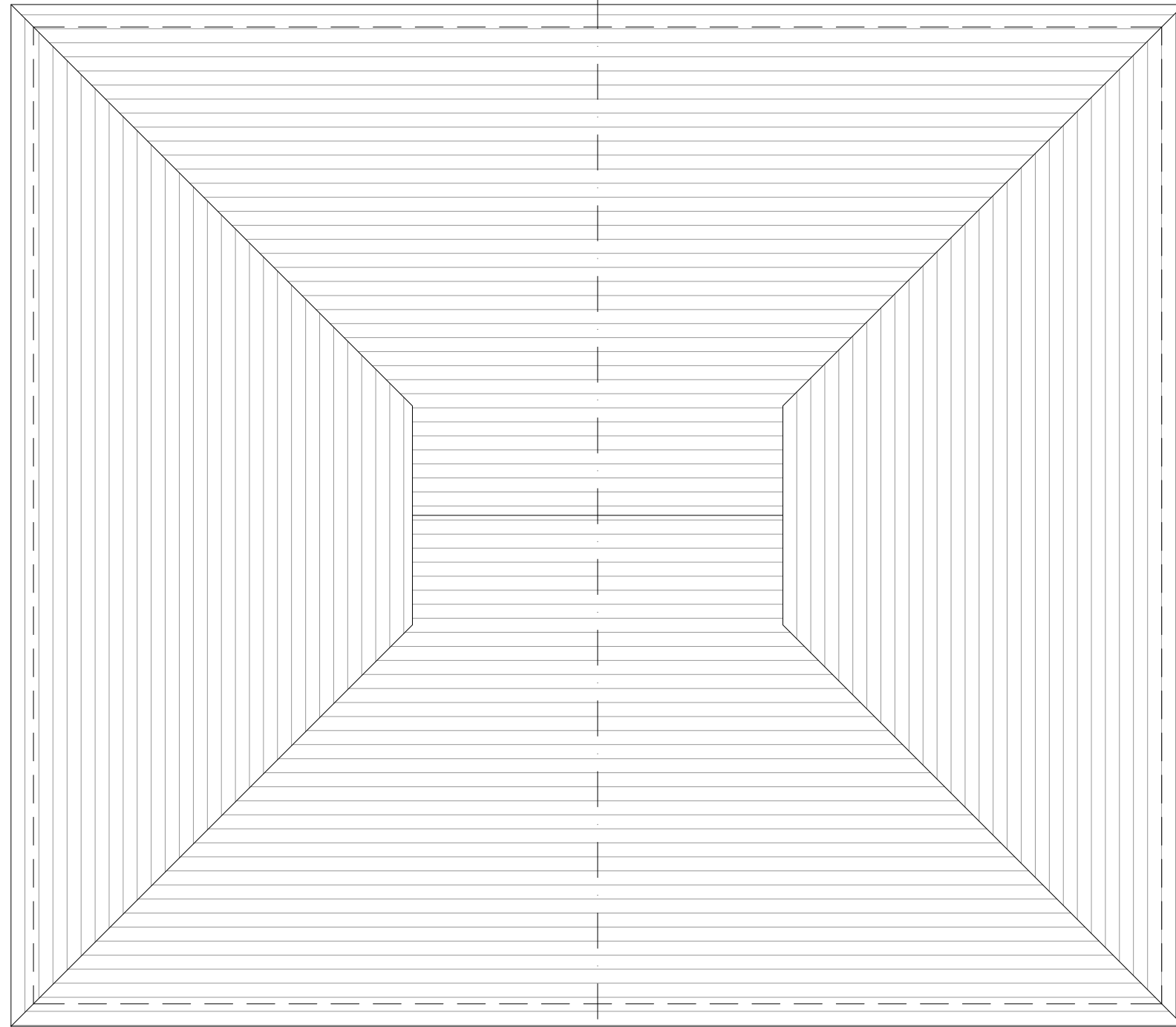




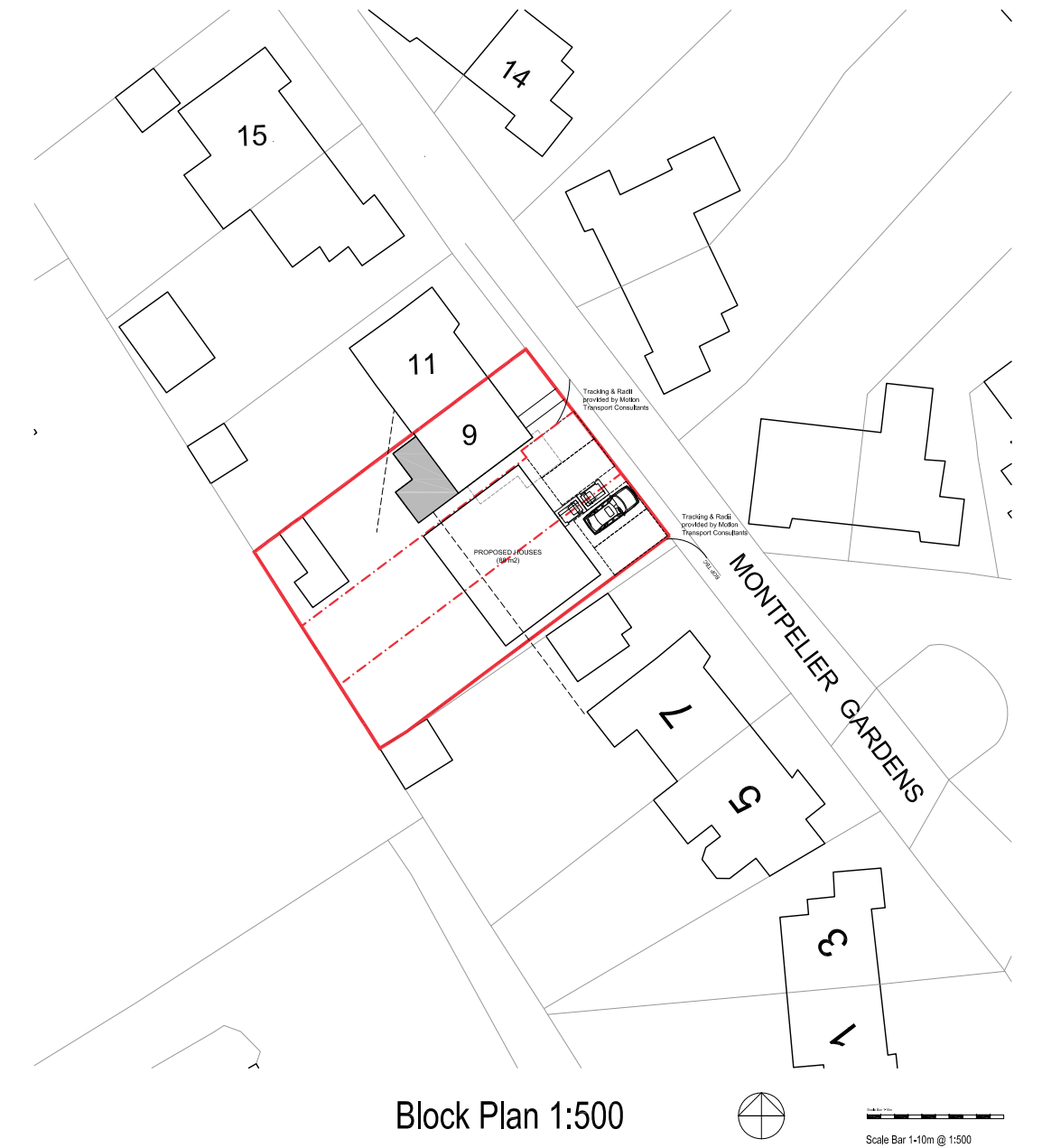
1st Floor Plan



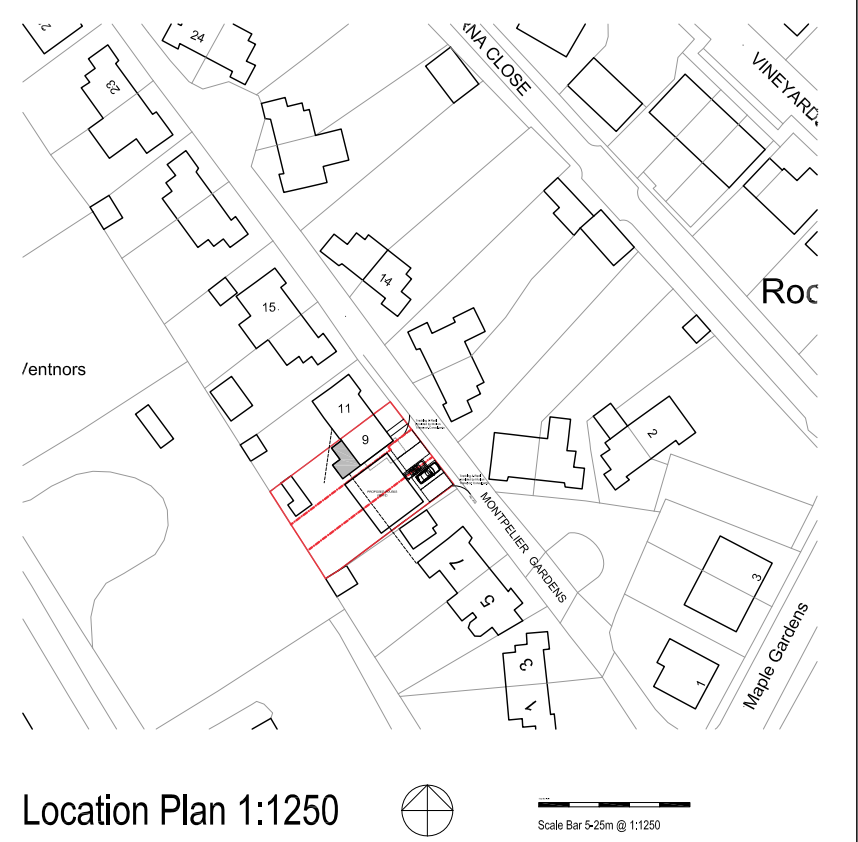
Ground Floor Plan (2B4P NDSS)



2nd Floor Plan



Block Plan 1:500



Location Plan 1:1250

Scale Bar 1-10m @ 1:50

1:50

DRAFT PLANNING

amendments

client

DRPJ LTD

job

9 Montpellier Gardens
Washington
West Sussex
RH20 3BW

drawing number

03A

drawing title

New Houses (NDSS)
Proposed Plans
PLANNING

date

October 2025

scale

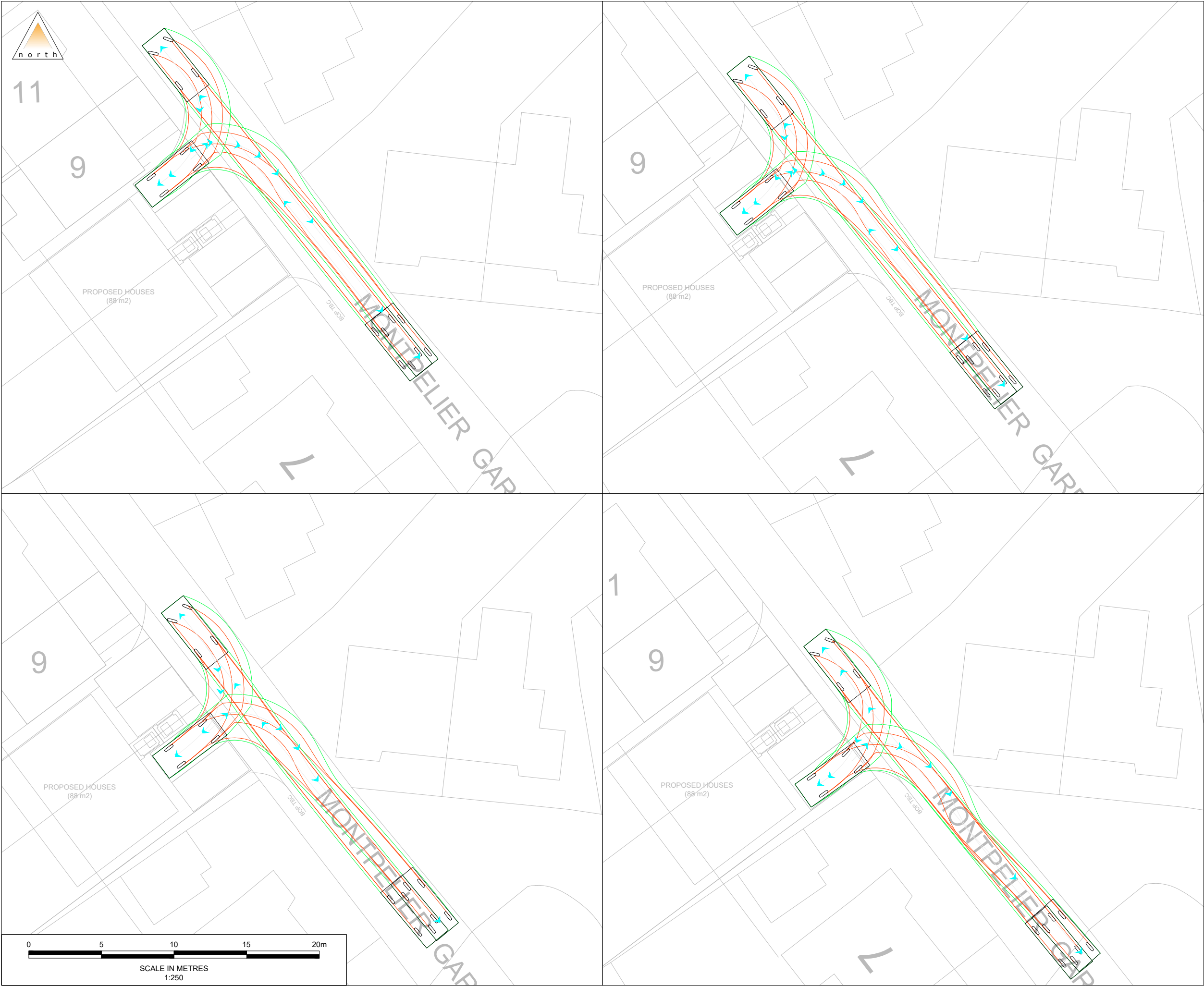
1:50 @ A1

Do not scale off drawing
Check all dimensions on site before all work is commenced
All goods materials workmanship to conform with current building regulations BSS and COP's

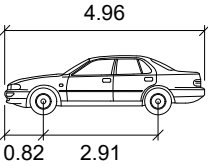
Appendix B

Swept Path Analysis

C:\Users\obarkwith\Motion\StaffSite - Drwash 2601094\Drawings\2601094-TK01A [Site Parking].dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Jaguar XF Saloon

	meters
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0

A	Updated Site Layout	OB	EU	EU	23/02/2026
-	First Issue	OB	EU	EU	09/02/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
DRPJ Limited

Project:
9 Montpellier Gardens, Washington

Title:
**Swept Path Analysis
Site Parking**

Scale: 1:250 (@ A3)

Drawing:
2601094-TK01

Revision:
A

Appendix C

TRICS Output – Private Houses



Audit Code: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
	EN	ENFIELD
	HG	HARINGEY
02	SOUTH EAST	
	BO	BEDFORD
	ES	EAST SUSSEX
	HF	HERTFORDSHIRE
	KC	KENT
	MW	MEDWAY
03	SOUTH WEST	
	DC	DORSET
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY	BARNSELY
	SE	SHEFFIELD
09	NORTH	
	IM	ISLE OF MAN
10	WALES	
	VG	VALE OF GLAMORGAN
11	SCOTLAND	
	HI	HIGHLAND
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL

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

Audit Code: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

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:	5 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/17 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	3 days
Monday	3 days
Thursday	4 days
Tuesday	2 days
Wednesday	9 days

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

Selected survey types:	
Manual count	20
Direction ATC Count	1

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

Selected Locations:	
Edge of Town	11 days
Neighbourhood Centre	10 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:	
High Street	1 days
Residential Zone	13 days
Village	7 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	7 days
Servicing vehicles Unknown	13 days

Audit Code: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

Secondary Filtering Selection:

Use Class:

C3	21 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

560 - 9806

Population within 1 mile:

1,001 to 5,000	9 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	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	7 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	2 surveys
5,000 or Less	2 surveys
5,001 to 25,000	2 surveys
500,001 or More	3 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	6 surveys
1.1 to 1.5	13 surveys
1.6 to 2.0	2 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: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

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	14 surveys
Yes	7 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:

1a (Low) - Very poor	1 surveys
2 - Poor	1 surveys
4 - Good	1 surveys
No PTAL Present	18 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: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

1 SWEETS WAY WHETSTONE Neighbourhood Centre Residential Zone Site area: 0.6000000238418579 hect Survey date: Tuesday 03/07/2018	BN-03-A-02	MIXED HOUSES	BARNET	Survey Type: Manual
2 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.230000019073486 hect Survey date: Thursday 15/10/2020	BO-03-A-01	DETACHED HOUSES	BEDFORD	Survey Type: Manual
3 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre Village Site area: 1.1690000295639038 hect Survey date: Wednesday 09/09/2020	BY-03-A-01	BUNGALOWS & DETACHED	BARNESLEY	Survey Type: Manual
4 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.399999976158142 hect Survey date: Wednesday 09/11/2022	DC-03-A-10	MIXED HOUSES	DORSET	Survey Type: Manual
5 GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.0199999809265137 hect Survey date: Wednesday 10/10/2018	DN-03-A-06	DETACHED HOUSING	DONEGAL	Survey Type: Manual
6 DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Site area: 0.6700000166893005 hect Survey date: Wednesday 14/09/2022	EN-03-A-02	DETACHED HOUSES	ENFIELD	Survey Type: Manual
7 BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 0.9900000095367432 hect Survey date: Wednesday 16/06/2021	ES-03-A-06	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
8 NEW ROAD HAILSHAM HELLINGLY Edge of Town	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX	



Audit Code: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

Residential Zone

Site area: 0.51 hect

Survey date: Wednesday 06/11/2024

Survey Type: Manual

9	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
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HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Site area: 0.1899999976158142 hect
Survey date:

Survey Type: Manual

10	HG-03-A-01	DETACHED & SEMI-DETACHED	HARINGEY
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LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre
High Street
Site area: 0.30000001192092896 hect
Survey date: Tuesday 05/11/2019

Survey Type: Manual

11	HI-03-A-16	PRIVATLEY OWNED HOUSES	HIGHLAND
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RIVERSIDE GROVE
NEAR FORT WILLIAM
LOCHYSIDE
Neighbourhood Centre
Village
Site area: 1.32 hect
Survey date: Thursday 10/10/2024

Survey Type: Manual

12	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
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SHORE ROAD
KIRK MICHAEL
Neighbourhood Centre
Village
Site area: 1.6100000143051147 hect
Survey date: Thursday 23/05/2024

Survey Type: Manual

13	KC-03-A-09	MIXED HOUSES & FLATS	KENT
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WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 1.1100000143051147 hect
Survey date: Wednesday 09/06/2021

Survey Type: Manual

14	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
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ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre
Village
Site area: 0.20000000298023224 hect
Survey date: Friday 22/09/2017

Survey Type: Manual

15	MW-03-A-02	MIXED HOUSES	MEDWAY
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OTTERHAM QUAY LANE
RAINHAM
Edge of Town
Residential Zone
Site area: 0.6999999988079071 hect



Audit Code: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

Survey date:				Survey Type: Manual
16	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date: Wednesday 12/09/2018				
				Survey Type: Manual
17	PB-03-A-05	PRIVATELY OWNED HOUSES	PETERBOROUGH	
AQUA DRIVE PETERBOROUGH HAMPTON Neighbourhood Centre Residential Zone Site area: 1.45 hect Survey date: Friday 25/04/2025				
				Survey Type: Manual
18	SE-03-A-01	DETACHED & BUNGALOWS	SHEFFIELD	
MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre Village Site area: 1.2000000476837158 hect Survey date: Thursday 10/09/2020				
				Survey Type: Manual
19	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
20	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE	
SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Wednesday 22/11/2017				
				Survey Type: Manual
21	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	
ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.20999999344348907 hect Survey date:				
				Survey Type: Manual

Audit Code: 366b0e9a-5e97-4d5a-ac6a-9887f6b763d3

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	21	17	0.102	0.267	0.369
08:00-09:00	21	17	0.245	0.455	0.700
09:00-10:00	21	17	0.176	0.259	0.435
10:00-11:00	21	17	0.176	0.198	0.374
11:00-12:00	21	17	0.234	0.196	0.430
12:00-13:00	21	17	0.234	0.215	0.449
13:00-14:00	21	17	0.242	0.229	0.471
14:00-15:00	21	17	0.165	0.218	0.383
15:00-16:00	21	17	0.270	0.196	0.466
16:00-17:00	21	17	0.295	0.187	0.482
17:00-18:00	21	17	0.331	0.209	0.540
18:00-19:00	21	17	0.344	0.223	0.567
19:00-20:00	3	17	0.340	0.260	0.600
20:00-21:00	3	17	0.300	0.320	0.620
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.454	3.432	6.886

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:	5 - 30 (units: DWELLS)
Survey date date range:	08/05/2017 - 25/04/2025
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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