



Henfield Road, Cowfold

Transport Statement

May 2026

Earlswood Homes



**RESIDENTIAL DEVELOPMENT
HENFIELD ROAD
COWFOLD**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT HENFIELD ROAD COWFOLD

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Earlswood Homes to support a full planning application for the demolition of an existing commercial space including a warehouse and outbuildings and erection of 9 dwellings at Henfield Road, Cowfold.
- 1.2 The proposed site location can be seen within **Figure 1**, with the proposed site layout attached as **Appendix A**.

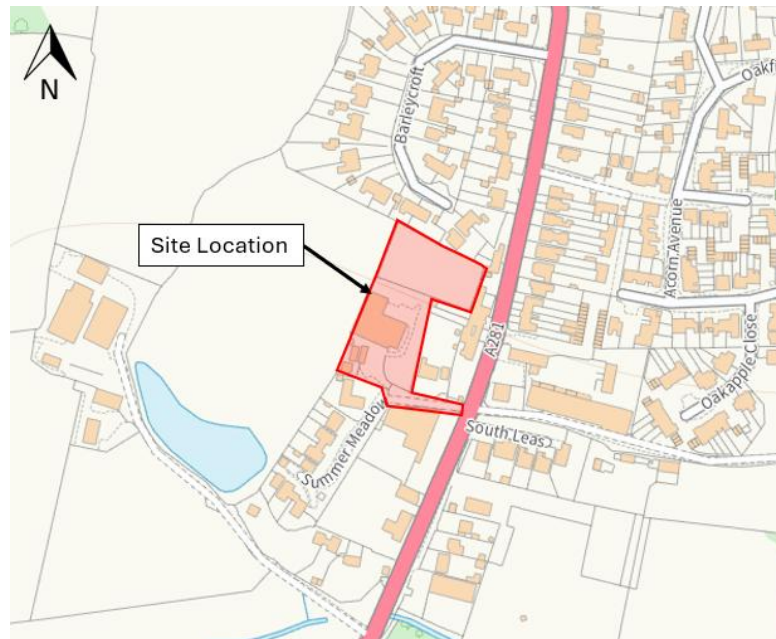


Figure 1: Site Location

- 1.3 The site was previously occupied by a garden machinery company, which operated on a commercial and light industrial basis, utilising the established access via the private road immediately south of the site. The proposed development is situated amongst residential dwellings to the north, east and south, with open fields to the west, and continues to reflect its previous commercial and light industrial use, intending to utilise the established access road.
- 1.4 The site shares its access with 10 dwellings via the private access road to the south. Of these 10 dwellings, 8 dwellings are known as the 'Summer Meadow' development, which is located to the south of the proposed development site. The other 2 dwellings are located along the access road.

Planning History

- 1.5 The planning application (ref: DC/17/2352) for the 8 'Summer Meadow' dwellings was submitted in October 2017 and approved in November 2018 for the '*erection of 8 new dwellings with associated access, landscaping, parking and other associated works*'. These dwellings have since been constructed and are occupied.

- 1.6 As part of that planning application, discussions were held with West Sussex County Council (WSSCC) regarding the site access visibility. The supporting Transport Statement for the site focused on the primary direction visibility (looking south from the access), as this was considered the most important to achieve, as traffic approaches from the primary direction, as this was considered the most important to achieve.
- 1.7 As traffic approaches from the primary direction, there is evidence of on-street parking, which acts as a traffic calming measure. In addition to this, there is a change in speed limit from 30mph to national (60mph) 160m south of the site. As such, it was discussed that visibility in the primary direction would need to be achievable to the nearside kerb line, whilst visibility in the secondary direction could be considered acceptable to the centre line. This was achieved through agreement with the site to the south, that the land within the visibility splay, that partially crossed their site boundary, would be kept clear.
- 1.8 From this, the highway authority issued no objection to the application, stating in the committee report that *“Initial concerns were raised by the Highways Authority in respect of potential visibility at the access to the north. Following further consideration of the scheme, taking into account the specific local context, conditions, and evidence provided within the Transport Statement, it is not considered that a reason for refusal could be justified on these grounds”*.
- 1.9 This TS, which has been informed by a site visit conducted in September 2025, will cover the following elements:
- Policy Summary
 - Accessibility review including accident data
 - Development proposals including access and parking
 - Highway impact
 - Summary and conclusions

2. PLANNING POLICY

2.1 The proposed development and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF)
- West Sussex Transport Plan

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. As defined in NPPF Annex 2: Glossary, a Transport Statement is '*A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required*'. The following NPPF paragraphs are relevant to the proposed development:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making

(NPPF Para.110)

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) 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
- d) 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.

(NPPF, Para. 115)

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.

(NPPF, Para. 116)

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

(NPPF, Para. 117)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF, Para. 118)

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024.

2.4 It is also important to recognise a consultation draft of a revised NPPF was published in December 2025, however, this is yet to be adopted and thus this TA will continue to refer to the adopted December 2024 version.

West Sussex Transport Plan (2022-2036)

2.5 The West Sussex Transport Plan was approved in April 2022 and sets out how the council intends to address key challenges related to transport within the district. The following paragraphs are relevant to the development.

Our approach to active travel is to:

- Provide new and improved pedestrian infrastructure, including expanding the utility of existing PROW, where this helps to address barriers and connect routes for short distance trips, taking account of planned development;
- Work with LPAs and other partners to prioritise and implement new or improved cycle routes, taking account of the potential increase in demand (including due to micro-mobility solutions), network function, conditions for users and the impacts of planned development where these are feasible and deliverable, and there is support from local stakeholders;
- Work with LPAs and developers to identify active travel improvements that will ensure planned developments are well connected to the active travel network;
- Identify priority locations on major roads and railway lines to improve the provision of crossing facilities;
- Consult early on active infrastructure proposals in line with our active travel fund consultation plan to understand community support and incorporate views on the design of infrastructure;
- Provide good quality active travel infrastructure based on latest design guidance wherever possible and viable and ensure designs are guided by assessments against scheme objectives, safety and levels of service;
- Take account of impacts on public health, fear of crime and personal safety;
- Monitor long term usage trends at selected locations and assess scheme benefits for at least 5 years after opening;
- Consider traffic management measures (e.g. expanded pedestrianisation, school streets, filtered streets, low traffic neighbourhoods and quiet lanes) where these are feasible and deliverable, and there is support from local stakeholders;
- Deliver behaviour change or promotional initiatives targeted at places and communities where infrastructure improvements are planned or being implemented;
- Support the introduction of bike hire schemes where these are developed in partnership and either development or market-led;

- Ensure designs are inclusive of all users (including those with disabilities) and that the needs of active travel modes are considered within the design of all road network improvements;

(Para.6.11, Page 42/43)

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 3.1 The proposed development has a well-established commercial basis from the existing on-site warehouse building, which has a light industrial permitted use. The site has a single point of vehicular access which is gated and located towards the southern boundary of the development and has been utilised by the previous site users for light industrial and commercial purposes. The gated access provides a connection onto a private access road that connects to the A281 (Henfield Road).
- 3.2 The site is currently comprised of a warehouse and outbuildings, hardstanding and some grassed areas. As aforementioned, it is bound by residential development to the north, east and south of the development, with fields to the west. The residential development to the south of the site shares the access via the private road. This is discussed further within **Chapter 4** of this report.
- 3.3 The site and its context are shown within **Figure 2**.



Figure 2: Site Context

Local Road Network

- 3.4 The A281 (Henfield Road) follows a north-south orientation, through the village of Cowfold and is a single carriageway road. Henfield Road is subject to 30mph speed limits within the vicinity of the site, with a measured width of 7.5m in the vicinity of the access road to the site. White centre line markings are present, separating the opposite flows of traffic. Existing conditions are shown in **Photograph 1**.



Photograph 1: Existing Conditions Along Henfield Road (Looking South-East)

- 3.5 The road is residential in nature although it does include some commercial premises including the Southern Motor Group premises to the immediate south of the site access road and the Hare and Hounds Public House almost opposite the site access road.
- 3.6 On road bus stops, known as 'South Leas' are present on both sides of the road, approximately 110m north of the private access road that serves the site and Summer Meadow. Existing conditions of the road network and the bus stops are shown in **Photograph 2**.



Photograph 2: Existing Conditions Along Henfield Road Including the Bus Stops (Looking South)

- 3.7 Road conditions change approximately 160m south of the site access road, where Cowfold's village boundary appears to end. Here, the speed limit changes to derestricted (60mph) along the single carriageway and pedestrian footways end, leaving a grass verge on the eastern roadside and a hedgerow on the western side.

Personal Injury Accident Data

- 3.8 In order to assess the current safety conditions of the highway network surrounding the proposed development site, a Personal Injury Accident (PIA) assessment has been undertaken, utilising data from the DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC). This is shown within **Figure 3**.

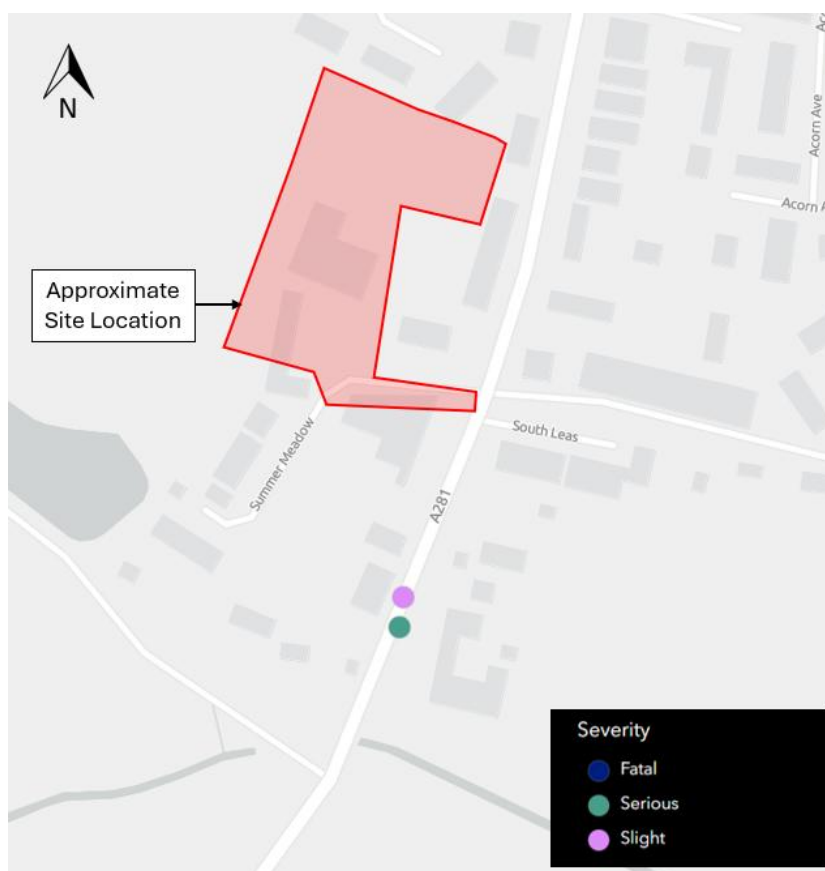


Figure 3: Personal Injury Accident Data

- 3.9 Further south of the development (approximately 120m) there has been 1 slight accident and 1 serious accident. According to MAVRIC, the serious accident occurred on the 7th of July 2022 and involved a motorcyclist, but it was not at a junction or within 20 metres of a junction. It is important to note that both incidents also occurred outside of the Cowfold boundary and are therefore outside of the scope of impact for the proposed development site and the existing residential area.

- 3.10 There are therefore no identified patterns within the PIA data which would be of concern regarding this application, nor cause a concern in relation to the current adopted 2024 NPPF Paragraph 116 in relation to highway safety.

Site Connectivity

- 3.11 When considering the site location on the Department for Transport's (DfT) Connectivity Tool, in the national context the site receives an overall score of 32 out of 100, as shown in **Figure 4**. However, when this is reviewed within the Local Authority banding, the site receives a banding rating of C, where A is the highest possible score and J is the lowest, as shown in **Figure 5**. This analysis is useful when considering the overall sustainability and connectivity of the site which demonstrates that although the site scores low in the national context, in the context of Horsham, the site is relatively well connected. Furthermore, the entirety of Cowfold scores a C in connectivity, meaning that the site is no less well connected than the rest of the village.

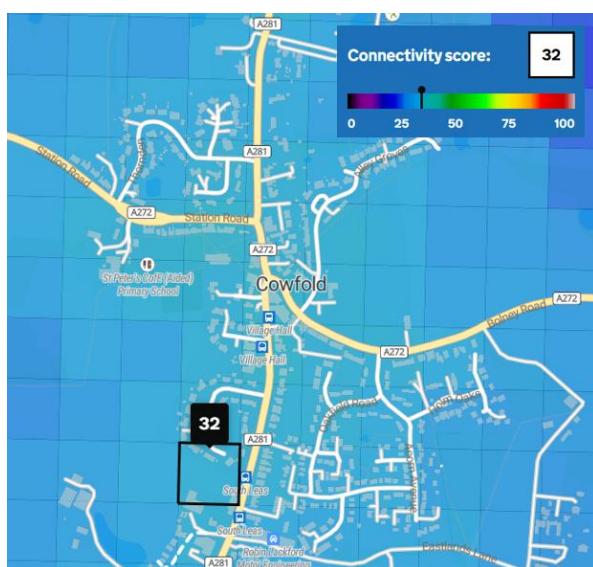


Figure 4: Connectivity Tool Overall Score

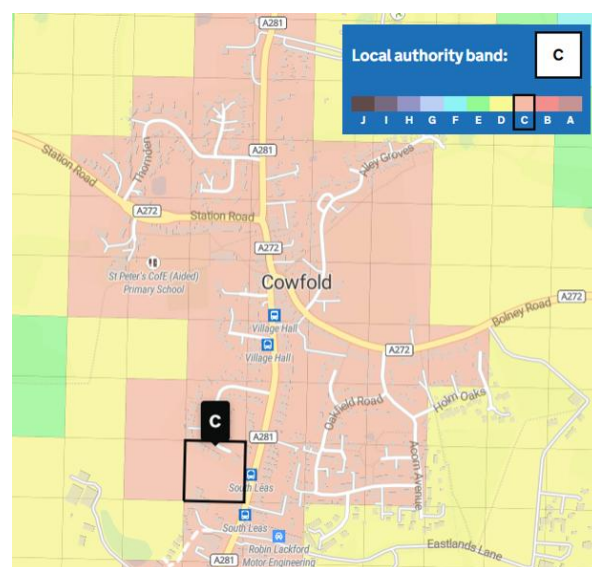


Figure 5: Connectivity Tool Local Authority Banding

Site Accessibility

- 3.12 The proposed development site is well situated within the village of Cowfold, just 500m south of the village centre. Despite the fact that Cowfold is a small village, the site is within a kilometre of a number of amenities and facilities, including a GP surgery, convenience store, restaurants and more. These are outlined in **Table 1**, with distances measured from the centre of the proposed site.

Amenity	Distance from centre of site	Walking Time (80m per minute)	Cycling Time (250m per minute)
Hare and Hounds Pub	120m	1 minute	>1 minute
South Leas Bus Stops	200m	2.5 minutes	1 minute
Cowfold GP Surgery	440m	5.5 minutes	2 minutes
Cowfold Cottage Tandoori	540m	7 minutes	2 minutes
Cowfold Village Hall	540m	7 minutes	2 minutes
Cowfold Recreation Ground	690m	9 minutes	3 minutes
Co-op Food	690m	9 minutes	3 minutes
The Fold Coffee House	840m	11 minutes	3.5 minutes
Cowfold Community Pool	890m	11 minutes	3.5 minutes
Country Mice Pre-School	940m	12 minutes	4 minutes
St Peters C of E Primary School	940m	12 minutes	4 minutes
Horsham Railway Station	11.6km	-	46 minutes

Table 1: Site Accessibility

- 3.13 As shown in **Table 1**, the proposed site is located in proximity to a range of amenities and facilities, with access to bus stops, encouraging sustainable travel for prospective residents.
- 3.14 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) identifies that the average length of pedestrian journeys is now 1.37km (page 6). As all but one of the amenities are well within this distance, the area must be deemed accessible by foot and by cycle.

Pedestrian Network

- 3.15 Gentle topography and the presence of footways on both sides of the A281 (Henfield Road) make it attractive for pedestrian use. The footway width on both sides of the carriageway measures 1.5m, which reduces to 1.2m at select points along the footway due to obstructions or pinch points such as vegetation or fences. The pavements are in good condition and provide enough room for passing. The existing conditions of the footpath can be seen in **Photographs 3** and **4**.



Photograph 3: Existing Conditions of the Footways
Along Henfield Road



Photograph 4: Pinch Point Along the Footway

Local Cycle Network

- 3.16 Cowfold itself does not have any formal cycle routes, although the topography is conducive to cyclists. There is, however, National Cycle Network Route 223 (part of the Downs Link), which is approximately 5.4km away from the site's access (which equates to a 22-minute cycle journey), to the west. This long-distance route provides connections to Shoreham-by-Sea and Guildford.

Bus Services

- 3.17 As aforementioned in **Table 1**, South Leas bus stops are situated 200m from the centre of the site, which is a 2.5-minute walk or 1-minute cycle. The stops are both flag and pole designs with timetable information displayed, and both are served by the Stagecoach No.17 service which provides a route through Brighton, Henfield and Horsham, with buses arriving at least hourly Monday – Sunday.
- 3.18 In addition to this, the No. 17 service provides a connection to the nearest railway station (Horsham Railway Station) with a journey time of approximately 20 minutes. This consequently provides more accessibility from the site, connecting to the wider network and allowing for further travel.

Train Services

- 3.19 Horsham Railway Station, situated 11.6km from the site is accessible via a 46-minute cycle journey or 20-minute bus journey using the Stagecoach No.17 service. The station has various facilities including accessible toilets, step-free access, lifts and 253 cycle storage spaces in the form of stands and racks.

- 3.20 The station provides regular services to London Victoria, Peterborough, Portsmouth Harbour and Bognor Regis, with various stops along the route. This provides further accessibility from the site and connects the proposed development to the wider network, particularly with a strong connection to London.

Summary

- 3.21 The site is within proximity to a number of key amenities and facilities within the village of Cowfold, including a school, convenience store and GP surgery. In addition to this, the site is well situated in terms of the local pedestrian and cycle network, with footways and gentle topography to encourage cycling through the village. The proposed development site has ample access to public transport, with the nearest bus stop a 2.5-minute walk from the development, which provides access to the Stagecoach No.17 service. The service provides links to surrounding areas, as well as access to Horsham Railway Station, furthering the sites accessibility.

4. PROPOSED DEVELOPMENT

Existing Site Access

- 4.1 The private access road, which serves the existing land use on site and the existing 10 residential dwellings measures 6.5m at the point where the access road meets the A281. Access to the site is achieved via dropped kerb, which is in good condition. The access road's connection to the A281 can be seen in **Photograph 6**.



Photograph 6: Existing Access onto the A281

- 4.2 Approximately 11m along the access, the access road narrows from 6.5m wide to approximately 4.8m wide, which remains mostly consistent as the road moves towards the existing gates to the site. This width therefore supports two-way vehicle movements in accordance with Manual for Streets Figure 7.1.
- 4.3 There is a section where the road narrows to 4.3m for approximately 5m due to a small amount of vegetation encroachment, however this is far enough away from the junction to ensure that vehicles can wait clear of the carriageway and where forward visibility, due to the alignment of the road, is sufficient to support safe waiting and passing of vehicles, at this point.

- 4.4 Condition of the road is good, with a well-maintained road and neat vegetation on both sides of the road, as shown in **Photographs 7 and 8**.



Photograph 7: Existing Conditions of the Access Road
(Looking Towards the Site)



Photograph 8: Existing Conditions of the Access Road
(Looking Towards the Site)

- 4.5 The site's existing gated access is located approximately 51m west of the junction with the A281, at a point where the access road splits. On the left-hand side (to the south) the road splits to serve Summer Meadow (a private road to residential development), pictured in **Photograph 9**. On the right-hand side, the road narrows to 4.2m towards the existing gated access, pictured in **Photograph 10**, which would serve the proposed development site.



Photograph 9: Private Road, Pictured from Gated Access



Photograph 10: Existing Gated Access to the Site

Access Arrangements

- 4.6 The existing private access road, which would serve the site remains as per the previous planning application (ref: DC/17/2352).
- 4.7 Previous discussions have taken place with WSCC highway officers regarding the proposed site access and its use by the Summer Meadow development. From these discussions, it was recognised that the existing access was considered suitable to serve the small increase in residential dwellings associated with Summer Meadow's planning application, with the committee report stating that *"Initial concerns were raised by the Highways Authority in respect of potential visibility at the access to the north. Following further consideration of the scheme, taking into account the specific local context, conditions, and evidence provided within the Transport Statement, it is not considered that a reason for refusal could be justified on these grounds"*.
- 4.8 To support the Summer Meadows planning application WSCC requested an accurate assessment of vehicle speeds along the A281. From this, Automated Traffic Count (ATC) surveys were undertaken to establish visibility requirements. The ATC surveys were undertaken between 25th January and 2nd February 2017. It was agreed with WSCC that 12-hour average speeds could be used to determine the required visibility splays. These are shown in **Table 2**, with the full ATC outputs shown in **Appendix B**.

12 Hour	Recorded 85th percentile speeds
Northbound	35.5mph
Southbound	36.7mph

Table 2: ATC Outputs from Summer Meadow Development

- 4.9 These speeds were agreed previously agreed with WSCC and considering the road has experienced minimal changes and has kept the same speed limits, these ATC outputs are deemed acceptable for the use of this application.
- 4.10 Discussions with WSCC undertaken for the access road, associated with the Summer Meadow development concluded that visibility of 2.4m x 55.6m to the nearside kerbline should be provided in the primary direction and visibility to the centre line with an X distance of 2.4m should also be provided in the secondary direction.
- 4.11 In the secondary direction, it was agreed that visibility to the centre line to a 'Y' distance of 32m was acceptable, due to the limited scope for overtaking on this segment of the roadway and low volumes of traffic generated by the then proposed development. Agreement was also reached with the adjacent car dealership to confirm that any part of the visibility splay which crosses their land would be kept clear of obstruction.
- 4.12 These previously agreed visibility splays are demonstrated in **Appendix C**.
- 4.13 Due to the lack of increase in vehicle movements (discussed further in **Chapter 5**) associated with this application and compared to the previous use, this development proposal would continue to use the existing access arrangement. It is therefore proposed that the previously agreed visibility splays are still acceptable and are in line with Manual for Streets guidance.

Refuse, Emergency and Servicing

- 4.14 Vehicle tracking has also been previously undertaken on the existing site access as per the approved Summer Meadows planning application (ref: DC/17/2352). This showed that a refuse vehicle is capable of entering, turning and exiting the site in a forward gear, and that a family size car can pass the refuse vehicle along the access road. This can be seen in **Appendix D**.
- 4.15 As such, swept path analysis of a refuse vehicle has been undertaken from the internal access road, instead showing the manoeuvrability of the internal site layout, shown in **Appendix E**. A shared use access road arrangement is proposed, reflecting the main access road onto the A281. Within the development site lining would be used to indicate a suggested pedestrian route along the internal spine road.

- 4.16 As no changes are proposed to the existing main access road, emergency vehicles will utilise the existing arrangement along the access road. Swept path analysis has been undertaken to show that a fire tender can manoeuvre within the site, and is shown within **Appendix E**.

Internal Layout

- 4.17 Access to the site is currently gated, although the development proposes the removal of the gates and implementation of the access road into the development, measuring 4.8m wide. This would ensure that vehicles can enter and exit the development safely.
- 4.18 The access road within the development is proposed to operate as shared use, with indicative lining measuring 1m in width included along the eastern side of the site's spine road, marking a suggested path for pedestrians.
- 4.19 Vehicle tracking has been undertaken to show that cars can access the development from the access road, park in a forward gear, reverse and exit in a safe manner. This is shown within **Appendix E**.
- 4.20 Dimensions of the site, including the road width, pedestrian footway width and car parking spaces have been shown within **Appendix F**.

Car and Cycle Parking

Car Parking Provision

- 4.21 West Sussex County Council (WSCC)'s 'Guidance on Parking at New Developments' (2020) has been reviewed to establish the suggested level of parking spaces provided by the site. The site lies in Parking Behavioural Zone (PBZ) 1 and as such, the corresponding car parking standards are shown in **Table 3**, along with the guidance on number of spaces for the development.

Property Size	Car Parking Standard (PBZ 1)	Accommodation Schedule	Literal Parking Requirements	Rounded Parking Requirements
2 bed	1.7	2	3.4	4
3 bed	2.2	6	13.2	14
4+ bed	2.7	1	2.7	3
Total		9	19.3	21

Table 3: Car Parking Standards

- 4.22 As shown within **Table 3**, the proposed development requires a total of 19.3 spaces, when looking at the literal parking requirements. When rounding these numbers up, a total of 21 car parking spaces is required. It should be noted that when basing the level of parking provision on the literal parking requirements, the development is much closer to the recommended level of provision.

- 4.23 An additional 0.2 spaces are to be allocated per unit, equating to 2 visitor parking spaces. This brings the total recommended parking provision to 21.3 spaces, when accounting for the literal parking requirements.
- 4.24 The development proposes a total of 20 spaces, which is comprised of 18 allocated spaces and 2 visitor parking spaces. WSCC's 'Guidance on Parking at New Developments' states that a reduction in the parking demand by 10% may be considered, based on the average variation in demand. A reduction of 1.3 spaces amount to an approximate 6.5% reduction below the recommended provision, which is within the variation boundary.
- 4.25 As the site is located within the village of Cowfold, it is within proximity to a number of amenities and facilities, such as a shop, school and GP surgery, thus making the site accessible. Furthermore, the proximity to public transport (2.5-minute walk from 'South Leas' bus stops) furthers the accessibility of the site and enables future residents to travel further without the need for private car. As such, the accessibility of the site provides scope for the reduction to be considered.
- 4.26 In addition to this, the car parking standards state that a minimum of 5% of the total car parking allocation should be allocated to disabled persons. With this in mind, the development proposes a total of 6 car parking spaces that fit the required dimensions of a disabled car parking space, as laid out in Inclusive Mobility (2021). This is an overprovision by 25%.
- 4.27 Electric Vehicle charging will be provided in line with Building Regulations Part S.

Cycle Parking Provision

- 4.28 WSCC's 'Guidance on Parking at New Developments' was also consulted to ascertain the recommended level of cycle parking within the development. Within this document, it is stated that 1 space should be provided per 2-bedroom dwelling, and that dwellings with 3 or more bedrooms should provide 2 cycle parking spaces. As such, the development will provide a total of 16 cycle parking spaces, which will be provided within the curtilage of each dwelling.

5. HIGHWAY IMPACT

- 5.1 In order to assess the potential highway impact of the proposed development, the existing light industrial use has been compared to the proposed 9 residential dwellings. For the purposes of this assessment, the industry standard TRICS database has been used to obtain vehicle trip rates for the different uses and the subsequent net change in vehicle trips when compared to the proposed development and subsequent impact on the highway network.

Existing Use Trip Generation

- 5.2 The existing site has a permitted light industrial use, having operated as a garden machinery company. Although it is noted that the site is currently vacant, the site's area, including the warehouse, outbuildings and existing hardstanding has been reviewed and used to calculate an anticipated vehicular trip rate, reflecting the potential use of the site. As such, a TRICS assessment has been undertaken for an industrial unit, with the following parameters:
- TRICS v.8.26.3;
 - 'Employment', 'Industrial Unit' use class;
 - Sites in England (excluding Greater London);
 - 0.03-0.3ha area;
 - 'Edge of Town', 'Suburban' locations only
 - Weekday surveys only
 - No Travel Plan
- 5.3 The results of the TRICS assessment are demonstrated in **Table 4**, with the full outputs included within **Appendix G**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 1 hectare)	32.308	11.950	4.368	27.080	397.267
Trip Generation (0.23 hectares)	7	3	1	6	91

Table 4: Existing Trip Generation

- 5.4 As demonstrated within **Table 4**, 10 two-way vehicle trips are expected in the AM peak and 7 two-way vehicle trips are anticipated in the PM peak, with a total of 91 vehicular trips over a 12-hour period. This is equivalent to approximately 1 trip every 6 minutes in the AM peak, 1 trip every 8.5 minutes in the PM peak, and approximately 8 vehicle trips per hour across the given time period.

Proposed Trip Generation

5.5 To assess the potential impact of the proposed 9 dwellings on the local road network, the vehicle trip generation was also calculated for the proposed development, which is detailed in **Table 5**, with the full outputs included in **Appendix H**. As such, a TRICS assessment has been undertaken, with the following parameters:

- TRICS v.8.26.3;
- 'Residential', 'Houses Privately Owned' use class;
- Sites in England (excluding Greater London);
- 4-30 dwellings;
- 'Edge of Town', 'Suburban' locations only;
- Weekday surveys only

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 1 dwelling)	0.168	0.397	0.343	0.202	5.266
Trip Generation (9 dwellings)	2	4	3	2	47

Table 5: Proposed Development Trip Generation

5.6 As demonstrated within **Table 5**, 6 total trips are expected in the AM peak and 5 total trips in the PM peak, with a total of 47 vehicular trips over a day. This is equivalent to approximately one trip every 10 minutes in the AM peak, and approximately one trip every 12 minutes in the PM peak, and approximately 4 trips per hour across the given timescale.

Net Impact

5.7 The anticipated net impact of the proposed development site compared to the existing use of the site has been shown in **Table 6**, utilising the trip generation methodology outlined above.

Use	AM Peak (0800-0900)	PM Peak (1700-1800)	Daily Total
Existing Site (0.23 hectares)	10	7	91
Proposed 9 Dwellings	6	5	47
Net Difference	-4	-2	-44

Table 6: Net Impact of the Proposed Development

5.8 **Table 6** demonstrates that the proposed development is anticipated to experience a reduction in vehicular trips, with an anticipated reduction of 4 vehicular trips in the AM peak, 2 vehicular trips in the PM peak and 44 over a day. This shows the positive impact that the proposed development would have on the highways network in the context of Paragraph 116 of the current adopted NPPF.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Earlswood Homes to support a full planning application for the demolition of the existing commercial unit and erection of 9 dwellings at Henfield Road, Cowfold.
- 6.2 The proposed development site is currently a commercial and light industrial space that has previously been used as a garden machinery company. This commercial space shares a private vehicular access with 10 existing residential dwellings and is within close proximity to bus stops, which connect to the surrounding rail network and increase accessibility. In addition to this, pedestrian infrastructure in the local area is of good quality. National Cycle Route 223 is within a 22-minute of the site, which extends accessibility further.
- 6.3 The development's shared access road connects to Henfield Road (A281) via a simple dropped kerb arrangement. Discussions with WSCC, held to support the relatively recent Summer Meadows development (which utilises the access road) confirmed the existing access, visibility splays, vehicle tracking and ATC data were agreed and deemed acceptable to support that 8 dwelling scheme, which has been built and occupied. As conditions of the access road and the surrounding area have largely remained the same, it is proposed that no updates are needed.
- 6.4 Existing vehicle trips for a light industrial use have been calculated for the site, totalling 91 vehicular trips a day. Reflecting these vehicle trips against the proposed residential development, it is anticipated that vehicle trips will be reduced by 44 daily trips and reduce peak hour trips by 4 and 2 vehicles during the AM and PM peak hours, respectively. This shows that the development is likely to have a positive impact on the road network.
- 6.5 This Transport Statement has summarised the existing conditions of the local road network and has detailed that the existing access road leading to the site was previously considered to be sufficient to support the current operation. As this proposal for dwellings on a former commercial site would not increase vehicle trips when compared to the site's permitted use, the proposed scheme is not considered to reflect a detrimental impact on the current situation, in relation to the current adopted NPPF.
- 6.6 With the above considered, we ask WSCC to look favourably upon this development from a highways perspective.

Accommodation Schedule

Open Market

2 no.	2 - Bedroom Houses
2 no.	3 - Bedroom Bungalows
4 no.	3 - Bedroom Houses
1 no.	4 - Bedroom Houses

Total; 9 Dwellings



Client's Name
Earlswood Homes

Drawing Title
Site Layout

Drawn
JW

Checked
PJ

Date
09.09.25

Job No
7143

Drawing No
PL-001

Rev
F

Status
PRELIMINARY

Job Title
Watermede, Cowfold

Scale
1:500 @ A3

metres 5 10 15 20

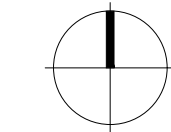
F	11.05.26	Updated to Clients Comments	JW	PJ
E	14.04.26	Planning Submission	JW	PJ
D	19.11.25	Updated to Clients Comments	JW	PJ
C	14.11.25	Updated to Clients Comments	JW	PJ
B	27.10.25	Updated to Clients Comments	JW	PJ
A	09.09.25	Initial Issue	JW	PJ

Rev Date Revision Details Dr Ch

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VEHICLE CLASSIFICATION AND SPEED SURVEY – A281 Cowfold

DATASETS:

Site: [Cowfold] A281 Cowfold, north of j/w Eastlands Lane, T.Pole opp Fowler Builders Access

Direction: 7 - North bound A>B, South bound B>A.

Survey Duration: 00:00 25 January 2017 => 09:35 02 February 2017

File: Cowfold02Feb2017.EC0 (Plus)

Identifier: CA77GGMK MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Advanced.

PROFILE:

Filter time: 00:00 25 January 2017 => 00:00 01 February 2017

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: North bound / South bound

Headway: All.

Scheme: ARX Cycles.

Name: Factory default profile.

Method: Vehicle classification.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1 Bicycle

2 Motor Cycle

3 Car / Van (cars and vans - without trailer).

4 Car / Van (T) (cars and vans towing trailer).

5 R2 / Bus (HGV / bus 2-axle rigid).

6 R3 / Bus (HGV / bus 3-axle rigid).

7 R4 (HGV 4-axle rigid).

8 A3 (HGV 3-axle articulated).

9 A4 (HGV 4-axle articulated).

10 A5 (HGV 5-axle articulated).

11 A6 (HGV 6-axle articulated).

12 A6 [2] (HGV 6-axle articulated comprising two trailers).

13 A7 [2] (HGV 7 + axle articulated comprising two trailers).

Benchmark Data Collection Ltd

Wed 25 Time	January Total	2017 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	5	5	0	0	5	0	0	0	0	0	0	0	0	0	0	26.8	34.6	42.4	4	80	-
0100	2	7	0	0	2	0	0	0	0	0	0	0	0	0	0	34	39	43.9	2	100	-
0200	2	9	0	1	1	0	0	0	0	0	0	0	0	0	0	17	23.4	29.7	0	0	-
0300	2	11	0	0	1	0	1	0	0	0	0	0	0	0	0	39.9	48.1	56.3	2	100	-
0400	17	28	0	1	15	0	1	0	0	0	0	0	0	0	0	16	35.6	46.7	15	88.2	40.9
0500	54	82	0	0	40	0	14	0	0	0	0	0	0	0	0	27.1	35.8	48.1	47	87	40.3
0600	128	210	0	0	111	0	15	0	0	0	1	0	1	0	0	21.6	35.4	55.1	113	88.3	40.3
0700	368	578	0	1	326	3	32	1	3	1	1	0	0	0	0	4.2	28.8	43.4	161	43.8	33.8
0800	331	909	1	2	277	5	43	1	1	1	0	0	0	0	0	14.6	29.6	50.1	140	42.3	34.9
0900	251	1160	0	0	211	6	30	2	0	0	1	1	0	0	0	4.1	29.9	51.6	108	43	34.2
1000	190	1350	0	0	146	4	34	3	1	0	1	0	1	0	0	18.9	31.1	46.9	99	52.1	36
1100	192	1542	0	2	156	5	22	3	1	0	0	1	2	0	0	14.4	29.5	47.9	87	45.3	34.7
1200	193	1735	1	0	154	1	33	3	1	0	0	0	0	0	0	10.1	29.2	46	84	43.5	34.9
1300	214	1949	0	1	165	2	37	3	3	0	1	2	0	0	0	4.6	27.6	43.7	72	33.6	33.3
1400	222	2171	0	0	184	3	26	1	2	0	1	4	1	0	0	7.1	29.5	46.4	99	44.6	34.4
1500	215	2386	0	1	178	2	30	1	1	1	0	1	0	0	0	4.8	29.3	44.4	97	45.1	34.4
1600	233	2619	0	0	205	4	22	0	1	1	0	0	0	0	0	15.3	29.6	44.3	112	48.1	34.2
1700	245	2864	0	1	221	0	21	0	0	0	2	0	0	0	0	10.4	29	44	106	43.3	34.2
1800	137	3001	0	0	125	0	11	0	0	0	0	0	1	0	0	15.2	31.8	50.4	90	65.7	36.2
1900	88	3089	0	0	86	0	2	0	0	0	0	0	0	0	0	17.6	32.3	54	58	65.9	37.8
2000	33	3122	0	0	30	0	3	0	0	0	0	0	0	0	0	15.6	35.3	54.8	27	81.8	42.5
2100	56	3178	0	0	47	1	7	1	0	0	0	0	0	0	0	9.4	33.9	60.5	41	73.2	40.3
2200	26	3204	0	1	22	0	3	0	0	0	0	0	0	0	0	23.4	38.9	53.3	22	84.6	47.9
2300	11	3215	0	0	10	0	1	0	0	0	0	0	0	0	0	15.3	40.8	61.4	9	81.8	45.4
07-19	2791	3215	2	8	2348	35	341	18	14	4	7	9	5	0	0	4.1	29.5	51.6	1255	45	34.7
06-22	3096	3215	2	8	2622	36	368	19	14	4	8	9	6	0	0	4.1	29.9	60.5	1494	48.3	35.3
06-00	3133	3215	2	9	2654	36	372	19	14	4	8	9	6	0	0	4.1	30	61.4	1525	48.7	35.6
00-00	3215	3215	2	11	2718	36	388	19	14	4	8	9	6	0	0	4.1	30.2	61.4	1595	49.6	35.8

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Thu 26 Time	January Total	2017 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	9	3224	0	0	8	0	0	0	1	0	0	0	0	0	0	30.9	42.3	58.2	9	100	-
0100	3	3227	0	0	2	0	0	0	0	0	0	1	0	0	0	25.7	40.7	55.8	2	66.7	-
0200	6	3233	0	0	4	0	1	0	0	0	0	0	1	0	0	30.6	40	50.6	6	100	-
0300	5	3238	0	1	2	0	2	0	0	0	0	0	0	0	0	34.3	40.1	46.5	5	100	-
0400	15	3253	0	0	10	0	5	0	0	0	0	0	0	0	0	39.1	46.2	56.5	15	100	50.3
0500	39	3292	0	1	30	0	8	0	0	0	0	0	0	0	0	30.9	41.4	56.1	39	100	46.3
0600	142	3434	0	1	118	0	20	1	1	0	1	0	0	0	0	23.8	34.9	48.9	114	80.3	40.3
0700	359	3793	1	2	316	2	32	2	1	0	0	2	1	0	0	12.3	30.5	47.2	191	53.2	35.6
0800	346	4139	0	0	301	2	37	0	3	1	0	2	0	0	0	11.5	29.8	46.3	169	48.8	34.9
0900	217	4356	0	1	171	2	37	2	2	1	0	1	0	0	0	6.5	29.7	46.9	113	52.1	35.1
1000	220	4576	0	2	175	6	33	0	1	0	2	0	1	0	0	8.3	30.3	47.3	123	55.9	35.1
1100	217	4793	0	2	180	2	30	2	1	0	0	0	0	0	0	11	28.7	54.8	85	39.2	33.8
1200	223	5016	0	1	195	4	21	0	1	1	0	0	0	0	0	5.5	25.6	46.8	70	31.4	34.2
1300	204	5220	0	0	160	4	37	1	0	1	1	0	0	0	0	9.6	32.1	49.1	132	64.7	36.2
1400	222	5442	2	0	188	3	27	0	0	0	1	1	0	0	0	13.1	29.5	45	102	45.9	33.1
1500	196	5638	0	0	167	1	23	1	2	1	1	0	0	0	0	12.1	29	43	85	43.4	33.8
1600	242	5880	1	1	214	2	23	0	0	0	1	0	0	0	0	4	28.3	40.9	80	33.1	33.1
1700	257	6137	0	0	236	1	20	0	0	0	0	0	0	0	0	11.8	28.6	52.3	81	31.5	33.6
1800	155	6292	0	0	143	0	11	0	0	0	1	0	0	0	0	8.6	29.2	41.2	71	45.8	34.7
1900	84	6376	0	0	78	0	5	0	0	0	1	0	0	0	0	19.1	32.4	49	63	75	36.5
2000	38	6414	0	0	36	0	2	0	0	0	0	0	0	0	0	13.2	31.4	46	23	60.5	36.5
2100	40	6454	0	0	35	0	5	0	0	0	0	0	0	0	0	11.8	31.4	46.8	24	60	38.7
2200	46	6500	0	0	41	0	5	0	0	0	0	0	0	0	0	16.6	35.1	56.2	35	76.1	42.7
2300	16	6516	0	0	15	0	0	1	0	0	0	0	0	0	0	25.2	34.9	47	12	75	42.7
07-19	2858	6516	4	9	2446	29	331	8	11	5	7	6	2	0	0	4	29.3	54.8	1302	45.6	34.7
06-22	3162	6516	4	10	2713	29	363	9	12	5	9	6	2	0	0	4	29.7	54.8	1526	48.3	35.3
06-00	3224	6516	4	10	2769	29	368	10	12	5	9	6	2	0	0	4	29.8	56.2	1573	48.8	35.3
00-00	3301	6516	4	12	2825	29	384	10	13	5	9	7	3	0	0	4	30.1	58.2	1649	50	35.8

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Fri 27 Time	January Total	2017 RunTot	Northbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]						
0000	5	6521	0	0	5	0	0	0	0	0	0	0	0	0	0	27.7	35	40	4	80	-
0100	2	6523	0	0	2	0	0	0	0	0	0	0	0	0	0	37.3	44	50.7	2	100	-
0200	2	6525	0	1	1	0	0	0	0	0	0	0	0	0	0	35	44.1	53.1	2	100	-
0300	1	6526	0	0	1	0	0	0	0	0	0	0	0	0	0	25	25	25	0	0	-
0400	16	6542	0	0	12	0	3	0	0	0	0	0	1	0	0	27.3	43.1	56.7	15	93.8	51.9
0500	45	6587	0	1	33	0	9	0	0	0	0	2	0	0	0	27.3	38	55	39	86.7	42.9
0600	122	6709	0	0	101	0	16	1	0	0	2	0	2	0	0	25.6	34.3	51	93	76.2	39.1
0700	327	7036	0	0	285	4	31	1	3	1	2	0	0	0	0	10.6	28.2	44.3	128	39.1	32.4
0800	277	7313	0	2	234	1	33	3	3	1	0	0	0	0	0	8.4	29.3	49.5	122	44	33.6
0900	255	7568	0	0	212	0	38	1	1	0	0	1	2	0	0	12.7	30	42.8	130	51	34.2
1000	220	7788	0	0	187	0	31	1	0	1	0	0	0	0	0	11.2	30	43.1	112	50.9	35.1
1100	238	8026	0	1	197	0	33	1	3	1	0	1	1	0	0	5.7	27.5	39.8	80	33.6	32.2
1200	222	8248	2	3	179	4	30	1	3	0	0	0	0	0	0	5.5	23.7	43	43	19.4	30.9
1300	233	8481	1	2	188	3	34	2	1	0	1	0	1	0	0	8.1	25.6	43.6	60	25.8	32.2
1400	219	8700	0	0	181	3	31	0	2	0	2	0	0	0	0	14.1	30	46.1	113	51.6	34.2
1500	231	8931	2	0	201	2	24	2	0	0	0	0	0	0	0	5.4	30.8	45.6	124	53.7	35.8
1600	273	9204	0	0	242	3	25	0	1	0	1	1	0	0	0	12.1	29.8	43.7	129	47.3	34
1700	232	9436	1	0	216	1	13	0	0	1	0	0	0	0	0	4.9	29.3	43.1	99	42.7	34
1800	169	9605	0	0	160	0	9	0	0	0	0	0	0	0	0	9.3	30	45.6	79	46.7	35.1
1900	88	9693	0	1	80	0	6	0	1	0	0	0	0	0	0	10.4	31.5	50.8	61	69.3	37.8
2000	53	9746	0	0	50	0	2	0	0	0	0	0	1	0	0	12.7	31.8	50.9	32	60.4	38.5
2100	30	9776	0	0	26	0	4	0	0	0	0	0	0	0	0	21.8	32.4	44.1	19	63.3	37.4
2200	45	9821	0	0	41	0	4	0	0	0	0	0	0	0	0	13.6	37.3	58.2	37	82.2	48.8
2300	26	9847	0	0	26	0	0	0	0	0	0	0	0	0	0	12.8	35.9	46.1	22	84.6	40.5
07-19	2896	9847	6	8	2482	21	332	12	17	5	6	3	4	0	0	4.9	28.7	49.5	1219	42.1	33.8
06-22	3189	9847	6	9	2739	21	360	13	18	5	8	3	7	0	0	4.9	29	51	1424	44.7	34.4
06-00	3260	9847	6	9	2806	21	364	13	18	5	8	3	7	0	0	4.9	29.2	58.2	1483	45.5	34.7
00-00	3331	9847	6	11	2860	21	376	13	18	5	8	5	8	0	0	4.9	29.4	58.2	1545	46.4	35.1

Benchmark Data Collection Ltd

Sat 28 Time	January Total	2017 RunTot	Northbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]						
0000	5	9852	0	0	5	0	0	0	0	0	0	0	0	0	0	32.8	36.5	41.8	5	100	-
0100	6	9858	0	0	4	0	2	0	0	0	0	0	0	0	0	31.2	38.7	44.8	6	100	-
0200	5	9863	0	0	4	0	1	0	0	0	0	0	0	0	0	32.8	39.4	50.9	5	100	-
0300	4	9867	0	0	2	0	2	0	0	0	0	0	0	0	0	30.9	40.3	61.6	4	100	-
0400	11	9878	0	0	9	0	2	0	0	0	0	0	0	0	0	32.1	42.5	55.3	11	100	46.3
0500	26	9904	0	0	18	0	7	0	0	0	1	0	0	0	0	29.6	40.4	52.6	25	96.2	43.6
0600	34	9938	0	0	25	0	6	1	0	1	0	0	1	0	0	21.8	38.3	52.2	27	79.4	45.9
0700	73	10011	0	0	65	1	5	2	0	0	0	0	0	0	0	11.9	35.3	50.1	59	80.8	43.4
0800	150	10161	0	1	128	3	18	0	0	0	0	0	0	0	0	9.3	30.5	49.4	83	55.3	36.7
0900	195	10356	0	0	179	2	14	0	0	0	0	0	0	0	0	10.2	30	47.1	101	51.8	36.2
1000	210	10566	0	1	187	3	16	1	0	0	1	1	0	0	0	20.6	31	48.8	114	54.3	36.5
1100	269	10835	2	6	239	2	20	0	0	0	0	0	0	0	0	9.8	31	45.5	156	58	36.5
1200	250	11085	1	7	221	5	16	0	0	0	0	0	0	0	0	12.2	31.9	50	161	64.4	37.6
1300	222	11307	1	7	197	0	16	0	0	0	0	0	0	0	1	13.1	32.9	55.7	159	71.6	37.8
1400	201	11508	0	2	185	3	9	0	1	0	0	1	0	0	0	12.5	30.6	47.2	118	58.7	35.3
1500	172	11680	0	1	152	2	17	0	0	0	0	0	0	0	0	12.1	32.2	54.4	114	66.3	38.7
1600	171	11851	0	1	162	1	6	1	0	0	0	0	0	0	0	10.4	31.7	53.4	107	62.6	38
1700	161	12012	1	0	150	0	10	0	0	0	0	0	0	0	0	8.7	30.8	44.1	88	54.7	35.6
1800	111	12123	0	0	106	0	5	0	0	0	0	0	0	0	0	13.1	33.7	56	86	77.5	39.8
1900	70	12193	0	0	66	0	4	0	0	0	0	0	0	0	0	18	33.6	47.8	55	78.6	38.7
2000	48	12241	0	0	43	1	4	0	0	0	0	0	0	0	0	18.3	35.5	53	34	70.8	43.6
2100	25	12266	0	0	24	0	1	0	0	0	0	0	0	0	0	16.6	38.9	53.2	22	88	46.5
2200	32	12298	0	0	31	0	1	0	0	0	0	0	0	0	0	28.9	35.8	47.9	31	96.9	40.7
2300	20	12318	0	0	19	0	1	0	0	0	0	0	0	0	0	26.7	37	46.1	19	95	42.3
07-19	2185	12318	5	26	1971	22	152	4	1	0	1	2	0	0	1	8.7	31.5	56	1346	61.6	37.4
06-22	2362	12318	5	26	2129	23	167	5	1	1	1	2	1	0	1	8.7	31.9	56	1484	62.8	37.8
06-00	2414	12318	5	26	2179	23	169	5	1	1	1	2	1	0	1	8.7	32	56	1534	63.5	37.8
00-00	2471	12318	5	26	2221	23	183	5	1	1	2	2	1	0	1	8.7	32.1	61.6	1590	64.3	38

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Sun 29 Time	January Total	2017 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	23	12341	0	0	23	0	0	0	0	0	0	0	0	0	0	28.9	39.4	51	22	95.7	42.7
0100	7	12348	0	0	5	0	2	0	0	0	0	0	0	0	0	26.9	37.1	44.8	5	71.4	-
0200	2	12350	0	0	2	0	0	0	0	0	0	0	0	0	0	32.6	37.5	42.4	2	100	-
0300	8	12358	0	0	6	0	2	0	0	0	0	0	0	0	0	31.8	45.7	59.7	8	100	-
0400	3	12361	0	0	3	0	0	0	0	0	0	0	0	0	0	34.6	37.7	43.2	3	100	-
0500	16	12377	0	0	15	0	1	0	0	0	0	0	0	0	0	26.9	40.2	60.9	15	93.8	44.5
0600	16	12393	0	0	14	0	2	0	0	0	0	0	0	0	0	25.2	38	49.8	14	87.5	46.5
0700	36	12429	1	0	33	0	2	0	0	0	0	0	0	0	0	11.5	34.6	51.9	26	72.2	42.5
0800	58	12487	0	1	52	0	5	0	0	0	0	0	0	0	0	9.4	34.1	48.5	47	81	40.5
0900	120	12607	1	7	105	1	6	0	0	0	0	0	0	0	0	15.3	34.2	50	93	77.5	40.9
1000	160	12767	1	5	146	1	7	0	0	0	0	0	0	0	0	14.2	32.8	48.3	113	70.6	37.6
1100	191	12958	2	3	177	1	8	0	0	0	0	0	0	0	0	12.7	32.1	48.7	119	62.3	37.4
1200	179	13137	0	2	170	1	5	0	1	0	0	0	0	0	0	19.8	32.2	47.6	110	61.5	37.8
1300	186	13323	0	2	177	1	6	0	0	0	0	0	0	0	0	10.6	31.7	47.2	114	61.3	36.9
1400	142	13465	0	1	134	0	7	0	0	0	0	0	0	0	0	12.7	31.3	52.8	83	58.5	37.4
1500	148	13613	0	0	141	1	5	0	0	1	0	0	0	0	0	13	33.5	48.5	109	73.6	40
1600	157	13770	0	0	150	1	6	0	0	0	0	0	0	0	0	18.1	31.3	44.4	85	54.1	36.2
1700	117	13887	0	1	113	0	3	0	0	0	0	0	0	0	0	14.6	33	46.3	86	73.5	37.4
1800	85	13972	0	0	80	0	5	0	0	0	0	0	0	0	0	14.9	32.5	46.9	60	70.6	37.6
1900	56	14028	0	0	53	0	3	0	0	0	0	0	0	0	0	16.2	33.5	45.4	43	76.8	37.6
2000	44	14072	0	0	37	0	7	0	0	0	0	0	0	0	0	13.9	36.6	57.5	35	79.5	42.5
2100	25	14097	0	0	25	0	0	0	0	0	0	0	0	0	0	19.9	35.4	49.4	18	72	44.3
2200	18	14115	0	0	13	0	2	0	1	0	2	0	0	0	0	28.7	36.3	44.4	17	94.4	40.5
2300	7	14122	0	0	5	0	1	0	0	0	0	1	0	0	0	16.5	35	44.9	5	71.4	-
07-19	1579	14122	5	22	1478	7	65	0	1	1	0	0	0	0	0	9.4	32.5	52.8	1045	66.2	38.3
06-22	1720	14122	5	22	1607	7	77	0	1	1	0	0	0	0	0	9.4	32.7	57.5	1155	67.2	38.7
06-00	1745	14122	5	22	1625	7	80	0	2	1	2	1	0	0	0	9.4	32.8	57.5	1177	67.4	38.7
00-00	1804	14122	5	22	1679	7	85	0	2	1	2	1	0	0	0	9.4	33	60.9	1232	68.3	39.1

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Mon 30 Time	January Total	2017 RunTot	Northbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	0	14122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	4	14126	0	0	4	0	0	0	0	0	0	0	0	0	0	30.7	40.5	55.8	4	100	-
0200	4	14130	0	0	2	0	2	0	0	0	0	0	0	0	0	42.8	45.6	49.5	4	100	-
0300	2	14132	0	0	1	0	0	0	0	0	0	0	1	0	0	32.7	35.8	38.8	2	100	-
0400	15	14147	0	0	11	0	4	0	0	0	0	0	0	0	0	30.5	44.2	59.1	15	100	52.3
0500	53	14200	0	1	38	0	12	1	0	0	0	1	0	0	0	28.4	41.7	54.4	52	98.1	46.1
0600	122	14322	0	1	107	0	13	0	0	0	0	0	1	0	0	12.6	35.7	54.9	100	82	42.1
0700	357	14679	0	2	315	1	34	4	1	0	0	0	0	0	0	9.1	29.8	44.6	174	48.7	35.6
0800	325	15004	0	1	282	3	29	2	3	2	1	1	1	0	0	6.6	31.1	51.6	186	57.2	36.7
0900	230	15234	0	1	197	3	26	0	2	0	0	1	0	0	0	8.5	30.6	50.6	129	56.1	36.2
1000	192	15426	0	0	163	2	23	0	2	0	1	0	0	0	1	12.1	31.5	47.3	119	62	36
1100	177	15603	0	0	132	3	39	0	1	0	1	0	1	0	0	7.9	31	45.1	106	59.9	35.3
1200	198	15801	1	1	156	1	30	3	4	0	1	1	0	0	0	7.5	30	53.4	101	51	34.9
1300	210	16011	0	1	171	2	32	1	0	1	0	1	1	0	0	9	28.8	43.7	96	45.7	34.2
1400	184	16195	1	1	142	0	34	1	2	0	1	2	0	0	0	13.2	29.9	44	88	47.8	34.4
1500	218	16413	1	0	183	3	26	0	1	0	1	3	0	0	0	14.7	30.7	44	108	49.5	36.9
1600	228	16641	0	0	202	0	22	2	0	0	1	1	0	0	0	18.9	31.9	48.3	160	70.2	36
1700	233	16874	0	0	214	1	18	0	0	0	0	0	0	0	0	15.4	31.9	45.3	144	61.8	37.1
1800	142	17016	0	1	131	0	10	0	0	0	0	0	0	0	0	18	32.6	46.9	95	66.9	37.1
1900	77	17093	1	0	71	0	5	0	0	0	0	0	0	0	0	4.7	34	50.6	56	72.7	39.1
2000	33	17126	0	0	30	0	3	0	0	0	0	0	0	0	0	13.1	31.5	46.6	23	69.7	38.5
2100	41	17167	0	0	38	0	3	0	0	0	0	0	0	0	0	14.3	33.7	55	29	70.7	40
2200	28	17195	0	1	24	0	3	0	0	0	0	0	0	0	0	17.4	35.4	50.2	20	71.4	42.9
2300	13	17208	0	0	12	0	1	0	0	0	0	0	0	0	0	12.1	35.5	57.3	10	76.9	39.6
07-19	2694	17208	3	8	2288	19	323	13	16	3	7	10	3	0	1	6.6	30.8	53.4	1506	55.9	36
06-22	2967	17208	4	9	2534	19	347	13	16	3	7	10	4	0	1	4.7	31.1	55	1714	57.8	36.7
06-00	3008	17208	4	10	2570	19	351	13	16	3	7	10	4	0	1	4.7	31.1	57.3	1744	58	36.7
00-00	3086	17208	4	11	2626	19	369	14	16	3	7	11	5	0	1	4.7	31.4	59.1	1821	59	37.1

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Tue 31 Time	January Total	2017 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	4	17212	0	0	3	0	1	0	0	0	0	0	0	0	0	18.9	45.5	64.8	3	75	-
0100	5	17217	0	0	5	0	0	0	0	0	0	0	0	0	0	31.3	41.7	50.7	5	100	-
0200	4	17221	0	0	1	0	3	0	0	0	0	0	0	0	0	45	48.6	53.2	4	100	-
0300	4	17225	0	1	3	0	0	0	0	0	0	0	0	0	0	34.8	47.1	69.1	4	100	-
0400	17	17242	0	0	13	0	4	0	0	0	0	0	0	0	0	26.8	41.8	52.5	16	94.1	46.8
0500	42	17284	0	2	33	0	7	0	0	0	0	0	0	0	0	28.9	41.6	64.8	41	97.6	46.8
0600	132	17416	0	0	117	0	13	0	0	0	1	0	1	0	0	24.4	36.2	53.4	105	79.5	43.2
0700	378	17794	0	4	333	1	36	0	1	1	2	0	0	0	0	12.7	29.6	50.8	170	45	34.7
0800	346	18140	1	2	291	7	38	3	2	0	0	0	2	0	0	6.5	28.8	48.8	146	42.2	34.2
0900	239	18379	0	0	204	0	28	1	4	0	1	0	1	0	0	9.4	29.2	46.1	102	42.7	35.1
1000	205	18584	0	0	165	6	29	1	3	0	0	1	0	0	0	8.7	24.5	74.2	34	16.6	30.2
1100	205	18789	1	0	166	2	29	2	3	1	0	0	1	0	0	4.4	24.3	49	24	11.7	28.9
1200	192	18981	0	1	155	1	27	2	1	3	1	1	0	0	0	9.9	26.3	46.6	46	24	31.5
1300	201	19182	0	1	158	1	38	1	0	0	0	2	0	0	0	6	25.5	42	43	21.4	31.3
1400	182	19364	1	0	155	1	20	2	1	0	1	1	0	0	0	6.4	26.3	40.1	51	28	32.4
1500	213	19577	2	0	174	2	34	0	1	0	0	0	0	0	0	5.5	28.1	47.9	76	35.7	34.2
1600	234	19811	0	0	212	0	19	1	0	0	1	0	1	0	0	14.9	30.7	47	124	53	35.1
1700	230	20041	1	0	210	1	15	1	1	1	0	0	0	0	0	8.1	30.7	41.2	123	53.5	36.2
1800	138	20179	0	0	128	1	9	0	0	0	0	0	0	0	0	14.3	31.3	46.3	88	63.8	37.1
1900	98	20277	0	1	92	0	5	0	0	0	0	0	0	0	0	11.3	29.1	42.1	45	45.9	34.2
2000	44	20321	0	0	41	0	3	0	0	0	0	0	0	0	0	21.9	33.8	49.5	31	70.5	38.3
2100	35	20356	0	0	29	0	5	0	0	0	1	0	0	0	0	19	36.1	59.4	28	80	40.9
2200	33	20389	0	0	32	0	1	0	0	0	0	0	0	0	0	21.4	39.2	58.7	30	90.9	46.3
2300	6	20395	0	0	4	0	2	0	0	0	0	0	0	0	0	27.5	35.3	52.1	4	66.7	-
07-19	2763	20395	6	8	2351	23	322	14	17	6	6	5	5	0	0	4.4	28.1	74.2	1027	37.2	34.2
06-22	3072	20395	6	9	2630	23	348	14	17	6	8	5	6	0	0	4.4	28.7	74.2	1236	40.2	34.9
06-00	3111	20395	6	9	2666	23	351	14	17	6	8	5	6	0	0	4.4	28.8	74.2	1270	40.8	35.1
00-00	3187	20395	6	12	2724	23	366	14	17	6	8	5	6	0	0	4.4	29.1	74.2	1343	42.1	35.6
Summary			Northbound																		
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	20395	20395	32	105	17653	158	2151	75	81	25	44	40	29	0	2	4	30.6	74.2	10775	52.8	36.7

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Wed 25 Time	January Total	2017 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	4	4	0	0	3	0	1	0	0	0	0	0	0	0	0	29.6	34.7	39.9	3	75	-
0100	3	7	0	0	2	0	1	0	0	0	0	0	0	0	0	27.8	36.8	49	2	66.7	-
0200	1	8	0	0	0	0	1	0	0	0	0	0	0	0	0	41.2	41.2	41.2	1	100	-
0300	2	10	0	0	2	0	0	0	0	0	0	0	0	0	0	30.8	37.2	43.6	2	100	-
0400	7	17	0	0	6	0	1	0	0	0	0	0	0	0	0	24.7	36	44.8	5	71.4	-
0500	24	41	0	0	17	0	5	1	0	0	0	1	0	0	0	24.5	37.3	49.4	21	87.5	43.4
0600	59	100	0	1	46	1	9	1	0	0	0	0	1	0	0	25.4	35.4	57.3	49	83.1	42.1
0700	144	244	0	0	125	1	16	0	0	1	0	0	1	0	0	4.2	32.6	49	98	68.1	37.1
0800	193	437	1	0	165	3	21	0	1	1	1	0	0	0	0	12.9	30.9	48.9	111	57.5	35.6
0900	172	609	0	0	139	5	24	0	3	0	0	0	1	0	0	4.1	30.5	51.1	91	52.9	36.2
1000	161	770	0	0	128	2	29	1	1	0	0	0	0	0	0	17.6	32.1	51.1	102	63.4	37.1
1100	171	941	1	0	143	1	20	3	2	0	0	1	0	0	0	9.4	30.1	52.8	90	52.6	35.1
1200	239	1180	0	1	199	2	29	4	0	0	0	2	2	0	0	7.1	30.2	46.4	125	52.3	35.3
1300	181	1361	0	1	148	1	27	1	1	0	0	1	1	0	0	13.5	30.9	45.7	106	58.6	36
1400	213	1574	0	0	181	2	25	1	2	0	0	1	1	0	0	12	28.7	50	92	43.2	35.6
1500	232	1806	0	1	191	5	35	0	0	0	0	0	0	0	0	10.6	30.8	45.8	141	60.8	35.6
1600	284	2090	0	1	230	6	42	1	1	1	2	0	0	0	0	10.3	30.6	50.5	166	58.5	34.4
1700	293	2383	0	0	279	0	11	0	1	0	0	2	0	0	0	16.3	30	54.3	137	46.8	33.8
1800	204	2587	1	1	185	4	12	0	0	0	1	0	0	0	0	12.9	32.6	49.1	152	74.5	36.9
1900	141	2728	0	1	127	1	12	0	0	0	0	0	0	0	0	14	33	53.1	110	78	38
2000	61	2789	0	0	54	0	3	0	1	1	1	1	0	0	0	24.4	35.3	45.8	50	82	41.2
2100	59	2848	0	0	56	1	1	1	0	0	0	0	0	0	0	19.9	34.7	53.2	48	81.4	40.9
2200	45	2893	0	0	41	0	4	0	0	0	0	0	0	0	0	24.2	34.8	46.6	37	82.2	40.9
2300	19	2912	0	0	18	0	1	0	0	0	0	0	0	0	0	22.8	35.6	43.6	15	78.9	41.2
07-19	2487	2912	3	5	2113	32	291	11	12	3	4	7	6	0	0	4.1	30.7	54.3	1411	56.7	35.8
06-22	2807	2912	3	7	2396	35	316	13	13	4	5	8	7	0	0	4.1	31.1	57.3	1668	59.4	36.2
06-00	2871	2912	3	7	2455	35	321	13	13	4	5	8	7	0	0	4.1	31.2	57.3	1720	59.9	36.5
00-00	2912	2912	3	7	2485	35	330	14	13	4	5	9	7	0	0	4.1	31.3	57.3	1754	60.2	36.7

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Thu 26 Time	January Total	2017 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	9	2921	0	0	7	0	2	0	0	0	0	0	0	0	0	16.4	34.3	44.9	7	77.8	-
0100	3	2924	0	0	2	0	1	0	0	0	0	0	0	0	0	22	33.7	40.4	2	66.7	-
0200	6	2930	0	0	5	0	0	0	0	1	0	0	0	0	0	31.3	40.4	52.1	6	100	-
0300	3	2933	0	0	1	0	2	0	0	0	0	0	0	0	0	33.7	43.7	50.2	3	100	-
0400	4	2937	0	0	4	0	0	0	0	0	0	0	0	0	0	38.6	46.1	52.5	4	100	-
0500	23	2960	0	0	13	1	7	0	0	0	1	1	0	0	0	26	37.6	51.2	20	87	47.2
0600	70	3030	0	0	57	1	9	0	0	0	2	0	1	0	0	20.1	35.7	59.9	57	81.4	42.7
0700	151	3181	0	0	127	0	19	1	1	2	1	0	0	0	0	21	33.8	52.8	106	70.2	39.8
0800	229	3410	1	1	200	2	22	1	1	0	1	0	0	0	0	4.5	30.9	51	136	59.4	36.9
0900	202	3612	0	0	167	0	29	4	1	0	0	1	0	0	0	6.5	32	48.1	141	69.8	36.9
1000	183	3795	0	0	149	2	25	1	3	0	0	2	1	0	0	15.7	32.2	52.4	126	68.9	36.5
1100	215	4010	0	1	182	3	26	0	2	0	1	0	0	0	0	7	30.6	48.1	126	58.6	36
1200	217	4227	1	0	169	6	36	0	1	1	1	0	2	0	0	5.5	30.8	47.8	130	59.9	36
1300	198	4425	1	1	162	2	28	1	0	0	2	1	0	0	0	9.2	32.1	45.8	138	69.7	36.7
1400	181	4606	1	0	159	3	16	0	1	0	1	0	0	0	0	18.9	31.1	45	105	58	36.5
1500	245	4851	1	1	205	2	34	0	0	1	1	0	0	0	0	12.4	28.6	44.3	87	35.5	34
1600	292	5143	0	1	248	2	41	0	0	0	0	0	0	0	0	4	29.8	44.5	145	49.7	34.7
1700	280	5423	0	1	262	1	15	0	0	0	1	0	0	0	0	15.6	29.7	50.1	136	48.6	35.1
1800	232	5655	0	1	218	1	11	0	0	0	0	1	0	0	0	13.4	30	56.7	115	49.6	35.1
1900	121	5776	0	1	108	1	8	0	0	0	1	2	0	0	0	19.4	31.7	47.4	73	60.3	37.6
2000	71	5847	0	0	67	0	3	0	1	0	0	0	0	0	0	13.2	31.7	51.3	38	53.5	39.6
2100	49	5896	0	0	47	0	2	0	0	0	0	0	0	0	0	18.1	30.8	46.9	27	55.1	34.9
2200	32	5928	0	0	27	0	4	0	0	1	0	0	0	0	0	19.9	31	39.6	18	56.3	36.9
2300	20	5948	0	0	19	0	1	0	0	0	0	0	0	0	0	21.6	35.9	51.9	17	85	42.5
07-19	2625	5948	5	7	2248	24	302	8	10	4	9	5	3	0	0	4	30.8	56.7	1491	56.8	36.2
06-22	2936	5948	5	8	2527	26	324	8	11	4	12	7	4	0	0	4	31	59.9	1686	57.4	36.5
06-00	2988	5948	5	8	2573	26	329	8	11	5	12	7	4	0	0	4	31	59.9	1721	57.6	36.5
00-00	3036	5948	5	8	2605	27	341	8	11	6	13	8	4	0	0	4	31.1	59.9	1763	58.1	36.7

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Fri 27 Time	January Total	2017 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	5	5953	0	0	4	0	1	0	0	0	0	0	0	0	0	25.1	32.9	44.1	4	80	-
0100	1	5954	0	0	1	0	0	0	0	0	0	0	0	0	0	45.4	45.4	45.4	1	100	-
0200	2	5956	0	0	1	0	1	0	0	0	0	0	0	0	0	27.5	35.1	42.6	1	50	-
0300	2	5958	0	0	2	0	0	0	0	0	0	0	0	0	0	35	36.3	37.6	2	100	-
0400	6	5964	0	0	5	0	1	0	0	0	0	0	0	0	0	27.8	36.4	47.5	4	66.7	-
0500	22	5986	0	1	13	0	5	1	0	0	1	0	1	0	0	20.8	33	51	13	59.1	40.3
0600	63	6049	0	0	55	0	8	0	0	0	0	0	0	0	0	16.4	34	47.5	47	74.6	40
0700	162	6211	0	0	128	1	30	1	2	0	0	0	0	0	0	13.8	31.8	59	102	63	36.9
0800	208	6419	0	1	177	1	26	0	2	0	0	1	0	0	0	18.7	32.9	55	149	71.6	36.9
0900	202	6621	1	0	167	0	30	1	1	0	1	1	0	0	0	12.7	31.1	46.7	120	59.4	36.7
1000	194	6815	1	0	165	2	19	2	1	1	1	1	1	0	0	10.7	29.5	49.8	92	47.4	34.4
1100	194	7009	2	1	164	1	20	0	2	0	2	0	2	0	0	11.9	30.3	49.2	110	56.7	34.9
1200	202	7211	0	1	166	3	29	0	2	0	1	0	0	0	0	5.5	31	45.9	119	58.9	36.2
1300	220	7431	1	3	192	1	20	1	0	1	1	0	0	0	0	6.9	31.8	48.7	141	64.1	37.6
1400	222	7653	0	4	192	0	25	1	0	0	0	0	0	0	0	17.5	32.4	48.9	152	68.5	37.1
1500	269	7922	0	0	234	2	32	1	0	0	0	0	0	0	0	17.9	32	48	184	68.4	36.9
1600	254	8176	0	2	223	1	27	1	0	0	0	0	0	0	0	7.6	29.5	46.7	127	50	35.3
1700	308	8484	1	0	283	2	20	0	0	1	0	0	1	0	0	4.9	29.7	42.3	153	49.7	34.4
1800	213	8697	0	1	200	1	9	0	0	0	0	0	2	0	0	8	28.7	57	99	46.5	35.1
1900	142	8839	0	1	131	0	9	0	1	0	0	0	0	0	0	10.4	31.1	43.6	84	59.2	36.7
2000	69	8908	0	0	65	0	3	0	0	0	0	1	0	0	0	16	29.1	48.9	29	42	35.8
2100	35	8943	0	0	32	1	2	0	0	0	0	0	0	0	0	12.6	32.1	46.2	22	62.9	38.5
2200	47	8990	0	0	43	0	4	0	0	0	0	0	0	0	0	19.7	32.1	54.5	31	66	36.7
2300	29	9019	0	0	27	0	2	0	0	0	0	0	0	0	0	26	35.4	51.4	24	82.8	40
07-19	2648	9019	6	13	2291	15	287	8	10	3	6	3	6	0	0	4.9	30.8	59	1548	58.5	36
06-22	2957	9019	6	14	2574	16	309	8	11	3	6	4	6	0	0	4.9	30.9	59	1730	58.5	36.2
06-00	3033	9019	6	14	2644	16	315	8	11	3	6	4	6	0	0	4.9	31	59	1785	58.9	36.5
00-00	3071	9019	6	15	2670	16	323	9	11	3	7	4	7	0	0	4.9	31	59	1810	58.9	36.5

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Sat 28 Time	January Total	2017 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	16	9035	0	0	14	0	2	0	0	0	0	0	0	0	0	25.9	37.8	55.5	14	87.5	42.3
0100	10	9045	0	0	9	0	1	0	0	0	0	0	0	0	0	32.7	41.2	59	10	100	-
0200	2	9047	0	0	2	0	0	0	0	0	0	0	0	0	0	35.6	38.8	42.1	2	100	-
0300	1	9048	0	0	1	0	0	0	0	0	0	0	0	0	0	35.3	35.3	35.3	1	100	-
0400	1	9049	0	0	1	0	0	0	0	0	0	0	0	0	0	51.8	51.8	51.8	1	100	-
0500	18	9067	0	1	14	0	2	1	0	0	0	0	0	0	0	19.9	37.1	46.9	16	88.9	42.5
0600	33	9100	0	1	26	0	6	0	0	0	0	0	0	0	0	27.6	38.7	52.3	32	97	44.3
0700	50	9150	0	0	41	0	8	0	0	1	0	0	0	0	0	19.2	34.8	53.6	38	76	41.2
0800	122	9272	0	0	108	1	12	1	0	0	0	0	0	0	0	18.6	32.2	47.2	85	69.7	36.5
0900	146	9418	0	0	130	1	13	0	1	0	0	0	1	0	0	7.2	32.2	52.3	98	67.1	36.9
1000	195	9613	1	2	183	0	9	0	0	0	0	0	0	0	0	6.2	31.7	44.3	129	66.2	35.8
1100	237	9850	4	6	203	2	19	1	2	0	0	0	0	0	0	15.2	31.6	56.9	138	58.2	37.4
1200	210	10060	1	7	182	1	18	0	0	0	0	0	1	0	0	12.2	33.2	49.5	152	72.4	38
1300	211	10271	0	1	193	2	14	0	1	0	0	0	0	0	0	16.2	33.7	51.3	177	83.9	38.5
1400	169	10440	0	2	156	3	8	0	0	0	0	0	0	0	0	20.4	33.2	50.6	116	68.6	38
1500	159	10599	1	1	143	1	12	0	1	0	0	0	0	0	0	16.8	33.8	46.8	124	78	38.9
1600	213	10812	1	1	200	2	9	0	0	0	0	0	0	0	0	3	29.8	44.2	113	53.1	36.7
1700	151	10963	0	0	139	3	8	0	0	1	0	0	0	0	0	11.7	31.2	48.6	100	66.2	36.9
1800	117	11080	0	0	107	1	8	0	1	0	0	0	0	0	0	22.7	34.3	46.7	96	82.1	39.1
1900	106	11186	0	0	101	0	5	0	0	0	0	0	0	0	0	18	34.7	65	88	83	39.8
2000	49	11235	0	0	46	0	2	0	0	0	1	0	0	0	0	21.5	35.3	55.5	41	83.7	41.4
2100	39	11274	0	0	35	0	4	0	0	0	0	0	0	0	0	23.9	37.2	67.7	33	84.6	42.9
2200	42	11316	0	0	41	0	1	0	0	0	0	0	0	0	0	22.9	35.1	49.2	35	83.3	40.9
2300	38	11354	0	0	38	0	0	0	0	0	0	0	0	0	0	27.9	36.7	49.7	36	94.7	41.4
07-19	1980	11354	8	20	1785	17	138	2	6	2	0	0	2	0	0	3	32.4	56.9	1366	69	37.8
06-22	2207	11354	8	21	1993	17	155	2	6	2	1	0	2	0	0	3	32.8	67.7	1560	70.7	38.3
06-00	2287	11354	8	21	2072	17	156	2	6	2	1	0	2	0	0	3	32.9	67.7	1631	71.3	38.3
00-00	2335	11354	8	22	2113	17	161	3	6	2	1	0	2	0	0	3	33	67.7	1675	71.7	38.5

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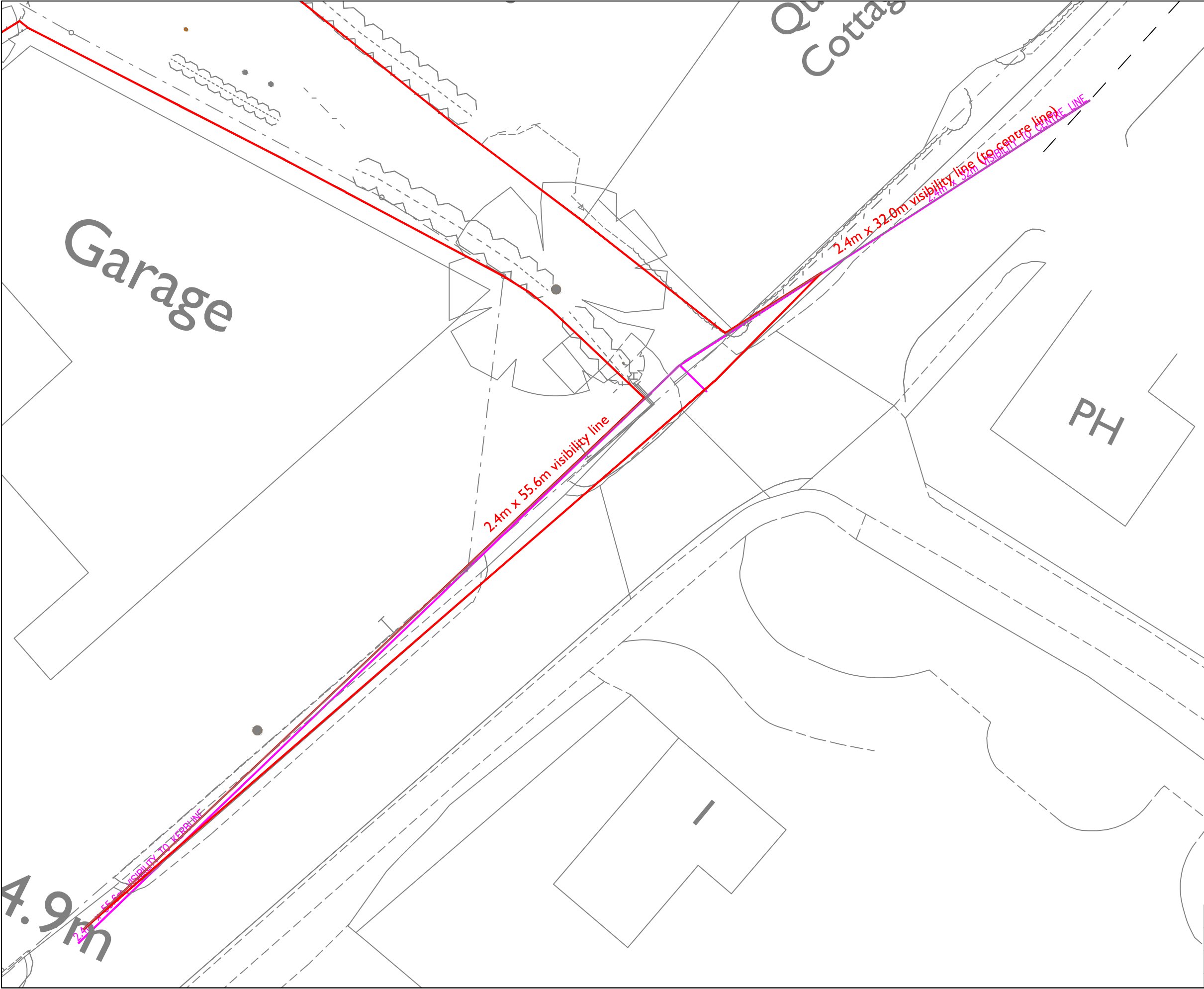
Sun 29 Time	January Total	2017 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	21	11375	0	0	21	0	0	0	0	0	0	0	0	0	0	30.9	39.2	46.9	21	100	43.2
0100	13	11388	0	0	10	0	3	0	0	0	0	0	0	0	0	32.1	40.2	50.5	13	100	47.4
0200	4	11392	0	0	3	0	1	0	0	0	0	0	0	0	0	33.8	42.3	51	4	100	-
0300	1	11393	0	0	1	0	0	0	0	0	0	0	0	0	0	24.5	24.5	24.5	0	0	-
0400	1	11394	0	0	1	0	0	0	0	0	0	0	0	0	0	52	52	52	1	100	-
0500	6	11400	0	0	5	0	1	0	0	0	0	0	0	0	0	31.1	39.2	49.3	6	100	-
0600	14	11414	0	1	11	0	2	0	0	0	0	0	0	0	0	21.7	37.6	58.3	12	85.7	45
0700	17	11431	1	1	15	0	0	0	0	0	0	0	0	0	0	25.2	36.2	51	12	70.6	42.7
0800	60	11491	2	5	48	0	4	0	0	1	0	0	0	0	0	12.2	34.8	57.4	50	83.3	40.3
0900	91	11582	2	4	77	0	7	0	1	0	0	0	0	0	0	17.9	34.8	55.6	73	80.2	40
1000	125	11707	2	1	116	1	5	0	0	0	0	0	0	0	0	22.4	33.6	44.5	98	78.4	37.8
1100	176	11883	0	2	162	1	10	0	0	0	1	0	0	0	0	24.4	33.7	48.7	140	79.5	38.3
1200	192	12075	0	0	187	0	5	0	0	0	0	0	0	0	0	13.2	32.5	51.5	134	69.8	37.1
1300	191	12266	0	1	180	2	8	0	0	0	0	0	0	0	0	12.9	32.3	47.7	141	73.8	37.8
1400	137	12403	0	3	124	2	8	0	0	0	0	0	0	0	0	19.4	33.8	51.6	111	81	39.4
1500	137	12540	0	1	127	1	7	0	0	1	0	0	0	0	0	6.3	33.1	45.2	108	78.8	37.6
1600	163	12703	1	0	157	0	4	0	1	0	0	0	0	0	0	16.6	29.8	51.2	81	49.7	34.7
1700	128	12831	0	0	123	0	4	0	0	0	1	0	0	0	0	15.1	29.8	50.5	65	50.8	34.7
1800	74	12905	0	0	71	0	3	0	0	0	0	0	0	0	0	22.9	31.3	41.9	47	63.5	35.8
1900	69	12974	0	0	64	0	5	0	0	0	0	0	0	0	0	20.9	34.2	44.5	54	78.3	40.3
2000	40	13014	0	0	38	0	2	0	0	0	0	0	0	0	0	15.5	35.2	53.5	34	85	38.7
2100	40	13054	0	0	33	0	5	0	1	0	1	0	0	0	0	17.3	34	49.2	29	72.5	40
2200	24	13078	0	0	23	0	1	0	0	0	0	0	0	0	0	29	37.5	50.1	23	95.8	45
2300	12	13090	0	0	12	0	0	0	0	0	0	0	0	0	0	24.6	36	45.9	9	75	42.3
07-19	1491	13090	8	18	1387	7	65	0	2	2	2	0	0	0	0	6.3	32.6	57.4	1060	71.1	37.8
06-22	1654	13090	8	19	1533	7	79	0	3	2	3	0	0	0	0	6.3	32.8	58.3	1189	71.9	38.3
06-00	1690	13090	8	19	1568	7	80	0	3	2	3	0	0	0	0	6.3	32.9	58.3	1221	72.2	38.3
00-00	1736	13090	8	19	1609	7	85	0	3	2	3	0	0	0	0	6.3	33.1	58.3	1266	72.9	38.5

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Mon 30 Time	January Total	2017 RunTot	Southbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]						
0000	8	13098	1	0	7	0	0	0	0	0	0	0	0	0	0	6.6	33.7	45.6	6	75	-
0100	3	13101	0	0	3	0	0	0	0	0	0	0	0	0	0	35	42.2	55.1	3	100	-
0200	1	13102	0	0	0	0	1	0	0	0	0	0	0	0	0	47	47	47	1	100	-
0300	2	13104	0	0	2	0	0	0	0	0	0	0	0	0	0	53.4	53.9	54.5	2	100	-
0400	8	13112	0	0	6	0	2	0	0	0	0	0	0	0	0	31.5	40.8	47	8	100	-
0500	21	13133	0	0	15	0	5	1	0	0	0	0	0	0	0	33.8	42.9	55.4	21	100	47.6
0600	85	13218	0	0	69	1	13	0	2	0	0	0	0	0	0	22.6	37	59.2	77	90.6	41.8
0700	168	13386	1	0	131	0	24	2	6	1	1	1	1	0	0	21.2	33.6	52.1	120	71.4	38.7
0800	199	13585	0	1	168	2	24	1	2	0	0	0	1	0	0	6.6	33.1	48.5	147	73.9	38.3
0900	181	13766	1	0	153	0	24	0	1	0	0	1	1	0	0	12.6	32.6	48.8	129	71.3	38.5
1000	189	13955	1	0	146	1	37	1	2	0	0	1	0	0	0	9.2	32.6	46	149	78.8	37.6
1100	162	14117	0	0	129	2	30	0	0	0	0	1	0	0	0	7.6	32.6	46.5	116	71.6	37.4
1200	188	14305	1	1	156	3	24	1	0	0	1	1	0	0	0	7.5	32.4	55.3	123	65.4	37.1
1300	167	14472	0	0	143	3	18	0	1	0	1	0	1	0	0	7.8	32	45.9	120	71.9	37.1
1400	187	14659	0	0	154	2	26	0	2	0	0	1	2	0	0	9	30.8	42.1	115	61.5	35.1
1500	219	14878	1	0	190	0	27	0	1	0	0	0	0	0	0	7.3	31.9	45.8	151	68.9	36
1600	258	15136	0	1	222	2	31	0	2	0	0	0	0	0	0	12.5	32.4	52	191	74	36.5
1700	306	15442	0	2	280	1	22	0	0	0	0	1	0	0	0	13.3	30.9	46.8	190	62.1	36.2
1800	215	15657	0	1	200	1	13	0	0	0	0	0	0	0	0	18	34.3	47.8	175	81.4	39.1
1900	117	15774	0	2	109	0	6	0	0	0	0	0	0	0	0	10.5	33.1	48.8	88	75.2	38.5
2000	42	15816	0	0	38	0	2	0	0	0	1	0	1	0	0	18.7	36.2	52.3	34	81	44.5
2100	38	15854	0	1	34	0	3	0	0	0	0	0	0	0	0	25.7	38.6	60.9	33	86.8	44.3
2200	26	15880	0	0	26	0	0	0	0	0	0	0	0	0	0	14.3	36.2	47.3	24	92.3	40.3
2300	16	15896	0	0	15	0	1	0	0	0	0	0	0	0	0	24.4	36.1	42.6	14	87.5	38.9
07-19	2439	15896	5	6	2072	17	300	5	17	1	3	7	6	0	0	6.6	32.4	55.3	1726	70.8	37.4
06-22	2721	15896	5	9	2322	18	324	5	19	1	4	7	7	0	0	6.6	32.7	60.9	1958	72	38
06-00	2763	15896	5	9	2363	18	325	5	19	1	4	7	7	0	0	6.6	32.7	60.9	1996	72.2	38
00-00	2806	15896	6	9	2396	18	333	6	19	1	4	7	7	0	0	6.6	32.9	60.9	2037	72.6	38.3

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Tue 31 Time	January Total	2017 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	6	15902	0	0	4	0	2	0	0	0	0	0	0	0	0	11.8	35.4	46.3	4	66.7	—
0100	6	15908	0	0	6	0	0	0	0	0	0	0	0	0	0	34.9	43.5	58.8	6	100	—
0200	6	15914	0	0	4	0	2	0	0	0	0	0	0	0	0	26.5	37.5	49.1	5	83.3	—
0300	2	15916	0	0	2	0	0	0	0	0	0	0	0	0	0	40.2	46	51.9	2	100	—
0400	6	15922	0	0	5	0	1	0	0	0	0	0	0	0	0	40.1	42.7	48.2	6	100	—
0500	22	15944	1	0	12	0	5	2	1	0	0	1	0	0	0	8.3	37.9	50.8	19	86.4	43.6
0600	70	16014	0	1	60	0	8	0	0	0	1	0	0	0	0	27.9	37.3	55.2	67	95.7	42.5
0700	162	16176	0	0	132	1	24	0	4	0	0	1	0	0	0	13	33.9	48	128	79	39.1
0800	227	16403	1	1	189	0	31	2	3	0	0	0	0	0	0	10.4	32.3	48.3	162	71.4	36.7
0900	170	16573	1	0	136	0	30	0	3	0	0	0	0	0	0	14.9	31.6	49.9	101	59.4	37.1
1000	156	16729	0	0	119	2	30	1	1	0	0	2	1	0	0	6.2	29.2	74.2	64	41	33.6
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1200	212	17118	0	0	173	2	32	3	1	0	0	0	1	0	0	13.6	30.5	46.3	117	55.2	34.4
1300	201	17319	2	0	159	1	34	1	2	0	0	1	1	0	0	8.3	29.7	84.2	100	49.8	34.2
1400	176	17495	0	0	155	1	19	1	0	0	0	0	0	0	0	15.6	31.2	46.3	94	53.4	35.8
1500	230	17725	0	0	192	2	35	0	0	0	1	0	0	0	0	12.5	30.4	46.6	125	54.3	34.7
1600	284	18009	0	1	242	6	31	0	0	0	2	1	1	0	0	16.6	32.4	48.9	188	66.2	37.8
1700	291	18300	0	3	269	1	18	0	0	0	0	0	0	0	0	16.3	33.2	43.4	235	80.8	37.1
1800	209	18509	1	1	186	2	18	0	0	0	0	0	1	0	0	14.9	33.7	48.2	160	76.6	39.4
1900	124	18633	0	2	114	0	8	0	0	0	0	0	0	0	0	12.7	32.6	58.9	85	68.5	36.7
2000	69	18702	0	0	65	1	3	0	0	0	0	0	0	0	0	26	34.8	44	58	84.1	39.4
2100	51	18753	0	0	50	0	0	0	0	0	0	0	1	0	0	16.5	33.7	48.1	41	80.4	40
2200	37	18790	0	0	37	0	0	0	0	0	0	0	0	0	0	24.3	35	51	32	86.5	39.6
2300	18	18808	0	0	18	0	0	0	0	0	0	0	0	0	0	27.1	36.7	54.8	15	83.3	39.4
07-19	2495	18808	5	7	2097	19	328	8	16	1	3	6	5	0	0	6.2	31.6	84.2	1557	62.4	36.5
06-22	2809	18808	5	10	2386	20	347	8	16	1	4	6	6	0	0	6.2	31.9	84.2	1808	64.4	36.9
06-00	2864	18808	5	10	2441	20	347	8	16	1	4	6	6	0	0	6.2	31.9	84.2	1855	64.8	36.9
00-00	2912	18808	6	10	2474	20	357	10	17	1	4	7	6	0	0	6.2	32.1	84.2	1897	65.1	37.1
Summary																					
Total	RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
18808	18808	42	90	16352	140	1930	50	80	19	37	35	33	0	0	3	31.9	84.2	12202	64.9	37.4	



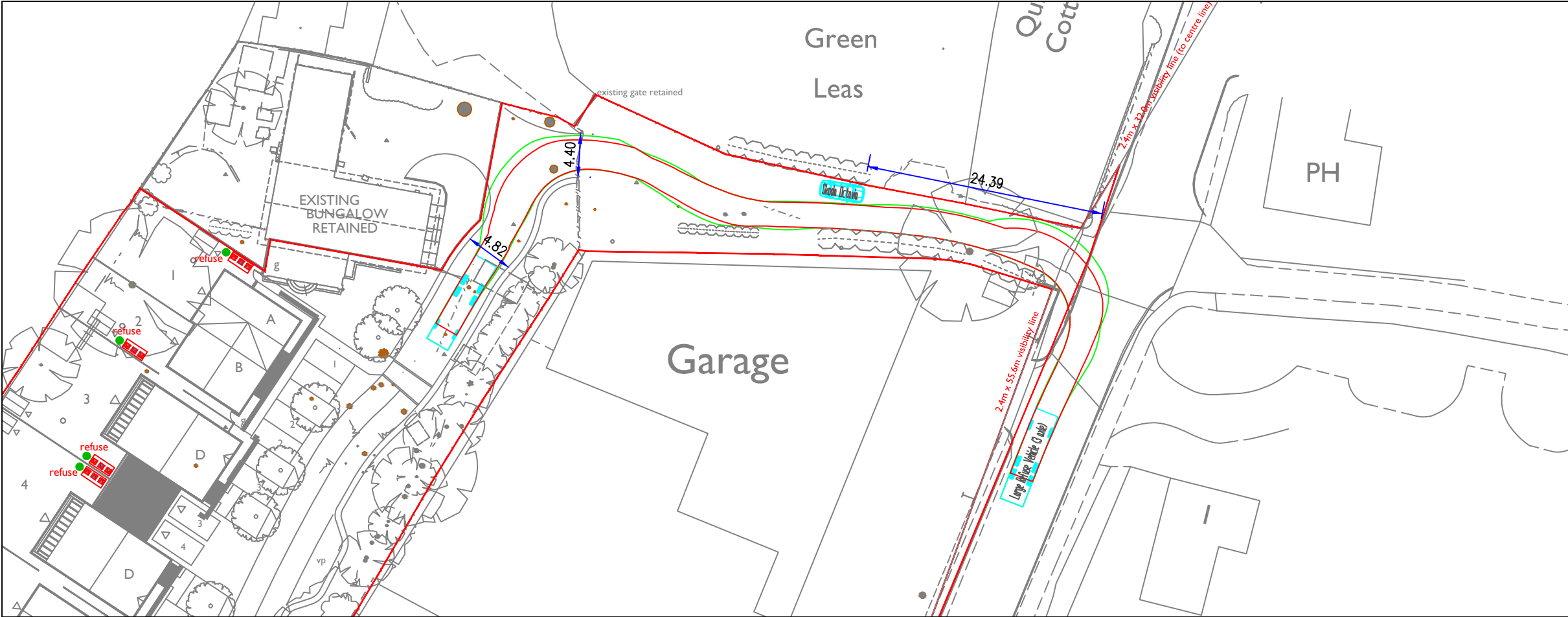
GENERAL NOTES

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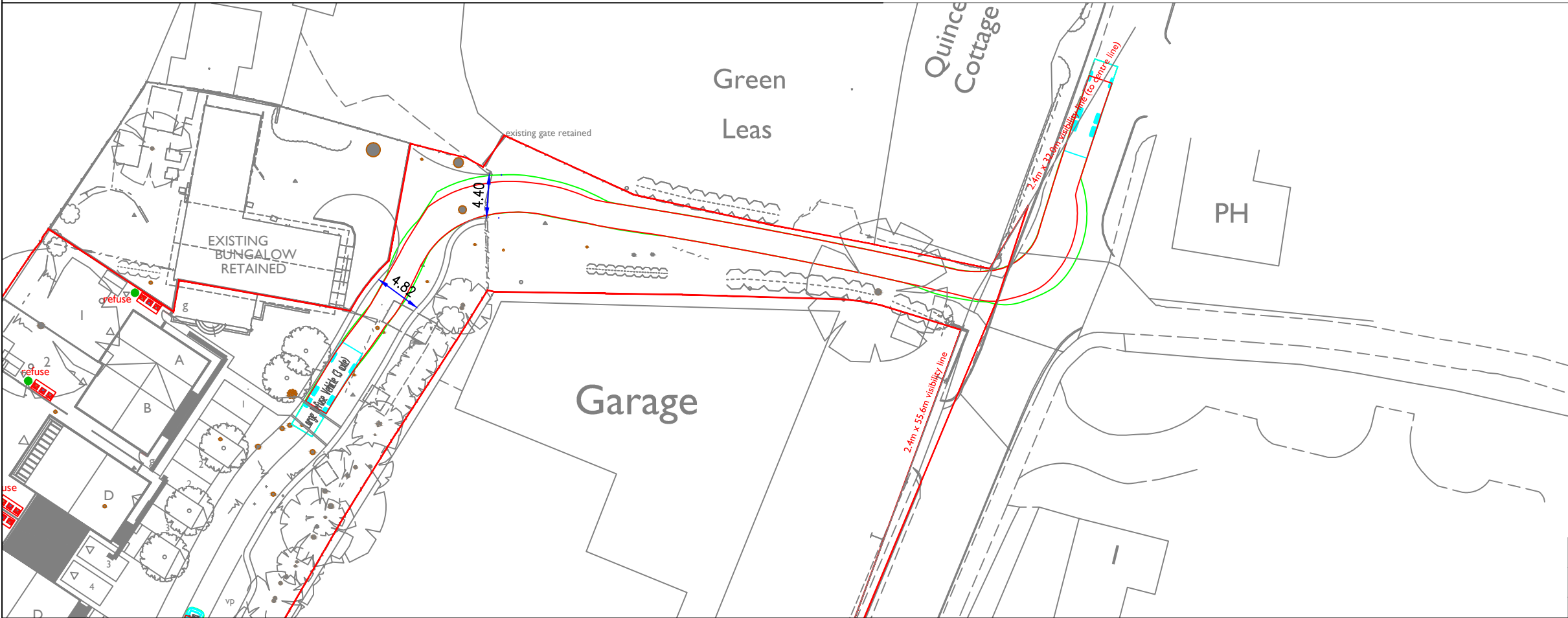


C	UPDATED SITE LAYOUT	13.11.17	BW	SBr
B	UPDATED SITE LAYOUT	10.11.17	BW	MS
A	UPDATED SITE LAYOUT	06.11.17	BW	SBr
Rev	Description	Date	By	Chkd

Project Name LAND AT CEDAR LEAS COWFOLD, WEST SUSSEX		Title VISIBILITY SPLAYS AT SITE ACCESS	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Walls Road, Fareham, PO15 5TU 01499 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  CONCEPT DEVELOPMENTS creating luxury environments	Checked By SBr	Checked Date 16.10.17	Scale 1:250 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By BW	Drawn Date 16.10.17	Client Drawing No. -	PBA Drawing No. 099.0001.013	Revision C



REFUSE VEHICLE TRACKING – LEFT INTO SITE

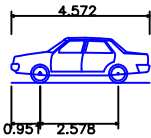


REFUSE VEHICLE TRACKING – LEFT OUT OF SITE

GENERAL NOTES

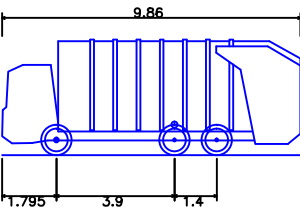
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CAR VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.100m

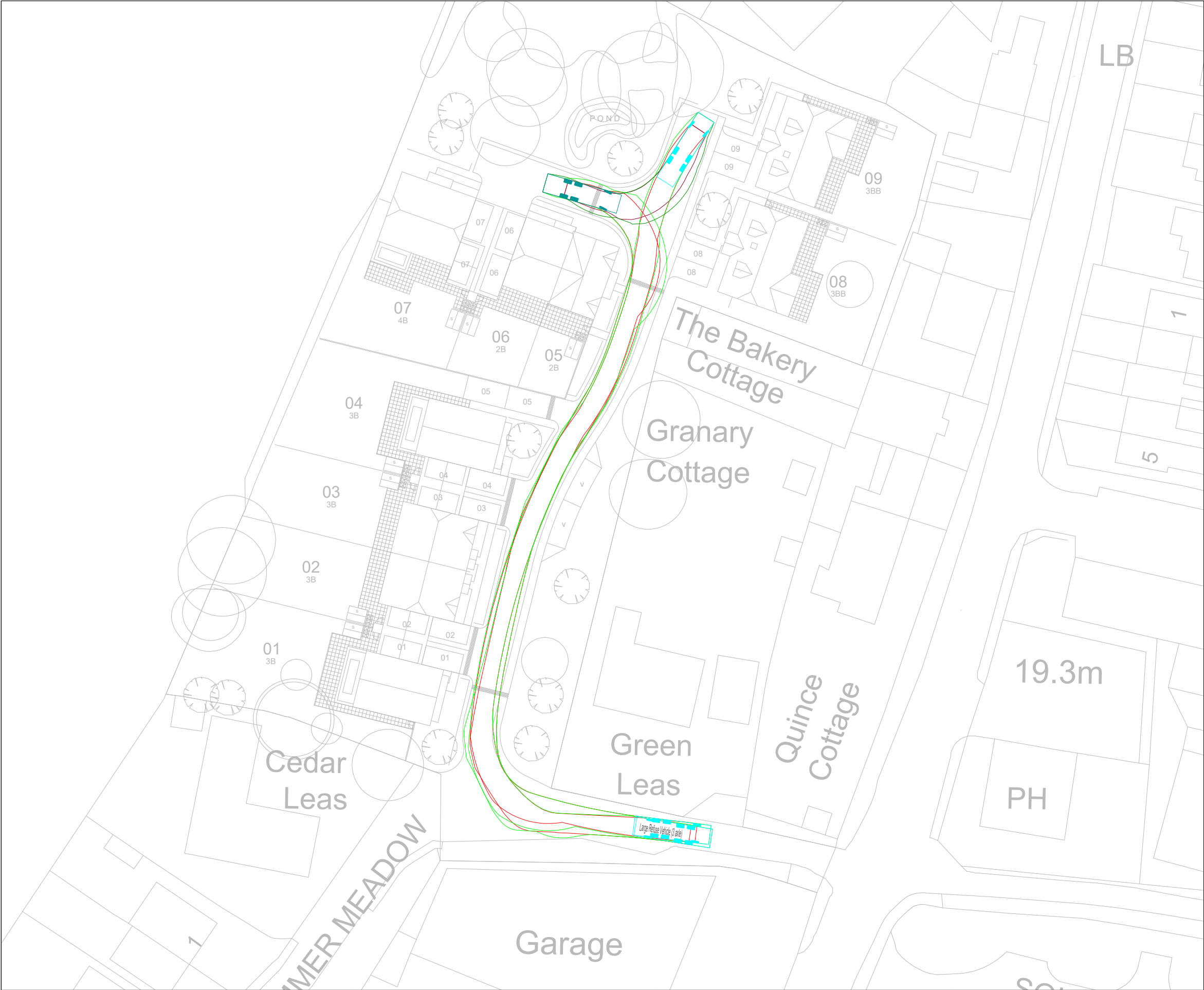
REFUSE VEHICLE PROFILE



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	9.500m

C	UPDATED SITE LAYOUT	13.11.17	BW	SBr
B	UPDATED SITE LAYOUT	10.11.17	BW	MS
A	UPDATED SITE LAYOUT	06.11.17	BW	SBr
Rev	Description	Date	By	Chkd

Project Name LAND AT CEDAR LEAS COWFOLD, WEST SUSSEX	Title VEHICLE TRACKING AT SITE ACCESS & ALONG ACCESS ROAD	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Walks Road, Fareham, PO15 5TU 01499 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  CONCEPT DEVELOPMENTS creating luxury environments	Checked By SBr	Checked Date 16.10.17	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By BW	Drawn Date 16.10.17	Client Drawing No. -	PBA Drawing No. 099.0001.011	Revision C	



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VEHICLE PROFILE

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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0m 25m

1:500

P01	FIRST ISSUE	14.05.26	NMM	KCH
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
14.05.26	NMM	KCH	-	
PBA Project Number		Scale	(AT A3)	
020.01021		1:500		
PBA Drawing No:			Revision	
020.01021-0002			P01	

Project Name

HENFIELD ROAD, COWFOLD,
HORSHAM

Project Phase

PRELIMINARY

Title

REFUSE VEHICLE TRACKING

paulbasham

associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

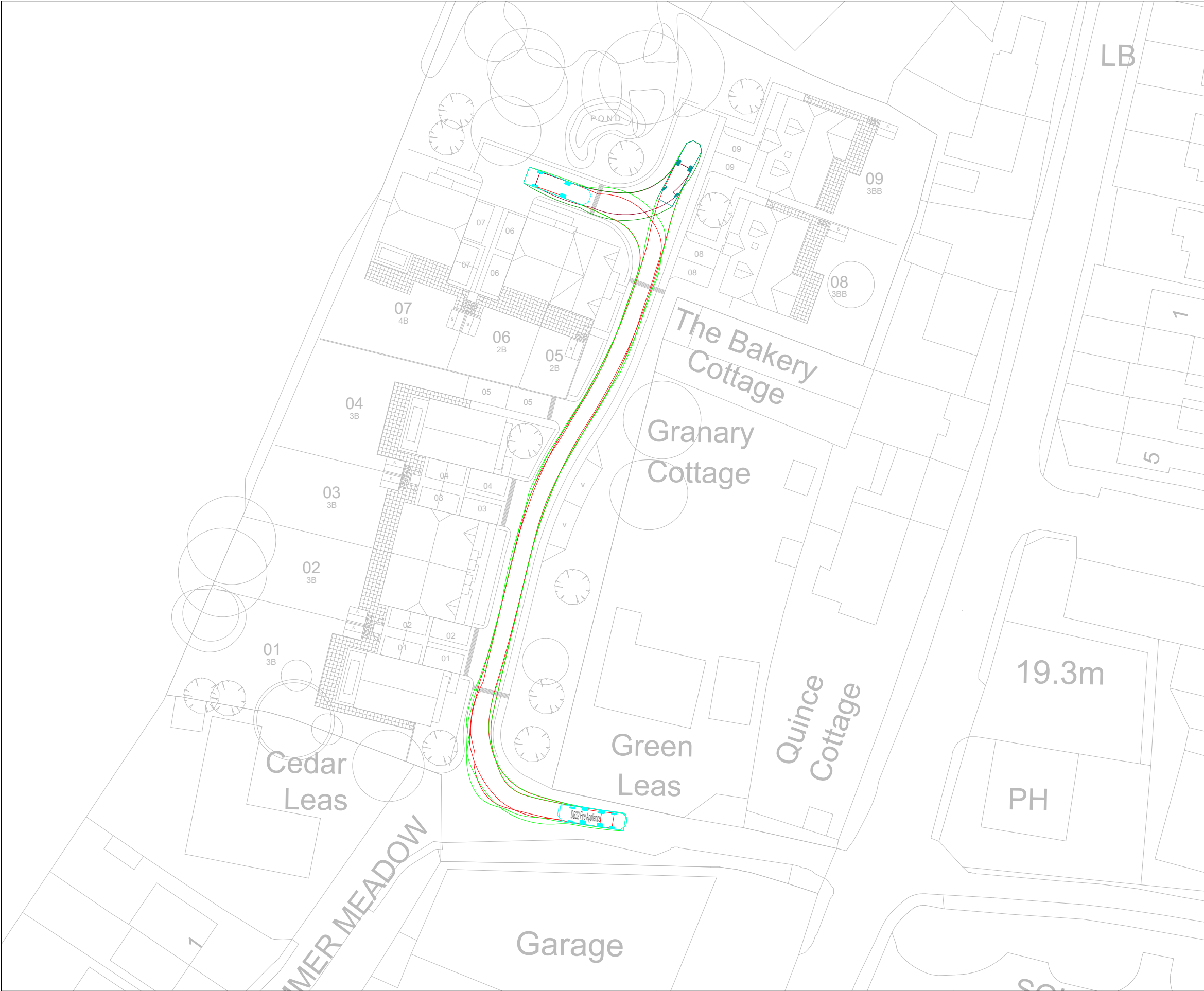
01329 711 000

info@paulbashamassociates.com www.paulbashamassociates.com

Client

PRIVATE CLIENT

QMS2011/v9/020525/IDR



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VEHICLE PROFILE

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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0m25m

1:500

P01	FIRST ISSUE	14.05.26	NMM	KCH
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
14.05.26	NMM	KCH	-	
PBA Project Number		Scale	(AT A3)	
020.01021		1:500		
PBA Drawing No:			Revision	
020.01021-0003			P01	

Project Name

HENFIELD ROAD, COWFOLD,
HORSHAM

Project Phase

PRELIMINARY

Title

FIRE TENDER TRACKING

paulbasham

associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

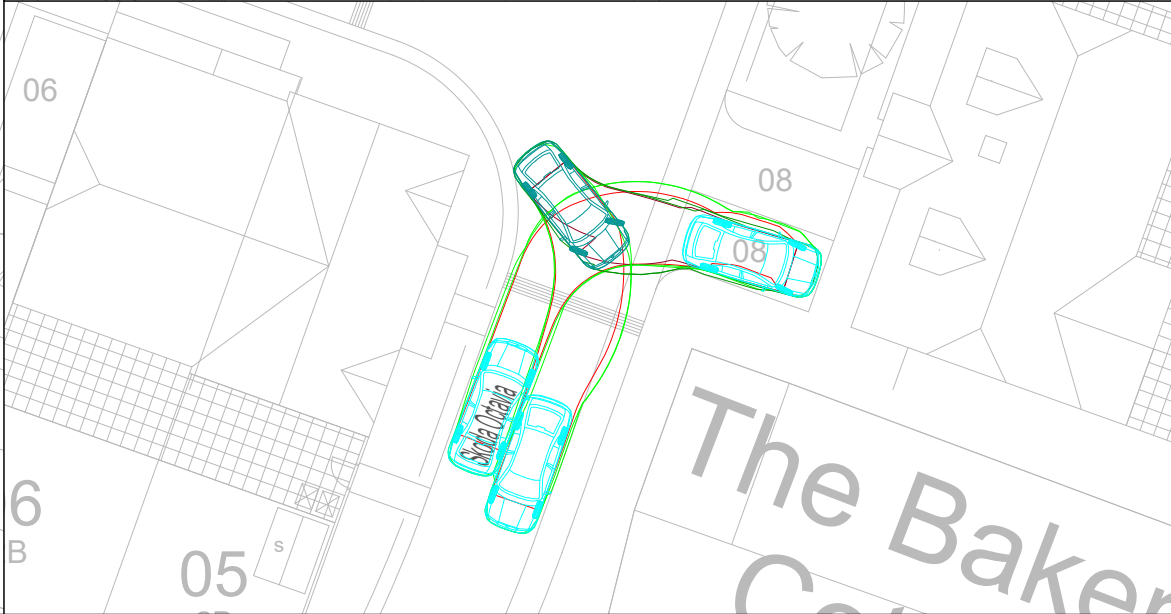
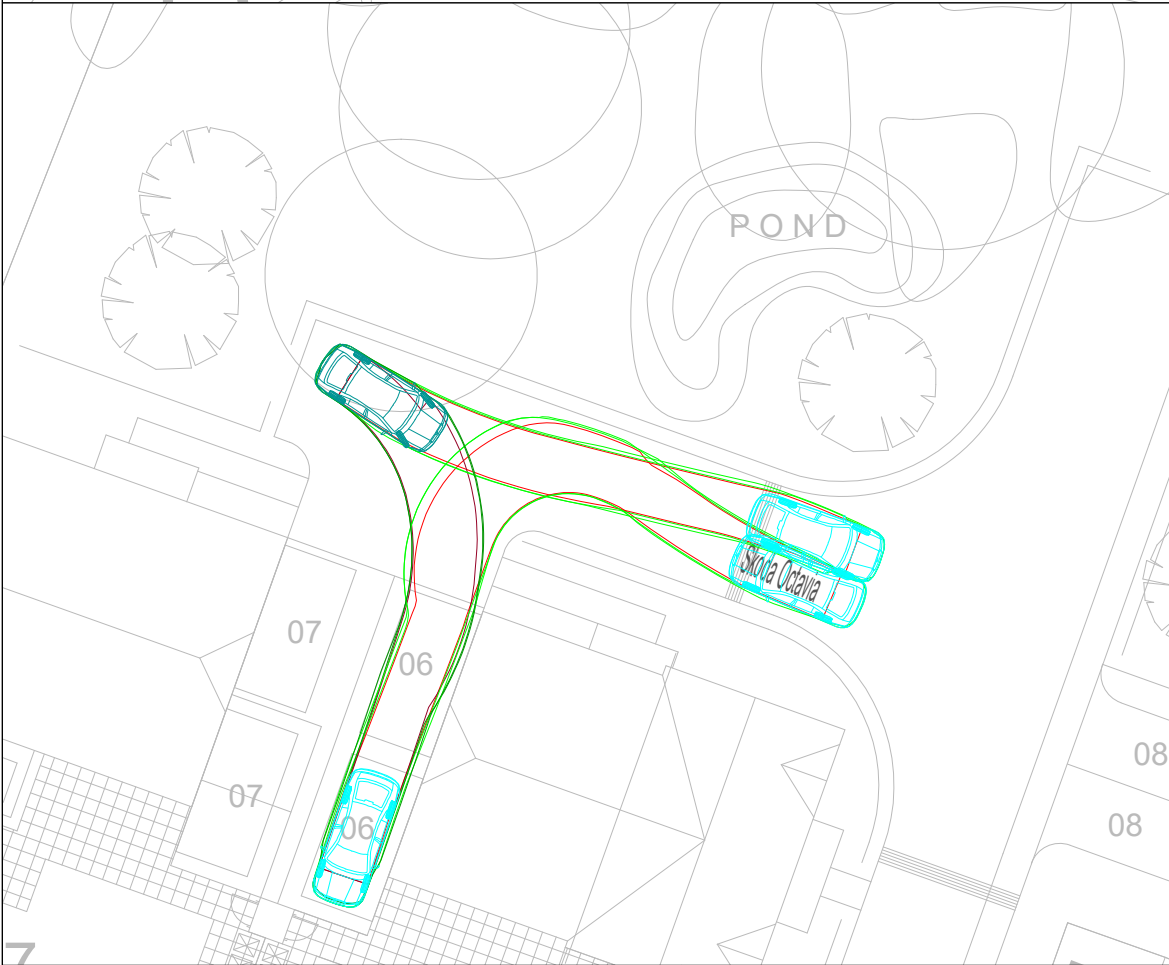
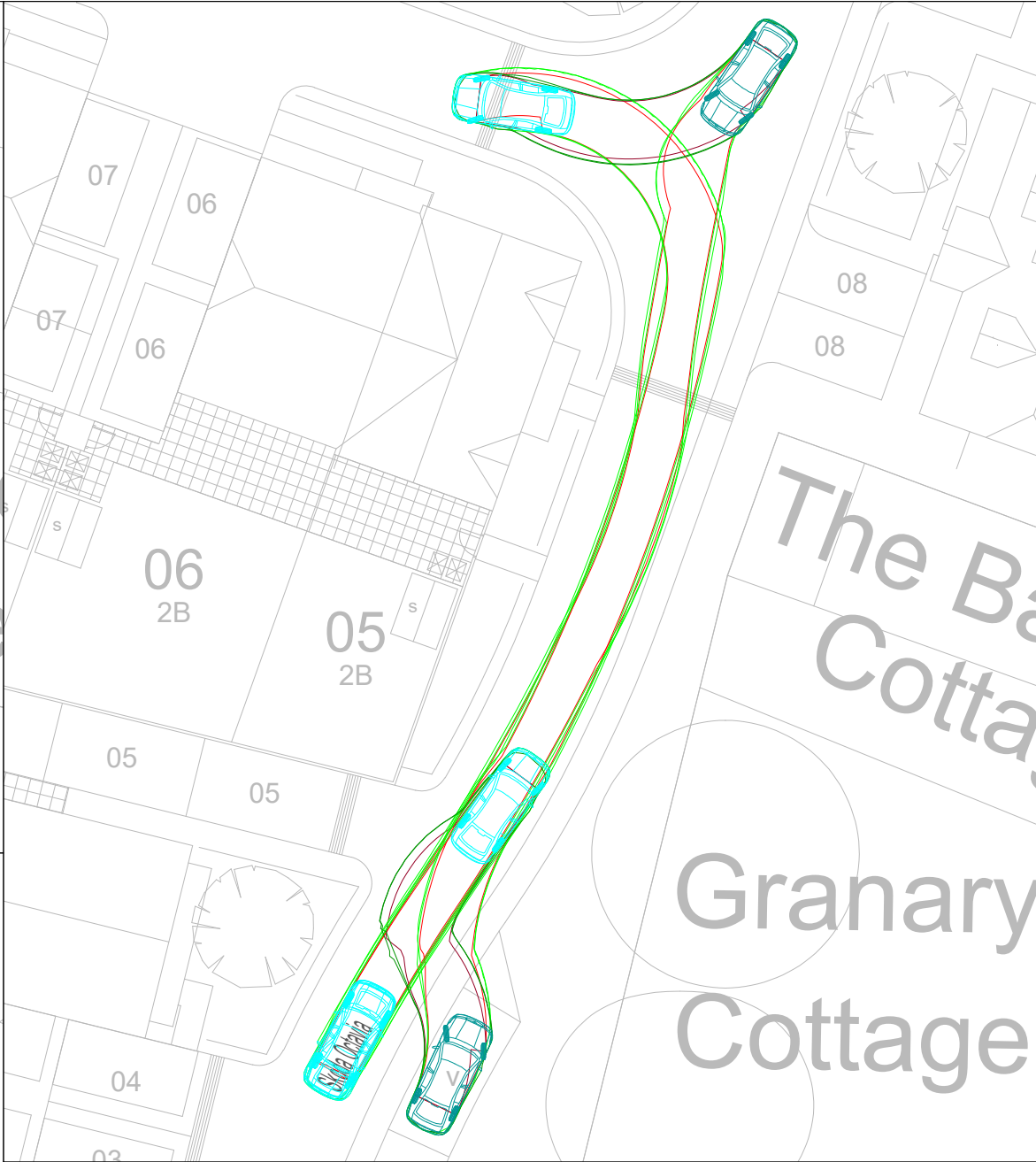
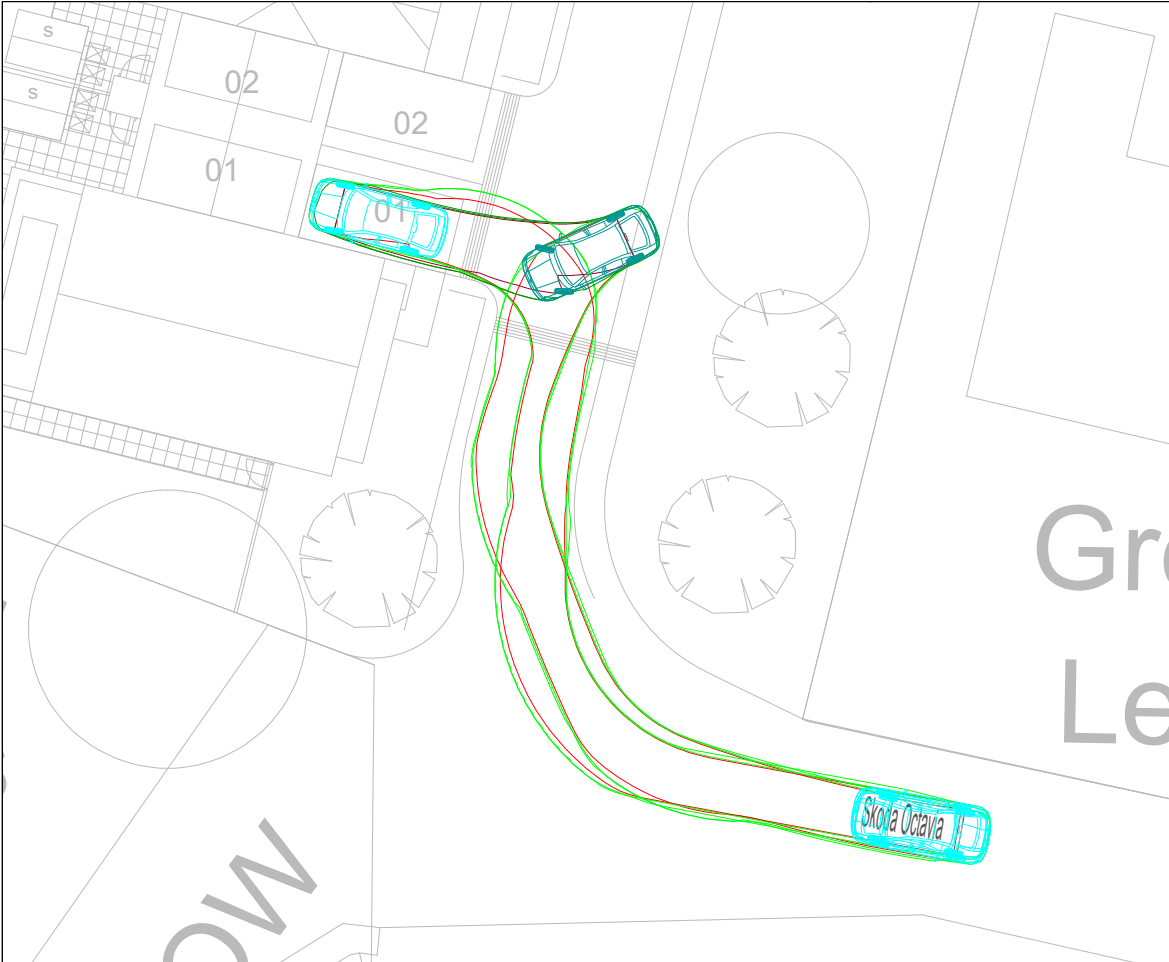
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VEHICLE PROFILE

Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

NORTH

PRELIMINARY

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1:250

0m

10m

P01	FIRST ISSUE	14.05.26	NMM	KCH
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	14.05.26	NMM	KCH	-
PBA Project Number		Scale		
020.01021		1:250 (AT A3)		
PBA Drawing No:				Revision
020.01021-0001				P01

Project Name

HENFIELD ROAD, COWFOLD,
HORSHAM

Project Phase

PRELIMINARY

Title

VEHICLE TRACKING OF CAR
PARKING SPACES

paulbasham
associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

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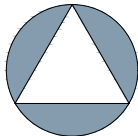
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NORTH

PRELIMINARY

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0m5m

1:200

P01	FIRST ISSUE	19.05.26	NMM	TAF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
19.05.26	NMM	TAF	-	
PBA Project Number		Scale	(AT A3)	
020.01021		1:200		
PBA Drawing No:			Revision	
020.01021-0004			P01	

Project Name HENFIELD ROAD, COWFOLD, HORSHAM	Title SITE DIMENSIONS	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT
Project Phase PRELIMINARY			

Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	RE	READING	1 day
03	SOUTH WEST		
	BR	BRISTOL CITY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	DY	DERBY	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
	TW	TYNE & WEAR	1 day

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

Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

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:	AREA
Actual Range:	0.03 to 0.3 (units:hect)
Range Selected by User:	0.03 to 0.3 (units:hect)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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
Monday	2 days
Thursday	8 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	15
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:

Edge of Town	7 days
Suburban Area	8 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:

Commercial Zone	1 days
Industrial Zone	14 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 Included	1 days
Servicing vehicles Unknown	14 days

Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

Secondary Filtering Selection:

Use Class:

Not Known

15 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:

0 - 4365

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	1 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:

100,001 to 125,000	1 surveys
125,001 to 250,000	6 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	7 surveys
1.1 to 1.5	7 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: d692bde6-a9c9-4c63-8973-6571428bc6ed

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 15 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 15 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Site area: 0.18 hect Survey date: Thursday 20/06/2019			
			Survey Type: Unknown
2	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
NOVERS HILL BRISTOL BEDMINSTER Suburban Area Industrial Zone Site area: 0.24 hect Survey date:			
			Survey Type: Unknown
3	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17 hect Survey date: Friday 15/10/2021			
			Survey Type: Unknown
4	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE
STONEGRAVELS LANE CHESTERFIELD Suburban Area Industrial Zone Site area: 0.30 hect Survey date: Wednesday 04/10/2023			
			Survey Type: Unknown
5	DY-02-C-01	ENGINEERED PRODUCTS	DERBY
PONTEFRAC STREET DERBY Suburban Area Industrial Zone Site area: 0.21 hect Survey date: Thursday 25/06/2015			
			Survey Type: Unknown
6	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
GOLDEN HILL LANE LEYLAND Suburban Area Industrial Zone Site area: 0.07 hect Survey date: Tuesday 06/11/2018			
			Survey Type: Unknown
7	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.13 hect Survey date: Thursday 21/04/2022			
			Survey Type: Unknown
8	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
ELVIN WAY NORWICH HELLESDON			

Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

Edge of Town

Industrial Zone

Site area: 0.05 hect

Survey date: Thursday 07/11/2019

Survey Type: Unknown

9	NF-02-C-04	EXHIBITION DESIGN & MANUF. NORFOLK	
FLETCHER WAY			
NORWICH			
UPPER HELLESDON			
Suburban Area			
Industrial Zone			
Site area: 0.09 hect			
Survey date: Thursday 14/11/2019			
Survey Type: Unknown			

10	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
NEWARK ROAD			
PETERBOROUGH			
FENGATE			
Edge of Town			
Industrial Zone			
Site area: 0.26 hect			
Survey date: Thursday 29/09/2022			
Survey Type: Unknown			

11	RE-02-C-01	SHEET METAL FABRICATION	READING
COMMERCIAL ROAD			
READING			
Edge of Town			
Industrial Zone			
Site area: 0.13 hect			
Survey date: Thursday 22/11/2012			
Survey Type: Unknown			

12	SF-02-C-01	JOINERY	SUFFOLK
ANSON ROAD			
IPSWICH			
MARTLESHAM HEATH			
Edge of Town			
Industrial Zone			
Site area: 0.15 hect			
Survey date: Friday 12/07/2013			
Survey Type: Unknown			

13	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
SHAFTESBURY AVENUE			
JARROW			
TYNE POINT IND. ESTATE			
Suburban Area			
Industrial Zone			
Site area: 0.18 hect			
Survey date: Thursday 15/11/2012			
Survey Type: Unknown			

14	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
SYDNEY ROAD			
BIRMINGHAM			
SMALL HEATH			
Suburban Area			
Commercial Zone			
Site area: 0.10 hect			
Survey date: Wednesday 17/06/2009			
Survey Type: Unknown			

15	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
ICKNIELD STREET			
BIRMINGHAM			
HOCKLEY			
Suburban Area			



Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

Industrial Zone
Site area: 0.03 hect
Survey date:

Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01 15-10-2020	15-10-2020	COVID
CF-02-C-01 24-10-2006	24-10-2006	Out of area
DE-02-C-01 12-11-2009	12-11-2009	Out of area
DL-02-C-01 26-09-2019	26-09-2019	Out of area
EB-02-C-01 16-06-2008	16-06-2008	Out of area
HD-02-C-02 05-12-2012	05-12-2012	Out of area
KE-02-C-01 17-10-2019	17-10-2019	Out of area
LC-02-C-05 30-06-2021	30-06-2021	COVID
TV-02-C-02 04-09-2020	04-09-2020	COVID

Audit Code: d692bde6-a9c9-4c63-8973-6571428bc6ed

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 1 hect

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. AREA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	0	18.588	3.098	21.686
08:00-09:00	14	0	32.308	11.950	44.258
09:00-10:00	15	0	19.218	15.724	34.942
10:00-11:00	15	0	17.471	17.034	34.505
11:00-12:00	15	0	16.161	13.103	29.264
12:00-13:00	15	0	16.161	19.218	35.379
13:00-14:00	15	0	21.839	18.781	40.620
14:00-15:00	15	0	20.092	17.908	38.000
15:00-16:00	15	0	19.218	22.712	41.930
16:00-17:00	15	0	8.736	27.954	36.690
17:00-18:00	15	0	4.368	27.080	31.448
18:00-19:00	14	0	1.005	7.540	8.545
Data after 19:00 deselected by time slice					
Total Rates:			195.165	202.102	397.267

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:	0.03 - 0.3 (units: hect)
Survey date date range:	17/06/2009 - 04/10/2023
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	CW	CORNWALL	1 day
	SD	SWINDON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	OT	STOKE ON TRENT	1 day
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	3 days
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	YO	YORK	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
	EC	CHESHIRE EAST	2 days
	GM	GREATER MANCHESTER	1 day
	MS	MERSEYSIDE	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day

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

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

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:	4 to 30 (units:DWELLS)
Range Selected by User:	4 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 26/11/25

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	5 days
Thursday	5 days
Tuesday	8 days
Wednesday	11 days

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

Selected survey types:	
Manual count	31
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	14 days
Suburban Area	18 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:	
No Sub Category	2 days
Residential Zone	30 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 Unknown	32 days

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

Secondary Filtering Selection:

Use Class:

C3	32 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:

250 - 15312

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	6 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	8 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys
75,001 to 100,000	7 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	15 surveys
1.1 to 1.5	16 surveys
1.6 to 2.0	1 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: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

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 32 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 32 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:

No

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

1	AC-03-A-02	DETACHED	CESHIRE WEST & CHESTER
WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Number of dwellings: 11.00 DWELLS Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
2	BC-03-A-02	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Number of dwellings: 28.00 DWELLS Survey date:			
			Survey Type: Manual
3	CW-03-A-01	TERRACED	CORNWALL
ALVERTON ROAD PENZANCE Suburban Area Residential Zone Number of dwellings: 13.00 DWELLS Survey date: Thursday 30/06/2005			
			Survey Type: Manual
4	EC-03-A-04	DETACHED	CESHIRE EAST
SYDNEY ROAD CREWE SYDNEY Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Tuesday 14/10/2008			
			Survey Type: Manual
5	EC-03-A-06	TERRACED HOUSES	CESHIRE EAST
GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Number of dwellings: 24.00 DWELLS Survey date:			
			Survey Type: Manual
6	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Number of dwellings: 29.00 DWELLS Survey date: Wednesday 12/10/2011			
			Survey Type: Manual
7	LE-03-A-01	DETACHED	LEICESTERSHIRE
REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Number of dwellings: 11.00 DWELLS Survey date: Tuesday 03/05/2005			
			Survey Type: Manual
8	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

ROOKERY LANE LINCOLN BOULTHAM Suburban Area Residential Zone Number of dwellings: 22.00 DWELLS Survey date: Tuesday 18/09/2012				Survey Type: Manual
9 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area Residential Zone Number of dwellings: 15.00 DWELLS Survey date: Friday 21/06/2013	MS-03-A-03	DETACHED	MERSEYSIDE	Survey Type: Manual
10 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Tuesday 16/10/2012	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: Manual
11 HALING WAY THETFORD Edge of Town Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
12 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
13 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Number of dwellings: 23.00 DWELLS Survey date: Tuesday 18/10/2011	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE	Survey Type: Manual
14 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Number of dwellings: 23.00 DWELLS Survey date: Wednesday 18/09/2013	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
15 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

Number of dwellings: 10.00 DWELLS
Survey date: Wednesday 10/05/2017

Survey Type: Manual

16 WATERMEET GROVE STOKE-ON-TRENT ETRURIA Suburban Area Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Wednesday 26/11/2008	OT-03-A-01	TERRACED & DETACHED	STOKE ON TRENT	Survey Type: Manual
17 PETERBOROUGH THORPE PARK ROAD Suburban Area Residential Zone Number of dwellings: 9.00 DWELLS Survey date: Tuesday 18/10/2011	PB-03-A-03	DETACHED	PETERBOROUGH	Survey Type: Manual
18 EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone Number of dwellings: 28.00 DWELLS Survey date:	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH	Survey Type: Manual
19 HEADLANDS GROVE SWINDON Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Thursday 22/09/2016	SD-03-A-01	SEMI DETACHED	SWINDON	Survey Type: Manual
20 NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Number of dwellings: 7.00 DWELLS Survey date: Tuesday 23/10/2012	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK	Survey Type: Manual
21 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Number of dwellings: 18.00 DWELLS Survey date: Wednesday 09/09/2015	SF-03-A-05	DETACHED HOUSES	SUFFOLK	Survey Type: Manual
22 SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Number of dwellings: 10.00 DWELLS Survey date: Friday 26/06/2009	SH-03-A-03	DETACHED	SHROPSHIRE	Survey Type: Manual
23 ELLESMERE ROAD	SH-03-A-06	BUNGALOWS	SHROPSHIRE	

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

SHREWSBURY

Edge of Town

Residential Zone

Number of dwellings: 16.00 DWELLS

Survey date: Thursday 22/05/2014

Survey Type: Manual

24	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
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SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Number of dwellings: 26.00 DWELLS
Survey date: Wednesday 22/11/2017

Survey Type: Manual

25	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
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WEST PARK ROAD
GATESHEAD
Suburban Area
Residential Zone
Number of dwellings: 16.00 DWELLS
Survey date:

Survey Type: Manual

26	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
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ARLINGTON AVENUE
LEAMINGTON SPA
Suburban Area
Residential Zone
Number of dwellings: 6.00 DWELLS
Survey date: Friday 21/10/2011

Survey Type: Manual

27	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
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BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area
Residential Zone
Number of dwellings: 23.00 DWELLS
Survey date: Wednesday 25/09/2019

Survey Type: Manual

28	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
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HEATH STREET
STOURBRIDGE
Suburban Area
Residential Zone
Number of dwellings: 12.00 DWELLS
Survey date: Wednesday 26/04/2006

Survey Type: Manual

29	WM-03-A-06	BUNGALOWS	WEST MIDLANDS
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NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Number of dwellings: 17.00 DWELLS
Survey date: Thursday 17/10/2013

Survey Type: Manual

30	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
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EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area
Residential Zone

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

Number of dwellings: 14.00 DWELLS
Survey date: Wednesday 18/09/2024

Survey Type: Manual

31 WO-03-A-01 DETACHED WORCESTERSHIRE
MARLBOROUGH AVENUE
BROMSGROVE
ASTON FIELDS
Suburban Area
Residential Zone
Number of dwellings: 10.00 DWELLS
Survey date: Thursday 23/06/2005

Survey Type: Manual

32 YO-03-A-01 TERRACED HOUSES YORK
NICHOLAS STREET
YORK
Suburban Area
Residential Zone
Number of dwellings: 21.00 DWELLS
Survey date:

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AG-03-A-01 22-05-2012	22-05-2012	Out of area
BN-03-A-01 20-10-2005	20-10-2005	Out of area
BO-03-A-01 15-10-2020	15-10-2020	Covid-19
CC-03-A-01 25-05-2016	25-05-2016	Out of area
CF-03-A-03 08-10-2007	08-10-2007	Out of area
DL-03-A-11 19-05-2021	19-05-2021	Covid-19
DN-03-A-02 05-09-2013	05-09-2013	Removed: Site re-surveyed by DN-03-A-06
DN-03-A-06 10-10-2018	10-10-2018	Out of area
EN-03-A-02 14-09-2022	14-09-2022	Out of area
GA-03-A-03 20-09-2006	20-09-2006	Out of area
HI-03-A-13 21-05-2009	21-05-2009	Out of area
KI-03-A-01 24-06-2010	24-06-2010	Out of area
KI-03-A-02 24-06-2010	24-06-2010	Out of area
KN-03-A-01 26-01-2007	26-01-2007	Out of area
PS-03-A-02 11-05-2015	11-05-2015	Out of area
RO-03-A-03 25-09-2014	25-09-2014	Out of area
SK-03-A-01 23-10-2008	23-10-2008	Out of area
VG-03-A-01 08-05-2017	08-05-2017	Out of area
WE-03-A-01 15-10-2009	15-10-2009	Out of area

Audit Code: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

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	32	17	0.087	0.247	0.334
08:00-09:00	32	17	0.168	0.397	0.565
09:00-10:00	32	17	0.128	0.206	0.334
10:00-11:00	32	17	0.186	0.170	0.356
11:00-12:00	32	17	0.193	0.200	0.393
12:00-13:00	32	17	0.220	0.193	0.413
13:00-14:00	32	17	0.184	0.179	0.363
14:00-15:00	32	17	0.202	0.226	0.428
15:00-16:00	32	17	0.291	0.265	0.556
16:00-17:00	32	17	0.334	0.235	0.569
17:00-18:00	32	17	0.343	0.202	0.545
18:00-19:00	32	17	0.249	0.161	0.410
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.585	2.681	5.266

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: 67a677bb-b9b3-4ce8-a15e-681d9dcb9558

Parameter Summary:

Trip rate parameter range selected:	4 - 30 (units: DWELLS)
Survey date date range:	03/05/2005 - 18/09/2024
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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